

Minutes

Los Angeles County
Metropolitan Transportation Authority

SOUTH BAY SERVICE SECTOR COUNCIL REGULAR MEETING

Carson Community Center
801 East Carson Street
Carson, CA 90745

Meeting was called to order at 9:35 a.m.
by Vice-Chair John McTaggart

Service Sector Representatives present:

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

Officers:

Dana M. Coffey, General Manager
George Roqueni, Recording Secretary



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1. Safety 1st Contact by Metro South Bay Volunteer. Dana Coffey, General Manager advised everyone to dress appropriately during this extremely cold weather.

Dana Coffey introduced Inez Tarver, Employee/Labor Relations Representative who recently joined the Metro South Bay team and is replacing Esther Reed.

2. APPROVED Minutes of the December 8, 2006 Council Meeting.

3. RECEIVED presentation on the FY2007 Second Quarter Budget Update for the period of July through December, 2006 by Myrine White, Finance Manager, Metro South Bay. Ms. White provided a detailed report which included any variances over \$50,000.

- Contract Wages - there is a positive variance of \$359,771 which is due to a combination of normal time and over time. The Operator Assignment Ratio budgeted at 1.18 has averaged 1.124 for the first two quarters resulting in additional over time. The normal time counterbalanced the negative overtime variance.
- Non-Contract Salaries – there is a positive variance of \$126,343 due to non-contract leaves of absence, position under fillings and a surplus on the transitional duty line item.
- Workers' Compensation – there is a \$1.9 million favorable variance due to low current claims and no major prior claim adjustments to date.
- Uniforms, Tools and Benefits – there is a favorable variance of \$72,495 due to unexpended uniform stipends
- Fuel/Lubricants for Revenue Equipment – there is positive variance of \$1.3 million due to a reduction in fuel prices.
- Parts-Revenue Equipment – there is a negative variance of \$119,000 due to the bus fleet window change-out project at both this Sector's divisions.
- Materials and Supplies – there is a positive variance of over \$240,000 which is primarily due to renovation presently taking place at both divisions.
- Chargeback-Public Liability and Property Damage – there is a \$1.2 million favorable variance due to no major current or prior year claim adjustments; and there was one case resolved in an amount lower than the reserve amount which contributed to this positive variance
- Transfer of Budget Dollars – due to the December service changes during which the South Bay Sector transfers service to the Gateway Cities Sector, the future financial report will have an adjusted budget column included to reflect these changes.

Representative Hudson asked why there is positive variance for allocated fringe benefits. Ms. White stated the positive variance is due to those benefits allocated to existing vacant positions in all classifications.

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4. HELD WORKSHOP regarding Metro South Bay Service Change Proposals for FY08. Mr. Scott Greene, Transportation Manager for South Bay Service Sector at first presented the list of proposed service changes for June 2007. He provided the effects of each proposed change and placed these changes within the framework of Metro's \$1 billion cumulative deficit over the next ten years. Mr. Greene provided a map for each proposed change and answered the questions from Council Representatives and members of the public to clarify the rationale for these changes.

The Workshop began when the members of the public were divided into three discussion groups. Each group reviewed the issues generated by the proposed service changes, and identified a spokesperson to provide a synopsis of what was discussed and to present questions and recommendations.

