

Friday, May 9, 2008

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# 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

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Called to Order at 9:35am

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Service Sector Representatives Present:

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

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Officers:

Dana M. Coffey, General Manager  
William Walker, Council Secretary



Metropolitan Transportation Authority

**Metro**<sup>™</sup>

1. Safety 1<sup>st</sup> Contact by Metro South Bay Volunteer.

Randy Lamm, Transportation Manager IV for the South Bay Area Team suggested looking both ways when crossing the street.

2. APPROVED Minutes of the April 11, 2008 Council Meeting with Representative Szerlip abstaining from the vote.
3. PRESENTATION on the Crenshaw-Prairie Draft Environmental Impact Study/Report (EIS/R) by Roderick Diaz, Transportation Planning Manager V, South Bay Area Team.

Roderick Diaz, Transportation Planning Manager V for the South Bay Area Team gave a progress update on the Crenshaw-Prairie Transportation Corridor Draft EIS/R.

Facts about Crenshaw Prairie Transit Corridor:

- The Crenshaw-Prairie Corridor stretches approximately 10 miles between Wilshire and El Segundo Boulevards.
- The corridor crosses the Metro Green, Expo and Purple Lines making regional connections possible to LAX, downtown Los Angeles and Wilshire Boulevard.
- The corridor includes a portion of the Harbor Subdivision Right of Way (HSROW) Corridor, also under study by Metro.

Mr. Diaz said the EIS/R process would culminate in the selection of a mode and alignment, or “locally preferred alternative” that will be built. He described some of the alternatives under study:

Light Rail

This alternative would operate along the HSROW and Crenshaw Boulevard between the Green Line and Exposition Boulevards probably with a stop at LAX. Crenshaw Corridor trains can potentially connect to the Exposition Line.

Bus Rapid Transit

This alternative would follow the same route as the light rail between the Green Line and Exposition. North of the Expo Line, buses could operate in mixed-flow traffic to Wilshire Bl.

No Build Alternative/Transit Systems Management (TSM)

A no build alternative is required by state and federal transportation funding guidelines. The TSM alternative would improve travel conditions in the

corridor on existing facilities, including enhancements to existing Rapid Bus Lines 710 and 740 and improved traffic signals.

### Outreach

Metro conducted extensive outreach to elected officials, residents and other stakeholder groups. Members of the public generally prefer light rail transit over bus rapid transit. Stakeholders expressed support for rail with connections to the Metro Green Line, LAX, and the Expo Line. There is some support for a possible northern connection to Wilshire and La Brea which would allow for better connections to Hollywood and the Westside. No commitment has been made to build rail north of Exposition due to the prohibitive costs of right-of-way acquisition.

Major Transit Centers along the corridor may include Aviation/Century, La Brea/Florence, King/Crenshaw, Exposition/Crenshaw and Pico/Rimpau. Inglewood officials would like to foster better connections to redevelopment areas including Hollywood Park Racetrack at the intersection of Prairie and Century.

Riders mentioned that safety and aesthetics are key concerns. Many preferred grade separations and subway rather than at-grade light rail crossings. Mr. Diaz said that some constrained locations (i.e. HSROW at La Brea Avenue) will require grade separation. Metro Planners will follow the grade separation policy.

### Next Steps

- A draft EIS/R will be released for public comment Spring 2009.
- A final EIS/R will be released in Spring 2010.
- Public outreach will continue throughout the process.
- Metro bus interface plan will be developed.
- Metro will continue coordination with the City of Inglewood and with freight railroad operations.

Mr. Diaz confirmed that a preferred mode for the corridor had not been chosen. He said there is money identified from local funding sources based on the project being a “funded” (baseline) project in the Metro Long Range Transportation Plan. The project must still compete for State and Federal funds prior to construction.

Representative Szerlip asked if Bus Rapid Transit would operate in mixed-flow traffic for the full alignment. Mr. Diaz said that BRT would run in exclusive bus lanes along the HSROW and along some segments of Crenshaw

Boulevard where there are frontage roads and wide right-of-way. North of Exposition Boulevard, Crenshaw Boulevard is narrower making it difficult to reserve lanes for exclusive transit use.

