

Friday, March 9, 2007 - 9:30 a.m.

MINUTES

Los Angeles County
Metropolitan Transportation Authority

SOUTH BAY SERVICE SECTOR COUNCIL REGULAR MEETING

Carson Division 18
450 W. Griffith Street
Carson, CA 90248

The 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
Ralph L. Franklin
Robert Pullen-Miles
Ronald K. Ikejiri

Officers:

Dana M. Coffey, General Manager
Joanne Harper, Governance Council Secretary



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

Lynda Reed reminded everyone to set their clocks and timepieces one hour ahead and change the batteries in their smoke alarms on Sunday, March 11, 2007.

2. **APPROVED** Minutes of the January 12, 2007 & February 9, 2007 Council Meetings.

3. **RECEIVED UPDATE** on the Transit Service Policy by Steve Fox, Program Manager, Metro Rapid Operations

Mr. Fox presented a final copy of the Transit Service Policy (TSP) for comments and approval, to be submitted to the Board in April 2007.

The TSP, which is reviewed and updated annually, was adopted in September 2003 and was last amended in September 2005. Its purpose is to guide decision making during the service change process and insure a fair and consistent evaluation of Metro's services. Its key changes include: adding bus stop design and location guidelines, line identification standards, amending Metro Rapid warrants and adding other minor refinements.

Metro Rapid warrants are amended to better reflect current operating conditions as the TSP program matures. New service plan requirements include a minimum span and frequency of service and an exception provision for span and frequency. Line identification standards include more customer-oriented, user-friendly heads signs and other media (timetables, system maps and brochures (e.g., buses that are "not in service" will no longer display a line number). The route performance index has been amended to its original three variables (resource utilization (boardings per hour); capacity utilization (pax miles to seat miles) and fiscal responsibility (subsidy per customer). The discontinuing load factor variable is comprised of data (1.2 load standard) no longer required at previous level of detail (Consent Decree compliance has been satisfied.) Metro is still collecting load data for regular line-level evaluation.

Other Changes reflect a modified policy for substandard performing lines that are covered by a subsidy agreement with another entity, added charter bus policy, and Metro rail productivity guidelines. These changes included a route numbering and

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classification system to be presented to the Board in April. The TSP status and next steps are an on-going stakeholder review, a briefing by service sectors in March, for Board approval in April 2007. Mr. Fox asked that all TSP comments be submitted by calling the Service Sector staff no later than Friday, March 16, 2007.

Public Comments

J.K. Drummond asked that a copy of the TSP be available at the next Governance Council meeting, in April 2007. Mr. McTaggart agreed and Representative Devon Deming suggested hyperlinking the document, via internet.

Lionel Jones asked if the five local lines being replaced by the Rapid Express buses, with 10 and 20-minute frequencies, will be assigned elsewhere. Mr. Fox advised that resource adjustments of low-performing lines are made each year; if necessary, lines are eliminated and resources reallocated.

Mr. McTaggart said the TSP is currently in draft form. Ms. Coffey stated the document is not yet available on line for public viewing. Ms. Hudson asked for clarification of the number of pages within the document. Mr. Fox confirmed the TSP document has 68 pages.

4. **APPROVED** findings of February 9, 2007 Public Hearing and Adopted Bus Service Changes for Lines 119/126, 120/121, 124, 442, 622, 710, and 940 for Implementation June 24, 2007 or Later for FY 2008 Service Changes, as indicated.

Scott Greene's recommendations for Council approval, today, included:

- A. Approve the findings of the February 9, 2007 Public Hearing as shown in Attachment A;
- B. Adopt the following specific Metro South Bay bus service changes for implementation in Fiscal Year 2008 effective June 24, 2007 or later:

Line 119/126 (108th St. / Yukon Ave. – Manhattan Beach Bl.) – cancel all service on Line 119 108th St.) and continue to operate Line 126 (Yukon Ave. –

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Manhattan Beach Bl.) until transitioned to an alternate provider (staff to return with an update prior to cancellation of Line 126).