- Lionel Jones – spokesperson for Group II reported that there is support for the change involving Line 115 but there were concerns about Los Angeles Unified School District (LAUSD) serving the Westchester High School because Line 625 would be unworkable with hundreds of students getting on a small bus. There was agreement for discontinuing the 108th Street service on Line 119 but concern about service to Manhattan Beach Boulevard on Line 126 which should possibly operate on a reduced schedule. This group was pleased with service on Lines 120 and 121 in making the demonstration project permanent. He stated that discontinuing service on Line 124 would necessitate increased service on Line 125. This group expressed concern about the area between Compton Station and Del Amo Station for Line 202 which services a Department of Public Services Office and various industries. There was no consensus from this group on Line 305. This group was of the opinion that new service provided by Line 455X will not attract new ridership. It was recommended that there be an Aviation, LAX, UCLA line which would be reviving the old Line 561. The proposed change for Line 625 shuttle would eliminate the connections at LAX City Bus Center.
- Rafi Katzir - spokesperson for Group III recommended that Line 625 be extended from Sepulveda/Manchester to operate on La Tijera between Manchester and Centinela replacing Line 42. He believes Line 625 should be extended to Fox Hills Mall. It was recommended that Line 305 be completely eliminated because it duplicates service already available.
- Arnold Sachs – spokesperson for Group I recommended starting Line 455X at 22nd Street and Pacific instead of its present starting point. It was recommended that Line 445X be eliminated, that one more stop be added to the 450X at the Beacon Park and Ride and to add more Line 450X buses. The group recommended not eliminating service on Line 202 south of Del Amo Blue Line Station as there is no alternate transportation available; and in fact recommended increasing service and thus ridership. Mr. Sachs inquired if the articulated buses slated for Line 115 are to replace the regular buses or be used in conjunction with the regular buses. This group believed that reducing some north-south or east-west rides did not necessarily translate into better customer service and would extend travel time and have a negative result on ridership.

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5. Chair's Comments – Vice Chair, John McTaggart thanked everyone for participating in the Workshop.

6. General Manager's Comments – Ms. Dana Coffey thanked everyone for participating, for the comments and suggestions. She indicated that based on the feedback, she and the Sector staff will revisit some of the recommended proposals. She noted that staff will be looking at east-west operations and the possible inconvenience to the riding public if service is removed. And if so, how does that increase the demands on another line the next street over. Ms. Coffey asked that in making these service changes, everyone be mindful of the efforts to reduce the deficit. This Sector's staff is looking towards reducing long waiting periods, long routes, and providing better coordination with other municipal operators with the intent of making service more efficient and improving service reliability. There will continue to be bus transfers, but efforts are being made to arrange better bus connections on a timelier basis.

Council Representatives' Comments:

- Representative Addleman thanked everyone for participating and for providing valuable input.
- Representative Hudson explained that she frequently observes passengers asking bus operators for connection information. While she believes that it is difficult for operators to know every scheduled connection, she suggests that bus operators who go to the Artesia Transit Center be more knowledgeable about the connections which could be made at this transit center.

7. Public Comments:

- Mr. Evaristo Ramos, who lives in Carson, proposed a line similar to Line 577 in Long Beach which would bring veterans and students to Long Beach Hospital, as well as to the universities in Long Beach. He proposed a line on Main Street similar to Line 414 and provided the details of the recommended route.
- Mr. George McQuaid stated that many passengers have to wait for one hour to catch a bus and that the public feels stranded. He recommended that Line 232 provide 24-hour service, particularly for those individuals traveling to Orange County and then returning to Carson. For example, a rider would have to be in Long Beach before 9:58 p.m. to catch the last 232 bus coming out of Long Beach.
- Mr. Arnold Sachs provided a service recommendation involving Rapid Buses. He did a quick survey of Line 740 and determined there are 2.5 buses in Rapid Buses leaving per hour with limited stops. He suggested that one of those buses change its limited stops per hour. For example, Line 740, instead of stopping at Manhattan Beach Boulevard and Rosecrans, it was recommended there be one stop at Marine and then 135th Street and Lenox. Retaining four stops per bus and moving the stops along the line would eliminate waiting for and reducing passenger loads on Line 40. Instead of allocating four stops of Rapid Transit

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service, eight alternating stops could be scheduled involving one bus per hour as an experimental concept. He reported a complaint against Beach City Transit where the bus operator had no transfers. The buses traveling southbound stop at Manhattan Beach ten minutes before their pick-up time. Torrance Transit number eight bus never appeared from the airport for over 45 minutes. He is dissatisfied with contract Line 232 and asked if a performance evaluation has been performed. He asked for clarification of the Metro 12-minute schedule program. While he appreciates that Metro offered free service for the Christmas and New Years holidays, he does not agree with the hours during which service was offered. He recommends that Metro offer free rail service between the hours of 1:30 a.m. and 4:30 a.m.

