

# Minutes

Los Angeles County  
Metropolitan Transportation Authority

## **SOUTH BAY SERVICE SECTOR COUNCIL REGULAR MEETING**

Carson Community Center  
801 East Carson Street  
Carson, CA 90746

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Called to Order at 9:35 a.m.

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Service Sector Representatives presenter were:

John McTaggart, Vice Chair (Chaired)  
John Addleman  
Margaret Hudson  
Lou Mitchell  
Devon Deming  
Robert Pullen-Miles

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Officers:

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



Metropolitan Transportation Authority

**Metro**

Los Angeles County Metropolitan Transportation Authority  
South Bay Governance Council Meeting  
Friday, January 11, 2008, 9:30 a.m.

1. **Safety 1<sup>st</sup> Contact:** Scott Greene, South Bay Transportation Service Planning Manager, suggested drivers slow down.
2. **APPROVED** Minutes of the December 14, 2007 Council meeting.
3. **RECEIVED** oral report regarding Gardena Municipal Bus Lines Expansion by Whit Ballenger, City of Gardena, General Manager. With 34 years working with the City of Gardena, Mr. Ballenger stated his current goal is to evaluate the possibility of replacing or adjusting Gardena's services as a result of Metro's service changes. Mr. Ballenger announced the building of a new facility that will allow for the doubling of service capacity from a 50 bus operation to a 100 bus operation. The new building will also allow for additional staff to improve the level of services that have been provided since 1940. Mr. Ballenger advised the Council his agency is immediately ready to assume some services. Representative Addleman noted there may be opportunities for Gardena transit to take over some of the services from Metro. General Manager Coffey stated that Metro has been communicating with the Gardena agency to avert duplicative services; to improve coordination; to reduce over crowding and; to expand the Harbor Transit Way. Representative McTaggart commended Mr. Ballenger for having the vision to double the Gardena fleet. Lionel Jones complimented Gardena for being one of the few municipal operators who runs service after midnight. Representative Mitchell suggested a map of Gardena's new bus line expansion. Mr. Ballenger stated this will be possible once the new facility is complete. Mr. Ballenger thanked the Council for the opportunity to speak and concluded his report.
4. **Metro Rapid Infrastructure Update:** Rex Gephart, Director of Metro's Regional Transit Planning. Mr. Gephart presented a Power Point presentation of Metro's Rapid program. He informed the Council of the program's attributes such as: 1) Frequency of service; 2) bus signal priority; 3) headway schedules; 4) less frequent stops; 5) integration of local bus service; 6) level boarding and; 7) color coded bus stations. Mr. Gephart demonstrated how the Rapid works by explaining in detail signal priority and the onboard processing unit utilizing wireless communications technology. He spoke of real-time information that customers can access at [www.rapidbus.net](http://www.rapidbus.net). This successful program has reduced passengers travel time, increased corridor ridership and has attracted new riders. Mr. Gephart spoke of future changes such as high capacity buses, smart-card, all-door fare collection, exclusive bus lanes and feeder

networks. Mr. Gephart said by June, 2008 Metro will have completed its long term goal that started in late 1990's, of placing Rapids on 28 corridors which will have 450 connected miles of Metro Rapid Service, with an average 26% speed improvement over other bus services. Mr. Gephart noted that Metro's Rapid Program has captured world wide interest from Tokyo, Australia, France and cities from all over the United States including Washington, D.C. Mr. Gephart mentioned that Wilshire Boulevard is the most difficult corridor in Los Angeles County but L.A. City Council recently approved by a vote of 15 to 0 a bus only lane on Wilshire Blvd in both directions from downtown Los Angeles to Santa Monica during peak periods. The project received the highest project ranking in the United States (for bus and rail) from the federal government for funding. Madeline Van Leuvan introduced Donald Mills, Scheduler, Westside Central Sector, responsible for Line 720 who will also be responsible for analyzing the new schedules for the upcoming Wilshire Bus Lanes. After responding to questions from the public, the Council thanked Mr. Gephart for an excellent and interesting presentation. Mr. Gephart concluded his report.

5. **RECEIVED** oral report on Metro Contract Letting & Performance Bonds Presentation: Bruce Feerer, Deputy Executive Officer, Procurement and Material Management. Mr. Feerer started by thanking the Council for continuing efforts to provide the South Bay with good public transportation. Mr. Feerer introduced other members of his staff. He suggested reading the recent edition of Metro Quarterly for more information about Metro Procurement. He stated Metro Procurement places about 20,000 contracts per year with a dollar value range of \$400M to \$600M which depends upon the size of the capital investment program. The agency has a purchase card program similar to a credit card. The purchase card program provides an efficient and effective way of operating, accounting for 30,000 transactions at \$10M per year. Metro is one of the most regulated public agencies. It is governed by several agencies who provide funding such as: Federal Acquisition Regulations; Federal Transit Administration; State of California (with specific compliance legislation PUC/PCC) including Metro Board of Directors policy. Procurement is involved in every transit operation from pest control to fare collecting to communications. Procurement approach is determined by: estimated price; type of purchase; client special requirements and by risks. The unit makes sure that everyone in the community has a fair and reasonable chance to compete for contracts particularly small businesses. Metro Procurement has been recognized four years in a row for excellence by the National Purchasing Institute. The agency was recently inspected by the Federal Transit Administration. Representative Adleman inquired about performance bonds and retention. Mr. Feerer responded

