



A G E N D A

BUS OPERATIONS SUBCOMMITTEE

Tuesday, February 25, 1997 - 9:30 a.m.

GATEWAY PLAZA Conference Room, 3rd Floor

MTA - One Gateway Plaza - Los Angeles, CA 90012 St.

Los Angeles County
Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012

213.922.6000

Mailing Address:
P.O. Box 19
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- | | | <u>DISPOSITION</u> |
|-----|---|--|
| 1. | Call to Order | Action • Kathryn Voltz |
| 2. | Approval of January 28, 1997 Minutes (Attachment #1 - Page 2) | Action • Kathryn Voltz |
| 3. | Legislative Update (Oral Report) | Information • Claudette Moody |
| 4. | Service Planning Market Research Study Update (Oral Report) | Information • Richard Steinbeck |
| 5. | SRTP Clarification & Discussion of Instructions and Funding Marks (Oral Report) | Action • Steve Brown MTA Staff |
| 6. | Mid-Year Reallocations Claims Process (Oral Report) | Information • Steve Brown |
| 7. | ISTEA Reauthorization (Oral Report) | Information • M.J. West/Steve Brown |
| 8. | Security (Oral Report) | Information • Jim McLaughlin |
| 9. | Mobility Allowance (Oral Report) | Information • Brad Lindahl |
| 10. | MTA Operations - ADA Compliance Plan (Attachment 2 - Page 8) | Information • Chip Hazen |
| 11. | New Business | • Kathryn Voltz |
| 12. | Adjournment | |

ITEM #2 ATTACHMENT 1
JANUARY 28, MEETING MINUTES



MINUTES

BUS OPERATIONS SUBCOMMITTEE JANUARY 28, 1997

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I. CALL TO ORDER

The meeting was called to order at 9:40 AM.

II. APPROVAL OF DECEMBER 10, 1996 MINUTES

There was one correction to the minutes:

Page 1, Item #3, 2nd paragraph "size met retrofitting" should be "seismic retrofitting."

There being no further changes, a motion was moved, seconded and the December 19, 1996 minutes were approved with the above correction.

III. LEGISLATIVE UPDATE

This item will be held over until the February meeting.

IV. MARKETING

Richard Steinbeck referred to the handout he provided identifying the data entry and data summary completion schedule. The data entry will be completed by February 2. Summary reports will be available from January 31 through February 14. Not included in this report will be the O&D information. MTA data is being reviewed and modified. The final report will be available at the end of February.

Also, when operators receive reports, there will be completed survey instruments for reference and if anyone is interested in receiving data in an electronic format, they should contact Richard Steinbeck or Robert Jackson.

Kathryn Voltz asked if an analysis would be included in the original surveys being returned to the operators. Richard Steinbeck informed her that there will be some cross tabs breaking it out by line, and some demographic data. O&D analysis will be done by passenger data in the individual restructuring studies for the individual areas.

Kathryn Voltz also asked if the MTA survey would be available for the February BOS meeting. Richard Steinbeck said it would be available. He also suggested that it be presented in a report format, since it would be easier to review the information and if BOS requests more detailed information, he can do a presentation. Kathryn Voltz asked the BOS members if they would be interested in the report. A report will be available for the BOS.

V. ACCESS SERVICES UPDATE

Jim Parker was unable to make the presentation, Richard DeRock gave the report in his place.

Richard DeRock informed BOS that the ASI Board approved changes in the base fare structure effective March 1, 1997. This new structure goes from the current flat \$1.50 anywhere in the county to a distance based fare, which is \$1.50 for the first six miles and 50¢ for each additional four miles up a maximum of \$4.00. The one exception to this policy is that trips that begin and end within the Blue, Red or Green Line corridors have a maximum fare of \$2.50.

George Sparks asked why the denial rate was so high. Richard DeRock responded that there are no vehicle capacity issues, there are enough taxis in the San Gabriel Valley, however, there is not enough money to pay for all service requested, therefore some trips are being denied, comparable to the rate for fixed route services.