Representative Szerlip asked if there was a study for the HSROW and how it would interact with the Crenshaw-Prairie corridor study. Mr. Diaz said that the Crenshaw Prairie Feasibility Study preceded the HSROW planning process but would not preclude the preferred transit mode for the HSROW project. He said the corridor could accommodate either light rail transit, bus rapid transit, or a combination of both (by converting a third track in the right-of-way).

Representative Szerlip stated his support for extending the Green Line closer to LAX and thought it could be economically feasible to do so via the HSROW. Mr. Diaz said the Crenshaw-Prairie Corridor project could also bring light rail to LAX. Representative Szerlip asked about timing of the Crenshaw-Prairie project. Mr. Diaz said because of limited funds, the project might not open until 2025. If funding becomes available sooner, construction could be completed by 2016.

Representative Addleman asked if there were cost comparisons for each modal alternative (No build, BRT, LRT). Mr. Diaz said the light rail alternative could cost anywhere from \$1 billion to \$1.5 billion. Bus rapid transit, because of the constrained nature of particular route segments, could cost less than \$1 billion. Representative Addleman asked what federal grants were available for this project. Mr. Diaz said the Federal Transit Administration New Starts program was the main program. Fifty percent of the project cost is the general maximum award from New Starts funding. The cost effectiveness rating of a project is a key determinant of competitiveness. Representative Addleman added that Metro should seek help from federal legislators to raise more funds.

Representative Pullen-Miles asked that Mr. Diaz draft a summary of the comments received today and submit the document to elected officials. He added that two legislators are lobbying for transit stations in their jurisdictions without thinking of the transportation needs region-wide.

Representative Hudson asked why there was no mention of the HSROW transportation corridor extending past Torrance in the presentation. Mr. Diaz said the HSROW extends from downtown, through South Los Angeles, Inglewood, and several cities between LAX and the Port of Los Angeles. He added that a transit line along that corridor could serve any or all of the cities.

Representative McTaggart suggested that Metro look at the whole corridor and

not limit its scope to the Crenshaw-Prairie corridor. He asked if a demographic study was done and wanted to know how future riders could be located. Mr. Diaz said the demographic study was underway as were origin-destination studies. Mr. Diaz added that the Crenshaw Corridor and the Harbor Subdivision project team are coordinating. Representative Price said whatever is implemented for the Crenshaw Prairie Corridor will need to accommodate whatever is approved for the HSROW corridor.

4. PRESENTATION on the Metro South Bay FY09 Draft Budget by Gary Shiroishi, Senior Administrative Analyst, Metro South Bay. Mr. Shiroishi reviewed some of the operating assumptions associated with the budget including higher fuel costs and a slight decrease in revenue service hours and hub miles.

- Manpower
  - Transportation will have 712 full time Bus Operators, 106 part time operators, and 56 Supervisors.
  - Maintenance will have 84 mechanics and 158 service attendants
- Labor costs
  - Contract wages increased 2.4 percent
  - The light duty program has been a success but will be curtailed in light of financial challenges systemwide.
  - Worker’s Compensation costs increased by 3.7 percent.
  - Allocated fringe benefits increased by 2.5 percent.
- Non-Labor Costs
  - Fuel costs for revenue equipment are up 6.9 percent.
  - Parts and materials costs are up 4 percent.
  - Taxes increased by 2.6 percent over the previous year.
- Proposed Key Performance Indicators for FY 2009

Indicator	FY 08 Goal	FY 09 Goal	Variance %
Miles Between Mechanical Failures	3500	3500	0
In-Service On-Time Performance	60%	62%	+2%
Worker’s Compensation Indemnity Claims	13.4%	13.5%	+0.1%

Representative Addleman asked why Worker’s Compensation costs increased 3.7 percent. Mr. Shiroishi said an increase in training courses to ensure safe driving and workplace safety might be the reason.

Representative Hudson asked why it takes more buses to cover fewer hub miles. Mr. Shiroishi said that hub miles are the total number of miles a bus drives. Articulated buses have a higher capacity and move more people, hence fewer hub miles.

Representative Franklin asked for a report that reflects actual monies spent in the previous fiscal year. This would help Sector Representatives prioritize spending for the coming year. He asked if an increase in the fuel budget line can be attributed to an increase in the CNG fuel cost hedging contract. Mr. Shiroishi said fuel costs were based upon the annual hedging contract.

