

Friday, April 14, 2006 – 9:30 a.m.

MINUTES

Los Angeles County
Metropolitan Transportation Authority

SOUTH BAY SERVICE SECTOR COUNCIL REGULAR MEETING

Carson Community Center
801 E. Carson Street, Room 209
Carson, CA 90745

Called to order at 9:30 a.m.

Council Members present:

Terisa Price, Chair
John McTaggart, Vice Chair
John Addleman
Margaret Hudson
Lou Mitchell
Curren Price
Devon Deming

Officers:

Dana M. Coffey, General Manager
Christina Lumba-Gamboa,
Recording Secretary



Metropolitan Transportation Authority

Metro[™]

General Manager Dana M. Coffey announced the passing of Arthur Winston last night April 13, 2006 at 8:00 p.m. in his home. Mr. Winston turned 100 years old and retired March 22, 2006, and was Metro's most senior employee. Ms. Coffey said that Arthur Winston inspired everyone with his dedication to work and his loyalty to the agency.

Council Member McTaggart remembered him fondly with a big smile on his face. Ms. Coffey requested a moment of silence and announced that the meeting would be adjourned in memory of Arthur Winston.

1. **Safety 1st Contact** by Metro South Bay Volunteer.

Lynda Reed, Executive Secretary for the Service Sector recommended walking and not running to catch a bus or a train.

2. **APPROVED** Minutes of the March 10, 2006 Council Meeting.
3. **PRESENTED** Safety Certificates to South Bay area students by Dana M. Coffey, General Manager, Metro South Bay.

Ms. Coffey presented awards to Cylissa Simmons and Loreal Thompson of Leapwood Avenue Elementary School and Eduardo Rodriguez of McKinley Avenue Elementary School. Each student came forward to meet with Ms. Coffey and posed for pictures. The students participated in Safety writing and drawing contests on how they can be safe on trains and buses.

4. **RECEIVED status update** of the FY06 3rd Quarter Budget for Metro South Bay by Myrine White, Administrative and Financial Manager, Metro South Bay.

Myrine White provided an overview of the Service Sector preliminary variance report from July 2005 through March 2006.

Items with negative variances are:

- Contract Wages due to an operator assignment ratio below the budgeted 1.18
- Workers Compensation
- Fuel/Lubricants due to continuing rise of fuel cost

- Parts due to ATMS equipment that was installed on the new articulated buses
- Chargeback PL/PD due to prior year claims

Items with Positive Variances were:

- Uniforms, Tools and other benefits due to employee uniform stipends that will increase in the 4th quarter.
- Non-Contract salaries due to unfilled positions

Council Member McTaggart asked whether the PL/PD figures are estimated costs based on previous years that is taken out of a pool and charged in advance to the service sectors. Ms. White responded affirmatively. Mr. McTaggart expressed his disapproval on the way the PL/PD calculations are being distributed.

Ms. Coffey added that PL/PD estimated figures do not impact any of the Service Sectors and an exact amount is difficult to determine. She said that in FY07 budget funds will be evenly calculated at a standard rate for all the sectors and monitored.

Council Member Hudson asked what is being done regarding the negative variance for fuel/lubricants.

Ms. White responded that CEO Snoble in the past asked the MTA Board for additional funding for fuel.

Ms. Price opined that the only way to monitor and control the fuel variance is to enter into a fuel hedging contract. She cited Southwest Airlines as an example.

5. **RECEIVED status update** on the Transit Service Policy by Steve Fox and Isaac Lim, Transportation Planning Managers IV, Service Planning and Development Department.

Steve Fox gave an update on the proposed changes to the Transit Service Policy. Most of the proposed changes are on the Metro Rapid Program and the Service Change process as a result of the Consent Decree rulings by the

Special Master. He said that after obtaining input from the Sector councils, the revised policy will be presented to MTA Board of Directors for adoption in July 2006.

Mr. Fox stated that the key changes to the policy are in “Discussion of Service Change Process”, “Impact Analysis Methodology”, “Metro Rapid Service Warrants” and “Other minor additions and refinements”. He said that the Special Master directed Metro to be more specific in identifying the Governance Council role during the public meeting process to address issues of public safety. Some Service Sectors have addressed the issue, but it is not specifically identified and written in the current Transit Service Policy as a council responsibility. The Special Master also ordered that an appendix be included that details actions that can be taken by Metro to mitigate impacts to the transit dependent rider. Appendix E was added that identifies situations that may have an impact on transit dependent riders. It also states that the Council shall determine and identify the impacts and whether potential mitigating actions are required. The Special Master also requested an impact analysis be submitted for each Service Change program to determine if there is a net benefit to the transit riders system wide.