Line 120/121 (Imperial Highway) – make permanent the current demonstration project in which the two routes are scheduled separately and continue to provide timed transfers at the Rosa Parks Station.

Line 124 (El Segundo Bl.) – continue to operate until transitioned to an alternate provider (staff to return with an update prior to cancellation).

Line 202 (Willowbrook – Compton – Wilmington) – cancel all service.

Line 442 (L.A. – Hawthorne Express) – cancel all service.

Line 622 (Late Night) – cancel all service.

Line 710 (Crenshaw Metro Rapid) – cancel service north of Wilshire Bl. and reroute to a new north terminal at the Wilshire/Western Metro Rail Station.

Line 940 (Hawthorne Rapid Express) – if Line 442 is cancelled, implement faster peak period Rapid Express service via the route of Line 740 (Hawthorne Metro Rapid) as another option for affected Line 442 riders.

The staff report includes estimated impacts to riders, revenue hours, and peak buses for the above recommended changes.

No changes are recommended at this time to Line 115 (Manchester – Firestone), Line 214 (Broadway/Main Loop), Line 305 (Crosstown Bus to UCLA), Line 445 (San Pedro – Los Angeles Express), and Line 625 (LAX/Aviation Green Line feeder). Also the implementation of Line 455X is recommended for deferral.

Results of the public hearing on February 9, 2007, the original proposal, a summary of public comments, the staff's response to the public comments and a set of maps were detailed in the PowerPoint presentation. A total of 170 public comments were received and carefully reviewed; similar comments were grouped together.

Cancellations, approved today, will become effective in June '07. Since the original proposal in January, staff has withdrawn proposed changes of Lines 115, 214, 305, 445, 455X and the proposal to extend Line 625. A new line, Line 940, super Rapid service was added to operate over Line 740, Hawthorne Rapid service between South Bay Galleria and downtown Los Angeles. The 940 bus will have five stops and is linked to the proposed cancellation of Line 442, express service.

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Mr. Greene stated Metro South Bay's goal is a reduction of 20,200 service hours for the next fiscal year. If all recommended service changes are approved, the goal will be exceeded by 1500 hours, resulting in a savings of \$1.7 million for the entire fiscal year that will have a minimal effect on customers and a significant impact on savings.

Representative Franklin asked the distance passengers must walk to ride the Hahn Trolley and/or Compton Renaissance, north or south of Rosecrans Av., if Line 202 is canceled. Mr. Greene said the distance to the Hahn Trolley, given the new Route 4, is less than ½ mile.

Representative Addleman asked whether the cancellation of Line 442 and implementation of Line 940 Super Rapid were simultaneous. Mr. Greene advised all changes are simultaneous and occur twice a year, in June and December.

Representative Hudson expressed concern whether passengers would be jeopardized if Line 202 service is canceled. She asked if Compton Renaissance could be persuaded to extend service past the 3 p.m. weekday schedule. Mr. Greene said that Metro works closely with the local sheriff, law enforcement agencies and the school police to ensure customer safety.

Representative Pullen-Miles suggested continuation of Line 202 pending an evaluation of viable alternatives. Ms. Coffey said Metro's Blue Line rail service parallels Line 202's service. Representative Hudson suggested a determination of passengers who use Line 202. Mr. Greene advised that Line 202 operates during peak hours and its ridership has changed. According to passenger counts and staff observations, most people do not use Line 202 to reach the Department of Social Services (DPSS) facility.

Mr. Addleman said that Line 202 is significant even if it used by only a small percentage of the total ridership; it saves \$500,000. He asked whether Metro could distribute funds to Compton Renaissance to improve its service. Mr. Greene stated "no"; Compton is a local operator. Only municipal operators can receive regional operating funds. Metro however is involved with Compton Renaissance through capital funding.