George Sparks asked about the price per hour. Richard DeRock briefly explained that the ASI only pays for the time the person is in the vehicle, which comes out to about \$65. A better measure for ASI is cost per mile, system wide, which is \$2.24 per mile. The cost per passenger is currently at \$21.50.

VI. LONG RANGE TRANSPORTATION PLAN

M.J. West presented this item to the BOS. She referred back to the December 10 minutes and realized that many BOS members had not been briefed on the Long Range Transportation Plan, which was presented to the Board on December 4. She informed the BOS that Terry Matsumoto informed the Board concerning the MTA's systemic problem and financial condition. This was followed by the Rail Alternative Analysis which laid out key issues for the Board, such as Prop C 40% revenue, which is used for the rail program. The demand exceeded the revenue on the cash side, leaving no additional bonding capacity for the rail program. Strategies were laid out for the board which MTA staff can pursue, such as a 5% budget cut, implementation of the wage tier that was part of the last labor contract.

Jim Mills asked about the reduction of Prop C Discretionary revenues allocated to Bus Operators. M.J. West informed him that the Board Policy has been that for every \$3 MTA receives from Prop C 40% that goes into Bus Operations, the Munis receive \$1. The goal over the next few years is to reduce that need in Operations.

VII. CONGESTION MANAGEMENT PROGRAM DEFICIENCY PLAN TOOLBOX DEVELOPMENT

Heather Hills informed BOS that the 1995 CMP is undergoing the required statutory state bi-annual update targeted to be adopted in November 1997. Heather highlighted key issues to BOS, such as working with various task forces from different cities and expanding the toolbox portion of the CMP, the credit component. One area being looked at is bus stop improvements. After researching nation-wide, she found that there have been no effectiveness studies done. Since there are no studies available, the MTA research design group will conduct its own study with five volunteer cities in a before and after study. The research group is assisting in preparing a survey on how to frame the "after" component of this effectiveness study. Another area of concern is providing cities with credit for their operations and maintenance costs and for maintaining existing transit services. The allowance will be 10% of the existing systemwide average weekday PMT. Whatever this amount is, Munis/cities can claim credit at 10%. The areas being looked at are feeder services and augmentation of existing feeder services to rail and bus transfer centers. Currently, the amount of credit received is the net increase in yearly ridership. The added benefit to the connectivity of the regional system is being looked at, as well as coming up with a methodology which addresses the concern of double counting. Also, currently, cities do not get credit for building transit centers. A formula has been devised for this and will be able to provide additional credit for bus transfers.

VIII. 1-800-COMMUTE

Doug Anderson informed BOS that there is a line item in the Governor's budget for \$1 million for 1-800-COMMUTE. In the meantime, meetings have been going on between MTA and Caltrans (local and state level) reviewing the program changes, reliability and costs. There is now one central phone system which houses the equipment and directs calls to appropriate agencies.

Also, changes to the menu have been made at the suggestion of Riverside and San Bernardino counties. If any operators need to make or suggest changes, they should submit them as soon as possible. A change made to the menu was making it possible to choose the type of transit information needed, e.g., rail, bus, etc. and from there choose the county in which the person is interested in. This, currently, is not an option. The automatic routing feature will no longer be part of the system. Also, once the new system is in place, if Munis are interested in having calls directed to them automatically from the MTA system, this will be an option and the Munis should contact Doug Anderson for arrangements. This system should be up and running by mid-March.

Jim Mills recommended that the option for information on the Municipal Operators should be referred to by operator name, not as connecting bus lines. Patrons may find this confusing. They might think it means an MTA connecting bus/transfer. Tom Longsdon referred to the first handout, CCIS Transactions, which deals with incoming volumes from July through December. The table labeled Customer Information Service Levels shows the number of calls coming in and the number of calls answered, this table also shows the waiting time for each call.