- Mr. Rafi Katzir recommended changes and modifications involving Lines 2, 42, 625, 108, 110, 358, 708, 205, 207, 757, 204, 754, 707, and 305. The details of his proposed changes are filed with the minutes.
- Mr. Lionel Jones reported that changes had been made involving the operation of Beach Cities Line 109 without the knowledge of this Sector Council, Sector staff and the general public. When Line 439 was taken over by Beach Cities Transit it was renamed 109. On weekends the 439 served Aviation Station going southbound; line 109 does not. After waiting 1 ½ hours and watching Beach Cities Transit 109 going north and never returning, he spoke with a driver and was told that it was never in the plan to stop on the weekends southbound at the Aviation Station. He noted that the representative from Beach Cities Transit has not been present at this Sector's meetings and asked that Service Sector staff provide him with this information.

He also stated his belief that the Consent Decree and Bus Riders Union did harm to the transit system for the last ten years by forcing Metro to allocate services where they were not needed.

- Mr. Norman Hobson volunteered to be a field trip coordinator to assist Service Council Members with experiencing service on certain bus lines using the Artesia Transit Center as the starting point and Ventura and Topanga Canyon as the end point. He suggested that the trip on a given line be in both directions and that he would coordinate two trips per month.
- Mr. Wayne Wright expressed dissatisfaction with Line 212 service east of Highland Avenue after 7:00 p.m. due to traffic problems on Hollywood Boulevard on weekends. He explained that even though the information is printed on the schedule, there is confusion in locating the connection to Line 212 when exiting the Metro Rail station at Hollywood Boulevard and Highland Avenue. Riders are told to get the bus at the layover at Hawthorne and Orange. Bus operators from Divisions 5 and 18 have indicated that the connection to bus 212 is at Hollywood and Sycamore. Mr. Wright recommended that Line 212 night service be limited to Friday and Saturdays. In addition, he indicated that Line 217 is a problem when connecting to the 180/181 after 7:30 p.m. The Dash and the Holly-Trolley are available but there is a charge which is not covered by the EZ pass. He noted

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that the portion of Hollywood Boulevard in front of the Kodak Theatre as well as the area between Orange and Sycamore is shut down 10-20 times per year. For example, next month's Academy Awards event will cause confusion as to where to make the bus connection.

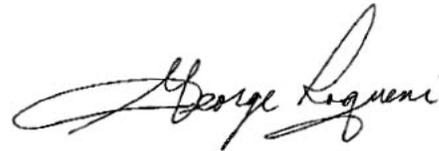
Mr. Wright noted that Sunday service is adequate on Line 212 but sometimes the buses are late and now that Division 18 has become involved, there is a wait of 10-15 minutes for a driver to come from Carson to the Hawthorne Station to relieve the driver. He suggested changing the headway on Line 212 to every 20 minutes on Sundays because the Sunday service on this line has been neglected as compared to weekday and Saturday service.

- Mr. J. K. Drummond supported the field trip concept presented earlier by Mr. Hobson. He recalled his involvement, over several years, with what was called a "study tour" operated by the Southern California Transit Advocates.

He indicated that there was a need to fill the vacancy on this Sector's Council and wondered why there has been no replacement. Mr. Drummond suggested that a Metro representative be invited to the Sector Meeting to discuss updating the map used in the schedule folders, as well as the entire system. He also inquired as to the status of creating a sector map.

- Mr. Ken Ruben from Culver City, Westside Sector Representative for Southern California Transit Advocates spoke representing himself. He participated in the retirement event for John Catoe and indicated that it was well attended and noted that David Soto, CEO from MetroLink was among the 200 Metro staffers and many union representatives. He noted that the Westside Sector Governance Council placed on a future agenda his suggestion of focusing on the need for street furniture/benches, particularly for seniors on the Westside area and suggested that South Bay consider doing the same.

8. The meeting was adjourned at 12: 30 p.m.



Prepared by: George Roqueni
Council Secretary