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Representative Franklin stated Inglewood is in the process of generating synergy and attracting new business to the city. He is concerned with the public's ability to use the transit system for easy access. He is also concerned about the Line 202 safety issue. He suggested using smaller buses with fewer than 40 seats to provide service to Hawthorne and La Brea. Mr. Greene said that Divisions 5 and 18 have higher capacity buses to serve the most riding public and there are alternatives for service to Inglewood besides Line 442, for example the Crenshaw local and the 710 Rapid buses.

Public Comment

Dennis Lytton, of L.A. City Councilmember La Bonge's office, commented that the Councilman supported the Rapid 710 service change.

Norman Hobson commented Line 202 is used by the majority of customers to connect with other lines, transfer to the Blue Line at Rosa Parks Station and Compton Station. Passengers can get to the DPSS office but cannot return (home) until late in the evening (202 operates a.m. and p.m. peak hours only). Line 442 has six a.m. trips and most passengers travel via the first trip, and the last trip is relatively empty. He suggested elimination of the last trip.

Brenda Coleman opposed cancellation of Lines 202 and 442, which serve a large community. She stated that lower-income areas receive all the service cuts. Line 442 is the only express bus that serves South Central Los Angeles to downtown, and with just six buses while over 100 buses travel on the Transit Way from Palos Verdes and San Pedro, downtown, daily. She recommended cutting two buses from each of those lines and maintaining Line 442. Furthermore, she said a very serious safety issue is apparent on the Transit Way which is used by women, seniors and handicapped passengers. A man nearly fell into the pit twice while attempting to get on the platform and riders must stand for several blocks on crowded buses.

Viola Corral opposed canceling Line 202 as it is vital to the community and stated that Compton Renaissance's service is inadequate and unreliable.

Evaristo P. Ramos asked for an extension of Line 214 or the Carson Shuttle to Harbor College to accommodate students and riders who reside on Main Street in Carson.

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Arnold Sachs is concerned with adequate instead of limited service, via the Blue and Green Line, especially late-night service.

Gary Nelson, advocate of Rossmore/Hancock Park homeowners, supported Line 710 service cancellation north of Wilshire.

Michael Bazemore opposed cancellation of Line 442, stating it is the only freeway-express service from Inglewood for South Central- Los Angeles passengers. He said Metro operates over 100 buses for Culver City, Palos Verdes, San Pedro, Carson, and West Hollywood.

Lisa Adler, Bus Riders Union spokesperson, requested retention of Lines 305 and 124; she opposed cancellation of Lines 710, 442 and 202. She stated that Line 710 provided access to jobs, education and health care and cancellation will adversely impact riders.

Cindy Chvatol, Hancock Park Housing president, supported canceling Line 710, north of Wilshire and rerouting service to Metro Rail.

Robert Clifford, on behalf of Rossmore and Hancock Park constituents, supported cancellation of Line 710 and recommended Line 210 as a viable alternative for riders to continue their trip.

Sheryl McCallister opposed the elimination of Line 442. She stated it's a bad idea. USC staff and students use Line 442 to avoid walking under the freeway. She suggested using Line 622 elimination to continue operating Line 202, a reasonable and cost-saving alternative. She disagreed with Line 940 originating at the South Bay Galleria and suggested service originate at Pacific Coast Highway, covering the whole street as Line 444 does on Hawthorne Boulevard.

Mr. Greene said the Metro Connections' restructuring process includes faster service on major corridors and larger, 45 ft. and 60 ft. buses. Wherever possible, municipal operators with smaller vehicles would provide neighborhood service.

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GOVERNANCE COUNCIL APPROVALS AND DISAPPROVALS

Mr. Addleman stated the 202 safety element/issue should be studied. Ms. Deming suggested an adequate replacement prior to cancellation of Line 202, similar to the proposals for Line 124 and 126. It was MOVED by Ms. Deming and SECONDED by Mr. Addleman that Line 202 continue to operate until a replacement is available. Ms. Coffey stated Line 202 would be revisited for the shakeup in December 2007.

