

Wednesday, July 12, 2006

5:00-7:00 PM

MINUTES

Westside/Central Service Sector
Governance Council

Regular Meeting

La Cienega Tennis Center
325 S. La Cienega Blvd.
Beverly Hills, CA 90211

Called to Order at 5:03 P.M.

Council Members present:

Brad Robinson Chair
Jerard Wright, Vice Chair
Peter Capone-Newton
Greg Fischer
Carol Gross
Joyce Perkins
Glenn Rosten
Anny Semonco

Officers:

Mark Maloney, General Manager
Michele Jackson, Council Secretary



Metropolitan Transportation Authority

Metro

1. RECEIVED Public Comment for items not on the agenda

Wayne Coombs – Made correction to his public comment in June 14, 2006 Minutes.

2. APPROVED Minutes from June 14, 2006 **as corrected.**

Corrected comment – Because MTA policy dictates that buses cannot be **early at a time point**, (they must be on time or later) buses will wait at the stop prior to their time point to allow time to pass. Drivers feel they can be a half hour late, but not one minute early **arriving at a time point.**

Chair Robinson abstained.

3. RECEIVED General Managers Report

- Update on Division 7 sound issue – Waiting for study to be completed. Will then meet with residents and staff of West Hollywood. Project must be completed in this fiscal year.
- Update on OTP Task Force – Task force was created in early March. Staff looked at how we are data is gathered and how it's reported. Meeting with General Managers did not take place last week. General goals are: create more operable schedules; switch from a sampling process to using data from the GPS system; increase field supervision; improve communications between division, OCS and field supervisors.

What is the policy for boarding passengers after pulling away from a stop?

- There is no specific written policy/procedure in the SOP or Instruction manuals.
- OCI instructs operators not to open the doors once they have moved away from the stop.
- The preface to the SOP states “Operators must not violate the rules, but may deviate from “standard procedure” in the interest of better serving the customer, as long as safety is not compromised.”
- An operator that does not open the doors after boarding passengers and moving away from the stop is not subject to discipline. If an operator opens the doors to board passengers after pulling away from the stop, and there is an accident, the accident is potentially chargeable to the operator.

Representative Semonco asked about on-time performance for Line 780 in relation to the 217.

Vice Chair Wright asked if on-time performance is related to the number of boardings. Staff responded that on-time performance is much more noticeable on lines with wider headways. Representative Capone Newton asked to see on-time performance numbers related to frequency of service.

On-time performance and in service on-time performance are both well below the goal. Accidents are down for the month of May and met the overall target. Complaints and workers' compensation claims are at an all time low, and well below the target.

CNG vs. diesel – CNG costs 50-75 cents per mile; diesel 60-80 cents per mile. Maintenance costs are about 15% higher for CNG buses; however the agency is no longer allowed to purchase diesel buses.

Representative Rosten asked if CNG availability is better than diesel. Staff responded that the costs usually go up in tandem, but the crude oil shortage would not affect the availability of CNG.

Vice Chair Wright asked if fuel is purchased ahead of time. Staff responded that Procurement is trying to set up those types of contracts.

Representative Gross announced that County Sanitation Districts as well as the Puente Hills Landfill will now sell CNG to the public.

Responding to a question from Representative Gross regarding field supervision, Mark Maloney said some part-time operators have been moved into field operations; but despite having received 5 additional TOS positions in this year's budget, there are still 5-7 vacant positions.

Chair Robinson asked to see the previous survey of on-time performance, and how it has changed. Representative Gross would like to see it charted over times of year to see what the impact is seasonally.

Representative Capone Newton asked the hours of operation for Customer Service and if they have changed over the last few years. He expressed the hope that the reduction in complaints is not because of reduced hours that people can call in.

Representative Capone Newton commented that Line 220 was running 10 minutes late today causing him to miss the connection with the 7. Requested a report of on-time performance for Line 220 and how often the connection is made with Line 7.

- Ethics Report

Karen Gorman reported on AB1234, a new law passed this year which requires 2 hours of mandatory ethics training for specified local officials who receive compensation for their service. The training must be completed by the end of this year and every other year thereafter. Training will be provided by Metro's Ethics Department at no charge. Dates will be announced in August. Training is also

available from the California League of Cities in person for \$35 or through a self-study course for \$25.

Ms. Gorman also briefed the Council on the upcoming Customer Code of Conduct which will coordinate Metro policies and rules with the Penal Code and provide enforcement personnel to have something to enforce. San Francisco Muni started legislation to decriminalize PC640 offenses such as loitering, fare evasion, graffiti, etc. Metro Government Relations staff is working closely with the authors of that legislation.

Chair Robinson asked to see the draft before it goes to the Board. Ms. Gorman responded that the Board action that will be sought is only to allow the code to be publicized for public comment. She will return with an update on the progress in a few months.

4. RECEIVED Financial Report on May 2007, Michael Davis, Administration and Financial Manager

Michael Davis reported that the Sector is under running the budget based on an underrun of \$2.2 million in allocated fringes and \$7 million in public liability/property damage. Overages include \$2.2 million for fuel, \$168,000 for material and supplies and \$282,000 for parts. Overall, year to date, the sector is in a very healthy position.

Bus traffic accidents per 100,000 miles exceeded the FY06 target in the Westside Sector and systemwide. Chair Robinson asked the reason for the increased number of sideswipe accidents. Mark Maloney responded that not only are there more buses from each of the divisions, but the buses are larger with mirrors sticking out farther (102" plus mirrors). Mr. Davis added that operators will be retrained to maintain a four foot side clearance and be more aware of the environment in which they are driving.