Mr. Fox stated that an analysis was submitted last September 2005 for the last four service changes which started in June 2003. The analysis shows that overall there was a net benefit to the transit rider for all four service changes analyzed. The Special Master was satisfied with the findings but requested that an adjustment be made to the worksheets that were used to perform these calculations.

With regard to the Metro Rapid Warrants, Special Master directed Metro to run all Rapid Service with a peak frequency of every 10 minutes and off peak frequency of every 20 minutes. He also directed Metro to operate service from 5:00 a.m. to 9:00 p.m. on all the Rapid corridors. The Special Master stated that Metro may exclude from the new operating parameters five Metro Rapid Corridors based on low ridership. The five Rapid routes that are identified for exclusion are the 705 (Vernon-La Cienega), 714 (Beverly), 751 (Soto Street), and 780 (Pasadena/Hollywood). Big Blue Bus operates the Lincoln Rapid from Santa Monica to LAX, which is also excluded. No Lines from South Bay Service Sector have an exemption.

The Special Master stated that when a new Metro Rapid is implemented, two-thirds of the route must be new service or an expansion of service hours. In addition, staff is recommending changes to the Metro Rapid Service form which is Appendix A, making it easier to add new stops. Some other changes were included such as “policy for substandard performing lines that are covered by a subsidy agreement with another entity” (page 19), a new charter bus policy (page 16), and new rail productivity guidelines (page 24). Staff also added a route numbering and classification system guideline (Appendix G).

Council Member Hudson commented that there are a number of acronyms used within the document. She suggested the acronyms be defined at least once. Mr. Fox responded the acronyms will be included in the Appendix.

Ms. Hudson asked if all the changes were motivated by the Special Master. Staff responded affirmatively.

Council Member McTaggart commented that the policy requires Metro to maintain .70 miles per corridor as an average between stops, but a Metro Rapid service actually stops less often. He asked if local service makes up for the difference.

Mr. Fox responded that the .70 miles is a guideline and most Metro Rapid services are below .70 miles to incorporate the balance between serving the customers who may not be served because there may not be a stop location, and keeping the Rapid speed program goal intact.

Council Member Deming stated that the standard on passenger loading for the rail seems high, which contradicts the statement “that the sufficient seating capacity will be maintained so as not to discourage customers from overcrowding”. Staff responded that it would review the language.

Chair T. Price asked for further clarification of Appendix E. She requested definitions of “significant number of negative comments”, “high crime area”, “providing special security/safety measures”, to warrant mitigating actions. Ms. Price suggested that percentages be added to the overall language to give the Governance Council understanding and guidance in making its determinations.

Public Comment:

Jose Melendez commented that the Metro Rapid Service Program policy section that covers the branding of the Metro Rapid buses mandates that they be painted in red color. He commented that some buses on the Harbor Transitway Express lines are also painted in red.

General Manager Coffey responded that the Service Sector is temporarily using some Metro Rapid buses on the Express lines due to delays in the implementation of new Metro Rapids and the availability of red buses that otherwise might not be operated. Chair T. Price commented that that practice should be reflected on the policy.

Council Member McTaggart suggested identifying and separating the Special Masters requirements within the document.

Norm Hubson asked for the definition of Express Service.

Lionel Jones asked if outside contractors and municipal operators are governed by the Transit Service Policy.

Chair T. Price responded that the municipal operators are required to meet the criteria of the Transit Service Policy to operate a Rapid Line.

Council Member McTaggart asked with regard to the Special Master's directive that the Metro Rapid bus operate from 5:00 a.m. to 9:00 p.m., would 9:00 p.m. be at the end of the Line or the beginning of the Line.

Mr. Fox responded the end of the line.

J.K. Drummond asked with regard to considering mitigating actions when a significant number of transit riders are impacted, under Appendix E, would that be 25% of all of your customers or 25% of riders of an individual line?

Mr. Fox responded that he will report back and revisit the 25% or define what the word "significant" means in relation to the policy.

Council Member McTaggart requested if there is some way in the final document to identify the requirements of the Special Master.

6. RECEIVED Chair's Remarks

Chair T. Price reported on the Meet and Confer meeting that occurred on May 24th with the governance councils, the CEO and the deputy CEO of Metro. Ms. Price said that it was a productive meeting and shared with the public the following:

- Metro has a \$112 million budget deficit going forward for FY07.
- 3rd quarter ridership statistics indicate that there is significant increased rail and bus ridership. Ms. Price was pleased with the 4% increase on the Green Line since the 2nd quarter.
- Governance Council Service Sector chairs will make a combined sector presentation to the MTA Board on May 25th.

