

Minutes

Los Angeles County
Metropolitan Transportation Authority

SOUTH BAY SERVICE SECTOR COUNCIL REGULAR MEETING

Carson Community Center
801 East Carson Street
Carson, CA 90746

Called to Order: 9:40 a.m.

Service Sector Representatives:

Terisa Price, Chair
John McTaggart, Vice Chair
John Addleman
Margaret Hudson
Lou Mitchell
Devon Deming
Robert Pullen-Miles

Officers:

Dana M. Coffey, General Manager
Raynard Vincent Price, Council Secretary



Metropolitan Transportation Authority

Metro

1. **Safety 1st Contact:** Richard Morallo said because it is getting darker earlier, everyone should be careful while driving. He encouraged everyone to look out for pedestrians especially during the holidays.
2. **APPROVED** Minutes of the:
 - August 10, 2007 Council Meeting.
 - September 14, 2007 Council Meeting as corrected. (Page 5, Item 6, second paragraph line 5, should read “Representative Mitchell said” as opposed to “She said.”)
 - October 12, 2007 Council Meeting.
3. Received oral report on Crenshaw - Prairie Corridor Study, by Fulgene Asuncion, Transportation Planning Manager, Metro South Bay Area Team. Ms. Asuncion advised the Council of a current environmental study being conducted on the Crenshaw Corridor. Three public scoping meetings were held in October to: identify the purpose of the project; describe the alternatives under consideration; obtain comment on project purpose.

The comment period has ended. Comments will be included in the final report. There have been several studies in the past with the most recent being the Major Investment Study completed in 2003. That study resulted in the implementation of the Rapid Bus, Lines 710, 711 and 740 on the Crenshaw Corridor. This project is included in the Long Range Transportation Plan. The project study area is ten miles in length within a 33 square mile area.

The purpose of the project is to improve public transit service and mobility in the Crenshaw-Prairie Corridor by connecting existing lines to major activity centers such as LAX, Downtown, employment centers and schools outside the corridor. Ms. Asuncion presented boards displaying alternatives and potential routes within the transportation corridor as well as issues to be studied such as air quality and economic and fiscal impacts. Although the public comment period has ended, she provided ways the public can continue to comment on this three year project either through

the website at www.metro.net/crenshaw or by way of email at crenshaw@metro.net.

Claudette Moody, Deputy to Metro Chair Pam O'Connor clarified that the Crenshaw-Prairie Transit project is a long standing project that is in the base line of the Long Range Transportation Plan - a good position to be in since money has been identified for the project. She mentioned the two groups studying the Harbor Subdivision and the Crenshaw-Prairie project are interfacing with each other although the Harbor Subdivision is not in the base line of the Long Range Transportation Plan.

The Long Range plan will go before the Metro Board in January with a recommendation. The process will include public comment for 45 days and then back to the Metro Board in late spring for final action. Ms. Moody reminded the Council and public, Metro will seek authority to find new sources of funding – congestion pricing being one such suggestion to explore. Until then, we must be good stewards of what we have and spend money wisely.

Representative McTaggart spoke of a Claremont College Professor who served with him on the Air Quality Management District Advisory Council who suggested congestion pricing 25 years ago as a way to clean the air. The Chair thanked Ms. Asuncion for her presentation and Ms. Moody for further clarification. Ms. Asuncion concluded her report.

4. **Received** oral report on, “Look Ahead to FY09 Service Change Process,” by Scott Greene, Transportation Planning Manager, Metro South Bay Service Sector. Mr. Greene presented an overview of Metro’s financial short fall challenges which require a careful look at our services. Of the 25 lowest performing lines within the system some are within the South bay Sector. In response to a question, at this time, it does not include the 442. Two of the lines on the list have been cancelled. Currently, Lines 202, 608, 607, 211, 209. 625 and 439 may be on the list of lines for possible changes or cancellation. The list will be provided in December. Before changes can take place, there will need to be a public hearing date set for early February possibly at the Carson Community Center on a Wednesday evening.

The public hearing notice will be published in early January, possibly on January 6th, to begin the 30-day public comment period. The goal is to save 215,000 hours. Chair Price stated that when Metro is looking at cutting service in the different sectors with the attempt to divide the 215,000 hours equally amongst the five sectors, the results have a disproportional impact on the people in the South Bay. She strongly recommends Metro seek a different approach to making service adjustments.

The Manchester Firestone Rapid Bus may be initiated in June 2008. It will be on the list of public hearing items for public comment. There is a cost associated with instituting the Rapid bus especially in terms of meeting the requirements of the Consent Decree.

There was discussion on the Metro \$75M shortfall and the removal of Lines that are not providing service to customers and putting service where it is productive. Representative Deming asked about Lines 625 and 626. The 626 is not performing as well as Line 625. Chair Price said when there is discussion of Metro discontinuing service it may not be that the service is eliminated but transitioned to a more appropriate provider.