The FY2007 final budget assumptions resulted in the sector receiving four fewer service attendants, seven fewer mechanics, and five additional transit operations supervisors.

The Non-labor budget is reduced by \$45,000. Gasoline and diesel are budgeted at \$2.36 per gallon while CNG is budgeted at \$1.00 per therm. Fuel increases are 62% and 25% respectively over FY06. The parts budget will also increase by \$1.4 million.

5. RECEIVED Work Program for FY07 (Goals & Objectives), Mark Maloney, General Manager

Representative Rosten asked about scheduling a tour of Division 7. Mark Maloney indicated that because of the recent remodeling, it would now be possible to meet at the Division and then have a tour.

Vice Chair Wright asked which agency would be operating the Pico Rapid Line. Staff responded that it would either be Metro or Santa Monica, but the final decision has not been made.

Representative Capone Newton requested information about bus lines that cross the sectors and go into downtown.

Referring to the listing of "Wilshire Bus Lane" under the Community Relations heading, Representative Capone Newton requested that it be changed to just "Bus Lanes". With regard to on-time-performance, he suggested that staff focus on the soft spots. Rather than spend time trying to make buses like the 720 hit on-time performance marks when it doesn't really matter, staff should focus more on Line 220. Would also like to see a re-evaluation of the Rapid Bus Program. What has been the impact of using 60 ft. buses; has increased dwell time caused slowing?

General Manager Maloney will report back with Rapid Bus goals vs. what is actually happening.

6. DISCUSSED Metro Connections line analysis, Roy Gandara, Service Development Manager

Mr. Gandara explained that changes are being considered to simplify the system, maximize efficiency and productivity and reduce duplication with Municipal Operators. Examples given were the possibility of discontinuing Line 20 or a segment of the 434.

Route 20 runs from downtown to Santa Monica. A short line ends in the UCLA area at Wilshire/Veteran, and a branch, Route 21 goes into Ackerman Loop on the UCLA campus. Average boardings are 22,000 weekdays and 13,000 on Saturday. That equates to 53.7 boardings per passenger hour on weekdays and 42 on Saturday. The cost per weekday boarding is \$2.03 and \$2.55 on weekends. The FY07 budget assumes 59 cents per boarding. Based on these boarding numbers, subsidy would be \$1.45 for weekdays and \$1.96 on Saturday for Line 20.

For Line 21, the cost per boarding is \$7 on weekdays and \$5.50 on Saturday, resulting in a subsidy per passenger of \$6.41 on weekdays and \$4.75 on Saturday.

Chair Robinson requested confirmation that the difference between Lines 20 and 21 is that the 20 goes to Santa Monica and the 21 does not. Mr. Gandara responded affirmatively, adding that there is also a short line operation that ends at Wilshire and Veteran. There is a drop off in ridership from Westwood to Santa Monica.

The lines cost \$107/hr. to operate, which is \$7,000-\$8,000 per day. These numbers are to show the changes that can be made with Metro Connections.

Representative Rosten suggested trying to get UCLA to either subsidize the service or provide it themselves. Staff noted that Metro Commute works with employers all over the county to develop programs like the I-Pass, but these programs have remained unfunded. Last year they temporarily subsidized passes for students and faculty. A survey was done of the 530 participants and Line 20/21 ranked No. 3 in usage.

Representative Semonco said someone needs to assure that there is a shuttle for night students to get to bus service.

Representative Gross suggested that when ridership numbers are checked again for Line 21, ridership for the other carriers, such as Culver City and Santa Monica, also be checked.

Chair Robinson requested a study session where the Council can take a comprehensive look at what is being proposed in order to assure that the hubs are where they should be and serving the community in the appropriate way.

Roy Gandara responded that the hubs have already been identified. We are currently finalizing what the network should look like. The consultant has provided draft maps showing preliminary routings. We should be able to bring final recommendations to the Council in August.

Representative Gross commented that the entire focus of the last meeting was Metro Connections. Everyone wants to see the overall map.

General Manager Maloney noted that the downtown area will be a bit of a problem. Staff is still working with LADOT.

Chair Robinson commended staff on the quality and amount of information that is now coming to the Council on a regular basis.

Public Comment

Ken Ruben – Line 218 bus broke down at Fairfax High. Three 720's and two 20's were at Wilshire & Fairfax. Mr. Ruben added that Metro employee, Jeff Boberg, attended the Transit Advocates Meeting last week and had dinner with Dana Gabbard. Mr. Ruben added that he got on a 217 going south on Wilshire at 9:30 p.m. and the driver stopped at the 780 stop. When questioned, the driver said he would stop where he wanted. People in the downtown area were not properly notified of the discontinuation of the contra-flow lane.

7. Chair's Remarks

Representative Capone Newton requested a brief community relations update on the Wilshire/Vermont project.

Representative Semonco asked on which buses the TAP system is installed. Staff responded that it is on all in-house operated buses and should be on contracted buses soon.

Vice Chair Wright commended the Metro Express Service map, and suggested a night owl network guide showing all the buses that run later.

Chair Robinson commented on the amazing mass transit he experienced on his recent trip to Paris.

Adjourned at 7:12 p.m.

A handwritten signature in cursive script, reading "Michele Jackson".

Council Secretary