IX. SHORT RANGE TRANSIT PLAN

Steve Brown highlighted a few items. Comments were incorporated into the SRTP from the operators. Table L-7, the Capital Request for next year, should be completed and submitted by February 28 (can be in draft form). This will allow MTA to 1) start on the TIP and 2) show in writing, justification of dollar numbers for the BOS working group to use in allocating the 15% of the discretionary part of the capital funds. Also, the final SRTPs should be submitted in final form by March 21. A hard copy and the diskette should be submitted. This will give MTA time to combine all items, create the countywide SRTP and mail it out to the Munis for review at the May meeting.

Heather Hills presented the CMP portion of the SRTP. She informed BOS that the CMP transit monitoring on page 49, Table-12, is included in the SRTP every two years. This is one of the five mandatory or statutory requirements of the CMP. Twelve corridors are being looked at in Los Angeles County and how transit is functioning in those corridors. In reference to Table-12, the most difficult data to obtain is Section 3, Average Weekday Statistics for passengers miles. If a line-by-line analysis of passengers miles is not possible, the next best method is to take the average system-wide passenger trip length and multiply it by the average weekday daily boardings. If there is weekend service, these days need to be subtracted. For cities in need of credit in the future and looking at expanding service or adding new service, Table L-12b is where a city can begin to claim credit for future transit service expansion or addition of a new line.

Chip Conway presented the funding marks and Carlos Monroy explained how the results were obtained. Jim Mills asked if the funding marks for the FY 1998 bus funding percentages were based on 1995 and 1996 numbers, Steve Brown informed BOS that they were based on 1996 numbers. Jim Mills wanted clarification on the calculation for the Foothill Mitigation. Gardena came out ahead and wanted to know if this was a miscalculation. Carlos Monroy informed BOS that these numbers are still being worked on. If there are any other discrepancies in the numbers, Carlos Monroy should be contacted at (213) 922-5418.

X. TIP MODELING & TRANSPORTATION CONTROL MEASURES

Randy Lamm briefly reviewed the process for the RTIP. He asked that the current RTIP sheets be marked/corrected and submitted to him. New projects should be submitted on Table L-9. He informed BOS that MTA will be distributing, along with the TIP sheets, a table that will show projects receiving FTA Section 9 funding and it will show what has been programmed in TIP and what the apportionments to the operators were in order to determine any reserve or over programming.

Existing TIP sheets will be going out within the next two weeks. Also, the MTA will be putting the TIP on the MTA Web Page.

XI. SECURITY

Steve Brown informed BOS that negotiations for the merger of the Transit Police with the LAPD and LUSD are on-going. The City of Los Angeles' questions are being addressed and the implementation date is being targeted for July 1, once the City and County approve the merger.

A question was raised on how the Call for Projects issues were being handled; if there are funds and where they would come from. Steve Brown informed BOS that Bus System Improvement Planning (BSIP) is working with Capital Planning to identify money and with Multimodal on how the Call for Projects will be administered. A draft application may be going out in mid to late February.

Tim Gilbraith asked if agencies should plan to request security capital funds and if they should use the regular Call for Projects or wait for the Special Call for Projects. Steve Brown recommended that agencies apply in both calls.

XII. MOTION BY JOHN FASANA - CALL FOR PROJECTS

Christine Stava of Foothill Transit informed BOS that Foothill Transit has had a demonstration project for bike racks. Foothill Transit wanted to bring this to the MTA Board and inform them that it has been a successful project and encourage MTA to implement this. At the MTA Board meeting, this motion was referred back to the Operations Committee. This was approved by the Operations Committee for the Call for Projects. Foothill is soliciting interest from other Munis to jointly submit with MTA a Call for Projects application to implement bike racks on bus fleets.

Mark Tierking of the MTA staff would be the contact for this process. He can be reached at (213) 912-2269.

Kathryn Voltz asked where funding would come from and if it is in the current call. BOS was informed that it is part of the regular call.

It was unclear if the MTA Board approved this item. Teresa Franks will confirm this.

XIII. NEW BUSINESS

The Coopers & Lybrand Report was handed out to the BOS as an information item.

James Hojas presented a draft Bus Stop Improvement MOU for review and comment which is due back by Friday, January 31.

XIV. ADJOURNMENT

The meeting was adjourned at 11:45 AM.