Mr. Greene reiterated that Metro will give riders options where possible. The South Bay Council has provided leadership in making sure recommended changes do not leave riders stranded. Chair Price reminded the Council of the need for the infrastructure that goes with the installation of Rapids. She requested a presentation on the technology and support for the Rapids in the South Bay.

Public member Dorothea Jaster requested a focus group to evaluate the impact of the shakeup. Chair Price suggested this happen before the decisions are made. Mr. Greene announced the General Manager will have a workshop at the next governance meeting to work through some of the issues and problems prior to the public hearing. Representative Pullen-Miles suggested that there be an evening workshop for riders. Mr. Greene concluded his presentation

5. Received oral report on Adopt-A-Line Program by Service Sector Representatives.

Representative Pullen-Miles rode line 212. It was uneventful. The driver was very pleasant and helpful. The bus was clean. However, the transit terminal was not clean, which is a part of the riding experience. Chair Price said the facility is heavily used and that this particular public space is a challenge (It is not a Metro facility).

Representative Lou Mitchell continues to monitor Line 117. The line goes to the airport. Ridership has improved. The bus was clean. The driver was polite and attentive to the riders. She rode mornings, midday and evenings to evaluate the line.

Representative John Addeleman rode Line 444. The driver called the stops, the bus was clean, and the riders were nice. He took the bus downtown and returned with a different driver who was also good.

Representative John McTaggart also rode Line 444 number 6571. It was on-time and clean. Driver 71953 was pleasant. There was loud music on the bus. However, the driver needs to be acknowledged for doing a good job. There was a customer who was helped by the driver in riding the bus for the first time.

Representative Margaret Hudson said the fare information should be indicated when zone charges are applicable. She said her bus was too cold.

Representative Devon Deming said some of the Line 625 buses have been replaced with different buses that are larger and the customers seem to be happier. They are requesting that the buses remain on the line.

Chair Price said there were police officers with dogs at the Green Line a few days ago. She was concerned that if it was because of something dangerous she would like to have known. Line 130 continues to have buses taking detours in the downtown Redondo Beach area where it should not. Line 232 is on time but with windows completely etched with graffiti. At the Galleria transit terminal a local bus operator held a

conversation with a Rapid bus operator inappropriately stopped in traffic for a lengthy period of time. She noticed the driver had a four-digit operator number indicating he is a long term employee.

6. **Chairperson's Remarks.** Chair Price mentioned that Metro's deficit is now at \$75M, half of the original deficit. Chair Price expressed a major concern that it does a disservice to the Harbor Transit Way to charge a higher fare to ride the bus than to ride the Blue Line to downtown. The service is underutilized. Representative Hudson added that not only is it cheaper but the Blue Line runs more frequently.
7. **General Manager's Remarks.** On behalf of General Manager Dana Coffey, Metro staffer Scott Greene stated the General Manager continues to have three primary areas of focus which are: 1) Bus Cleanliness; 2) Customer Service and; 3) On Time Performance.
8. **Council Member's Remarks.** Representative Mitchell discussed a community group attempting to make improvements to the Watts Tower particularly the ability for visitors to ride the bus closer to the Tower. She also requested that the Tower be included on a Metro map. If there is one available she would like to share it with her community group. Chair Price suggested the group visit Metro.net where all the system maps can be viewed.

Representative Addleman hopes to have a report at the next meeting on contract-letting by Metro.

Representative Hudson suggested that Metro staff mail Representative Franklin the Metro budget information and other information.

Representative Deming commented that the Union Station Fly Away continues to do well where over 80% of the riders are transit transfers. Westwood is not doing well. Public member Rafi Katzir suggested there be a Fly Away from North Hollywood Station to LAX.

9. **Public Comments:**

Rafi Katzir – Recommended articulated buses on Line 207 and extension of the 207 to the Crenshaw Station. He also suggested recommendations for Line 550. Mr. Katzir shared his disappointment with Line 439 cancellation. Mr. Katzir made other line recommendations. (On file).

Dorthea Jaster – All of the platform lights are working at the Artesia Transit Center. The Palm trees are no longer hanging down on the benches. She thanked Madeline Van Leuvan for following up on the various issues. She said the changing colors on the 940 head signs are hard to read. The Hawthorne bus stop south of Artesia has a tower that blocks the view of approaching buses. The buses on line 205 are habitually late.

Evaristo Ramos – Suggested a Metro bus that can connect the City of Carson with the City of Long Beach. Representative Hudson advised that Line 205 stops in the area where the Carson Terminal will be. Chair Price recommended Mr. Ramos work with the City of Carson Circuit.

10. Consideration of Items not posted on the Agenda-None.

Adjourned at 10:45

Prepared by:



Raynard Vincent Price
Council Secretary