Chair T. Price stated that the issue of signage which is the Service Sector's priority, is moving forward. Director Pam O'Connor and her deputy Claudette Moody have made that a special emphasis. She reported that the Governance Council and executive management staff of Metro are working on a Signage program for the South Bay. Chair T. Price thanked Claudette Moody for moving the issue forward.

Metro Connections staff, municipal operators and consultants are working on the designs of Metro connections.

Beach Cities Transit will be implementing service on Line 109 replacing Line 439 effective July 1st. Service span will be the same, but with increased frequency and 30 minute headways.

Beach Cities Transit's one and only 40 foot transit bus is named Bertha and will be on the cover of Metro magazine for the April edition. Beach Cities Transit will be distributing stuffed mini buses at the implementation of Line 109. Sales of tokens, passes, and transit oriented souvenirs will begin on April 25th at the South Bay Galleria Transit Center.

Council Member Hudson asked if Beach Cities Transit is part of the E-Z pass program. Chair responded affirmatively.

7. RECEIVED General Manager's Comments

General Manager Coffey announced that Workshops on service changes are scheduled on May 12th as part of the Governance Council monthly meeting at 9:30 am. at Division 18, 450 W. Griffith St., and on June 9th at the Arthur Winston Division, 5425 Van Ness Avenue. Ms. Coffey said that the meetings will be publicized on the website.

8. RECEIVED Public Comments

Council Member Deming gave an update of the LAX FlyAway Bus. Ridership is 3,473 to date and is way beyond expectation. She noted that the LAX FlyAway bus schedule is not listed on the Trip Planner of Metro. She said that in discussion with Metro staff, she was told that Marketing and Community relations made the decision not to include the schedule on the website. She also announced Bike-to-Work Day is on May 18th, and that LAX and Metro are sponsoring a pit stop at the Aviation Green Line Station.

Council Member John McTaggart requested the attendance of the Webmaster at the next Council meeting to hear complaints about the Trip Planner.

Council Member Hudson requested a review of Metro policy with regards to what a rider can bring on-board, such as wheelchairs and scooters, and what is not allowed, for example shopping carts.

Public Comment:

Evaristo Ramos suggested a new bus line from Carson City to Long Beach Medical Center. He wants to know when it could start, and if not, why not.

Jose Melendez said he appreciates the red Rapid buses operating on Express routes.

Rafi Katzir suggested the following:

- Lines 40 and 740 south of Stocker be rerouted to La Cienega instead of Crenshaw and terminate at Aviation Green Line Station to avoid duplication of Lines 210 and 710.
- Line 108 should operate on Jefferson between Fox Hills Mall and Lincoln Bl. and Line 110 should terminate at Mesmer/Major.
- Renumber Line 202 to Line 602
- Provide 24 hour service on Line 210 since Line 156 operates 24 hours
- Line 53 needs a limited stop service
- Don't cancel Line 439
- Cancel Lines 442, 446, and 447
- Reroute Line 550 to Arlington instead of Western, then reroute to Avalon Bl. instead of Vermont Av. south of the Artesia Transit Center, or extend Line 550 to the Artesia Blue Line Station and Cerritos via the 91 Freeway.
- Extend Line 445 to Angels Gate Park

Norm Hobson commented positively that Beach Cities Transit should operate a portion of Line 439. Mr. Hobson thanked General Manager Coffey for inviting the public to the Workshop meetings. He also suggested that the fare of the Harbor Transitway be the same as local fare, similar to the Metro Orange Line.

Lionel Jones commented the bus connection to the Artesia Transit Center is always late, and this is especially a problem at night. He suggested the operator's information should include a note to wait for connecting buses. Mr. Jones also said that the transfers to/from Lines 446/447 are a disservice, and that more people now ride Line 445 to avoid the transfers. He also noted that the Harbor Transitway is closed after 8 pm north of Slauson due to construction, and that Metro should have a standard detour so all buses operate the same way, instead of some buses using Figueroa and others using the 110 Freeway.

June Saleman noted that the Northwest San Pedro Neighborhood Council passed a motion to support a new San Pedro Transit Center at the Harbor-Beacon park-ride lot. She believes that the Neighborhood Council instead should be working with the Port of Los Angeles and the Community Redevelopment Agency to find a better location. She also commented on

late buses and missed connections at the Artesia Transit Center, stating that a 5 minute transfer window is too tight.

J. K. Drummond suggested an on-line demonstration of the Trip Planner, not a powerpoint slide show.

ADJOURNED at 11: 45 a.m. in memory of Arthur Winston.

A handwritten signature in black ink, appearing to read "C. Gamboa", with a long horizontal flourish extending to the right.

Prepared by: Christina Lumba-Gamboa
Recording Secretary