

Friday, March 14, 2008 – 9:30 a.m.

Minutes

Los Angeles County
Metropolitan Transportation Authority

SOUTH BAY SERVICE SECTOR COUNCIL REGULAR MEETING

Congresswoman Juanita Millender-
McDonald Community Center
(Carson Community Center)
801 E. Carson Street
Carson, CA 90746

Called to Order at 9:40 a.m.

Service Sector Representatives:

Terisa Price, Chair
John McTaggart, Vice Chair
Margaret Hudson
Lou Mitchell
Devon Deming
Ralph L. Franklin
Robert Pullen-Miles
Don Szerlip

Officers:

Dana M. Coffey, General Manager
Raynard Price , Assistant Board Secretary



Metropolitan Transportation Authority

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1. **Safety 1st Contact** by Scott Greene, Metro South Bay Transportation Planning Manager, reminded everyone to be careful during bike to work day especially in the “door zone.” Chair Price added to be careful of people not used to driving in morning darkness because of the time change.
2. **APPROVED** Minutes of the February 8, 2008 Council Meeting. Chair Price abstained.
3. **APPROVED** Service Changes for Lines 115/315, 124, 126, 202, 209, 211/215, 439, 608, 626, 711, 715 and 940 by Madeline Van Leuvan, Service Development Manager. Ms. Leuvan discussed the Modified Service Changes. She identified the dates of public hearings. She noted the South Bay Sector received approximately 170 comments that included petitions and some late comments were also taken into consideration. Prior to voting Vice Chair McTaggart assumed the chair upon Chair Price’s departure during the discussion of Line 124. She abstained from voting on Line 124. Representative Robert Pullen-Miles requested that it be acknowledged he voted no on service changes to Lines 202, 209, and 439. Representative McTaggart voted no on services changes to Line 439.

There was considerable discussion on Line 124. Council Representatives questioned the intent of the language in the staff report, to “cancel service upon transition to another provider.” Ms. Van Leuvan provided information to clarify that Line 124 would continue to operate at the same level of service until another operator was ready to assume the operation of the line. She said two alternate providers have expressed interest but the date of the transition had not been set.

Motion (Franklin) Line 124 will operate at the same level of service until an alternate provider has been identified. **(Approved)**.

Chair Price returned to the meeting. Representative Franklin thanked Metro staff for their due diligence in creating a proposal that included modifications based on public comment. He asked about a discrepancy in the staff report regarding Line 120 on Sunday and suggested that the Council should take action on the proposal to change frequency of service from 40 minutes to 60 minutes.

Representative McTaggart acknowledged the staff for listening to the public. He also thanked the public for participating in the process. Representative Szerlip joined his colleagues in thanking the public and said the end result is evidence the public process works. A number of lines proposed to be eliminated will not. He commended the staff for this compromise.

Chair Price told the Council they are given the charge to make service changes on the lowest performing lines. The changes staff recommended are low performing lines and the most expensive to operate. If adjustments are not made to these lines

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then adjustments would have to be made to higher performing lines. The goal is to provide the South Bay community with the best service. The decisions are not easy.

Public Comment:

Judy Redman: Ms. Redman, Bus Riders Union, urged the Council to reject the net reduction of 34,000 annual service hours, and to protect the environment, to send a message to the MTA Board that the Council does not believe in cutting vital resources for those they represent.

Lisa Adler: Ms. Adler, Bus Rider Union, suggested rejecting the net reduction of 34,000 service hours. She said if the Council did not say no on this day, the Sector may have to face worse cuts in June and December. She felt the Council is in an unfair position having to cut service while not in the position as to how the agency spends its money.

Brenda Roman: Ms. Roman is a rider of Line 202. She spoke in support of maintaining Line 202 "as-is."

Viola Corral. Ms. Viola Corral spoke in support of Line 202. She thanked the Council for acknowledging high gas prices and the need for public transit. She also thanked the Council for reconsidering Line 202.

Valarie Corral. Ms. Valarie Corral a student at Cal State Long Beach spoke in support of Line 202. Ms. Valarie Corral thanked the Council for not cancelling Line 202 entirely but advocated for factory workers in the Alameda Corridor South of the Del Amo Station who will be impacted. Scott Greene, Metro South Bay Transportation Service Planning Manager discussed alternative parallel services provided by Long Beach Transit and the Carson Circuit. The alternatives are not as good past Carson Street. Representative Hudson said the Carson Circuit serves the major employment centers west of Wilmington Avenue which is the destination for most of the Line 202 riders.

Lionel Jones. Mr. Jones spoke regarding Line 439. He suggested cutting the service into downtown and running it between West Los Angeles Transit Center and the Aviation Station and in December, merging it with West Side Service Sector Line 35 or Line 38. Representative McTaggart thought this suggestion to be good. Representative Hudson asked if this suggestion was considered. Mr. Greene said this suggestion was considered but there was also a consideration for peak commuters from the Metrolink to jobs in the Culver City area.