that Metro does have performance bonds and retention requirements based on the risks of the procurement. Specifically, the Maintenance and Material Management contract which was of interest to Representative Addleman did have a bond and retention requirement of approximately \$30M in value. Representative Addleman expressed satisfaction that there was a bond and retention requirement in place. Representative Deming asked for an explanation of service contract lines and how payment is tied to performance. Mr. Feerer deferred this question to be better answered by Shannon Anderson, Manager of Contract Bus Services. Mr. Feerer responded to several questions regarding contract bidding and letting and concluded his report.

6. **Adopt- A- Line Council Update.**

Representative Deming spoke of a high level of complaints regarding contracted Line 625, Aviation Green Line shuttle operated by First Transit, because of schedule changes. Many of the drivers are new and do not seem to be familiar with the route. The route is not running according to schedules causing connections to be missed. General Manager Coffey asked to be emailed regarding this issue and the Artesia pedestrian problem that Representative Deming also discussed.

Representative Pullen-Miles discussed Line 740 Metro Rapid. He was impressed how fast the bus got to its destination. It appeared clean and new like. The ride was pleasant. He appreciated Rex Gephart's presentation on the Rapid Bus Program.

Representative Hudson said the buses in the past month have been nice and warm. The service on Line 447 was good and on time to the minute. She was impressed by the good customer service provided by Metro operators.

7. **Chairperson's Remarks.** Vice Chair Addleman spoke of his good medical report.

8. **General Manager's Remarks.** General Manager Coffey wished everyone a Happy New Year and thanked the public for continuing to partner with Metro by attending the meetings. She gave the time and place of the scheduled public hearings including the Gateway Headquarters public hearing on February 9, at 10:00 a.m. Ms. Coffey presented an overview of the "It's Time To Move L.A." Conference. General Manager Coffey introduced Metro Assistant Treasurer Mike Smith and asked him to give a brief presentation on Hedging.

He stated as Metro converts its bus fleet to compressed natural gas (CNG), fuel has become a significant budget item at \$45M. Because of significant fluctuation in gas prices from 2001 to 2005, the MTA Board looked for a way to stabilize the cost of fuel. The Hedging Program was implemented in June 2007 to lock in a fixed rate to increase budget certainty for compressed natural gas for FY08 and part of FY09. The hedging process is completed prior to budget development. This allows for more effective use of budget resources diminishing the possibility of a budget overrun at the end of the year for CNG. The price is competitively bid among six pre-qualified buyers. 95% of planned terms are hedged. Changes in market prices will result in a gain or loss. The gain or loss is allocated to each division's CNG costs. In response to questions, Mr. Smith stated the program is working.

**9. Council Representatives Remarks.**

Representative Hudson shared information from the "It's Time To Move L.A." Conference. She was particularly interested in public-private partnerships.

Representative Deming who attended the conference stated we must all lead by example.

Representative Mitchell said the Imperial-Wilmington Metro Station is also referred to as the Rosa Parks Station. She noted that there is not a sign announcing the "Rosa Parks Station." She requested that Metro place a sign at the station. General Manager Coffey said she will follow-up. Representative Deming said she has seen signs identifying the "Rosa Parks Station."

**10. Comments from the Public.**

Evaristo Ramos wished everyone a belated Happy New Year. Says, 2008 will be South Bay's year, particularly the City of Carson. He is interested in the terminal at the South Bay Mall. He suggested it be called the Martin Luther King Terminal.

Dorothea Jaster spoke of the discretionary riders and suggestions, including focus groups, for expanding the customer base.

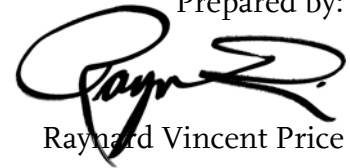
Lionel Jones feels Metro has abandoned the suburbs with the cutting of services which puts more cars on the freeways. Says Metro is the cause and not the solution of traffic congestion.

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J.K. Drummond says the bus stops at the Artesia Transit Centers should be reassigned. Stated some buses should be kept together. Expressed his inability to get a transfer from a bus Operator from Metro to Muni. He had to pay for the Gardena bus.

**ADJOURNED: 12:03**

Prepared by:

A handwritten signature in black ink, appearing to read "Raymond Price", with a large, stylized flourish at the end.

Raymond Vincent Price  
Council Secretary