Ms. Coffey informed the Council that Lines 940 and 920 had been APPROVED by the Board. Representative Hudson recommended cancellation of Line 442 as Line 940 would provide service for those passengers. The MOTION was approved by the Council. Line 940 service will commence on June 25, 2007.

The Council APPROVED service changes for Lines 119, 126, 120/121, 124 and 622. Line 202 service change was NOT APPROVED and will continue to operate. It will be recommended for cancellation again in December 2007.

Representative Devon Deming MOVED to cancel Line 710 service north of Wilshire Boulevard and reroute service as recommended by staff. The motion was APPROVED.

Ms. Coffey stated that Line 202's service change issue will return in December 2007. Service improvements and line changes occur in June and December.

5. Chair's Comments

Vice-Chair McTaggart expressed appreciation for the staff and public's participation.

Council Representatives Ralph Franklin, Ron Ikejiri and Robert Pullen-Miles RECEIVED the Oath of Office, administered by Joanne Harper, South Bay Sector's Governance Council Secretary.

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6. General Manager's Comments

Ms. Coffey thanked Division 18's managers for hosting the Council meeting today and commended employees at all levels for their hard work and dedication. She said that Metro South Bay Sector's maintenance section will represent Metro in the National APTA Roadeo competition again in May 2007, for the 5th consecutive year.

Ms. Coffey said that Metro Connections is working with municipal operators to coordinate better service for customers. She assured Line 442's riders and advocates the sector would work on their behalf for van pools and asked them to call her office.

7. Public Comments

Arnold Sachs suggested that replacement of the Rapid line with the Super Rapid Line and five stops will not increase service on Hawthorne and Pacific Coast Highway. He stated the Board had listened to comments and adhered to some referrals. He had a great ride on Line 130, with Operator 11036.

Michael Bazemore said the Council meeting at 9:30 a.m. hinders community participation; and the Council's decisions without community involvement are wrong and unfair to the taxpayers. He suggested that public hearings be held evenings, at 5:30 or 6:00 p.m., or Saturdays.

J.K. Drummond opposed schedules printed in orange on white paper and suggested black ink (as the Orange Line and Disneyland's 460 schedule). He said that some Line 445 buses stop south of Artesia Transit Center, indicate "Express" to LA without advising "Late Night and Peak Hours Only." He also suggested that the electronic signs at the Division are a distraction during the meeting and should be turned off.

Brenda Coleman stated she is disappointed with the Council's cancellation of Line 442 and may ask for an independent study.

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Evaristo Ramos stated the minutes of the January 12, 2007 meeting should have been corrected to show Line 214 instead of 414.

Sheryl McCallister commented that Metro Connections will fail to attract discretionary ridership and indicated transfer and waiting time as the problem. She said instead of 10 minutes' waiting time in the cold and rain, the average waiting time now is 15-20 minutes and some lines exceed that. Passengers lose 45 to 50 minutes waiting between buses and late at night on dark corners. She also said there is not enough east-west service and that Line 125 (Rosecrans Av.) is unreliable.

Lionel Jones suggested Metro should consider customized services to attract discretionary riders, and that most agencies provide commuter service. He suggested more Park-and- Ride services to mitigate traffic.

Representative Devon Deming advised the Fly Away Airport Service is offering free boarding passes/rides to LAX, from Union Station, to celebrate one-year of successful operation, serving 250, 000 passengers during the last year. The promotion includes giveaways and begins next Thursday, March 15, 2007 and ends March 31, 2007. Passengers may show their Metro pass.

Representative Lou Mitchell said she rode Line 40 on March 8, Bus #6373, Operator 18857. A man had a heart attack and the operator handled the situation very professionally. Ms. Mitchell recommended that the operator receive a commendation. Ms. Coffey assured that the commendation will be awarded.

8. The meeting ADJOURNED at 11:50 a.m.



Joanne K. Harper
Governance Council Secretary