Following public comment, Chair Price determined that the Council would vote separately on each of the service change proposals. The Council took the following actions:

APPROVED: Line 115/315. Cancel Line 315 and replace with new Metro Rapid Line 715 that will operate every 10 minutes peak and every 20 minutes in the

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midday. Line 115 would operate approximately every 11 minutes peak and every 20 minutes in the midday.

APPROVED: Line 120. Change from 40 minutes to 60 minutes headway on Sundays.

APPROVED: Line 124. Keep service “as-is” until possibly another service provider can be identified. Revisit in December 2008.

APPROVED: Line 126. Shorten route to new north terminal at Crenshaw Green Line Station, cancelling service via 120th Street and Hawthorne Boulevard to Hawthorne Green Line Station.

APPROVED: Line 202. Cancel service south of Del Amo Boulevard to Wilmington. Continue service north of Del Amo Station to Compton and Willowbrook, including service to Department of Public Social Services and to new shopping center. (**Opposed:** Representative Pullen-Miles.)

APPROVED: Line 209. Cancel midday service and cancel all service south of Imperial Highway via Van Ness Avenue to Gardena and via Normandie Avenue and Imperial Highway to the Vermont Green Line Station. Establish new south terminal at Crenshaw Station, continue peak hour service north to Wilshire/Western Station. (**Opposed:** Representative Pullen-Miles)

APPROVED: Line 211/215. Continue service with wider headways, operating every 60 minutes instead of every 30 minutes.

APPROVED: Line 439. Cancel weekend and midday service. (**Opposed:** Representative Pullen-Miles and Representative McTiggart).

APPROVED: Line 608. Cancel Service.

APPROVED: Line 626. Cancel Service.

APPROVED: Line 711. Cancel Saturday and Sunday service.

APPROVED: Line 715. Implement New Rapid. Deleting stop at Prairie Avenue and adding a stop at State Street in South Gate.

APPROVED: Line 940. Cancel Service.

4. **RECEIVED UPDATE** on Line 442 Performance by Dana M. Coffey, General Manager, Metro South Bay Service Sector. Metro staff is continuing to collect data on Line 442 ridership through December 2008. The MTA Board may review the performance of the line in Fall 2008 and could take action regarding the cancellation or continuation of service.

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5. UPDATE on Adopt-A-Line Program by Service Sector Representatives.

Representative Deming said she has been working with Shannon Anderson (Metro Contract Service Manager) regarding 625. The buses are running either early or very late.

Representative John McTaggart noted that a year ago there were only 2 or 3 people on Line 444 and today there were 9. The driver was excellent and everything was working but the windows were dirty.

Chair Price noticed that she is seeing more graffiti and etchings on the 232 buses. She suggested the etched windows be quickly replaced.

Representative Pullen-Miles shared his experience on riding the Metro and his experience in scheduling it with a bus line.

Representative Hudson said her ride was uneventful except for the long wait for Line 550 including a bus that did not show. She believes that weekend on-time performance is an issue.

Representative Franklin said he rode on Line 215 to Line 115. Line 115 bottlenecks at Manchester Avenue and La Brea Avenue because of asphalt work in that area. He also expressed concern regarding access to the Inglewood Transit Center during construction.

6. Chair's Comments. None.

7. General Manager's Comments. General Manager Coffey thanked the public for their comments. She spoke of the Service Change workshops held by the sector that included the public which gave insight to what will work and what will not. She thanked the Sector Representatives for making difficult decisions. Ms. Coffey spoke of her role to reduce long waiting periods, overcrowding, and span of service and to improve service reliability and to be responsive to customer needs. She thanked her staff for seeking alternatives and modifications. She promised more workshops to continue to make the service efficient and more effective.

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8. Public Comments

Representative Szerlip read a lead editorial in the Daily Breeze, “Mass Transit Pays Dividends.” Representative Szerlip requested a Metro presentation on services provided to seniors. Chair Price directed staff to place on the agenda.

Representative Deming recommended those with cell phones with internet access should try metro.net/mobile for real time trip planning. She expressed a concern that Metro Customer Service informed her they do not accept complaints by FAX. She thinks they should.

Rudyard Clark. Mr. Clark asked the staff the process for cutting bus lines. General Manager Coffey responded that there are many factors such as subsidy of the line, the ridership count, the number of boarding’s and alternatives that can be provided. Mr. Clark shared suggestions to revamp some of the rail lines. Chair Price suggested he make his recommendation to the Board. Representative Deming suggested he attend the Long Range Transportation Plan hearing on April 3.

J.K. Drummond. Mr. Drummond spoke of LADOT Line 142 drivers who refused to take Metro transfers. He understands they do not accept Metro passes but he should not have a difficulty with transfer. He asked if the MTA received transportation money from the governor. Mr. Drummond shared regional papers that report transportation issues and encouraged members of the Sector to read these papers.

Ralph Stunton. Mr. Stunton spoke in support of the existing Harbor Transitway lines that serve downtown LA. He said Line 450 does not serve downtown as well and was glad that the proposals to modify Harbor Transitway service were withdrawn.

9. Adjournment. 11:28 p.m.

Prepared by



Raynard Vincent Price