Representative Price asked if Worker's Compensation and Personal Liability/Property Damage lines were originally combined. Mr. Shiroishi responded no. Representative Price asked for a definition of chargeback. Ms. Coffey said that chargebacks are settled claims by claimants unaffiliated with Metro. She explained that these costs impact the budget greatly because often the cost is not known until the settlement terms are reached. Representative Price asked if chargebacks were up because of more claims. Ms. Coffey said that worker's compensation claims are increasing, but medical cost increases are also driving worker's compensation costs higher. Ms. Coffey reported that although new claims are increasing, the number of work days lost has decreased.

Representative Price asked why the light duty program was being reduced. Ms. Coffey said that light duty is utilized very well in the South Bay, but that from a systemwide perspective all five sectors needed to reduce. Representative Price countered that she is worried that Metro South Bay is losing funding for an effective program.

Representative Price added that she too would like to see actuals alongside proposed budget figures during the budgeting process in order to make an informed decision. Ms. Coffey responded by saying Metro South Bay is meeting all of its targets for the current fiscal year. She added that the Sector is looking at more achievable goals along with ways to be more aggressive.

JK Drummond asked that a breakdown be provided of how many on-time performance complaints are regarding late service versus runs that are completely missed.

5. UPDATE on Board Motion regarding June 2008 Service Changes by Scott Greene, Transportation Planning Manager IV, Metro South Bay.

Mr. Greene reported that the Metro Board decided at its April meeting to retain current service levels on most Metro bus lines and to rescind proposed service reductions for June 2008. In the South Bay Sector, Line 315-Manchester/Firestone Limited will be replaced by Rapid Line 715; Rapid Express Line 940 will be canceled. Other service changes for the sector were not approved. Board Directors received calls and objections to service changes proposed throughout the service area, not just South Bay. Service was deemed important enough by the community for the Board to continue its operation. Ms. Coffey mentioned that although the bulk of service will remain unchanged, selected trips on heavier lines such as Vermont Avenue will be eliminated. The sector will have 150 articulated coaches to be deployed mostly on Rapid Lines.

Representative Szerlip noted that the Board must not have considered financial issues in rescinding the service changes. Representative Price said the Councils make difficult decisions that are time consuming, and she expressed her displeasure with the final Board decision.

Representative Franklin said the time of Governance Council members is valuable. He would like to see Metro run like a business, and suggested the Board should make decisions in the best interests of the community as a whole, and not try to appease everyone. He added that expending one-time fund has a Band-Aid effect. He would like to hear the Board's perspective on the purpose of the Service Sector Governance Councils and suggested dissolving them if the Council's structure and the Board's vision do not mesh.

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

Representative Franklin apologized regarding the on-time performance of lines operating on or crossing La Brea Avenue while it is under construction. He said City of Inglewood traffic controllers have been assigned to the area to help move traffic. Representative Franklin also said the Crenshaw Green Line Station park-ride lot needs attention including debris removal. He suggested trash receptacles in the parking lot.

Representative Pullen-Miles rode Rapid Line 740. He said the ride was

pleasant, on-time and clean. He arrived at the South Bay Galleria around 2:55 P.M. He rode Bus #9557 and returned on #9578; operators on both buses were very helpful and very nice.

Representative Addleman rode roundtrip on Premium Express Route 450X from Artesia Transit Center to downtown Los Angeles. He departed Artesia at 8:20 A.M. and returned by 9:10 a.m. The bus was clean, the trip fast, and the job well done.

Representative Hudson was in downtown Los Angeles and decided to take Line 52 back to Artesia. She waited at 7<sup>th</sup> and Flower where she saw a sign that said Line 52, but it never arrived; and she decided the signage was left over from the Marathon. She asked for its removal to prevent confusion.

Representative Szerlip said he was disturbed by the Board's action that reversed June 2008 service changes. He said there is a strict policy regarding using one-time monies for on-going operations at the expense of capital projects. On a positive note, he is pleased to see the results of Metro's Call for Projects, citing the additional left turn lane added to 190<sup>th</sup> Street at Anza Avenue.

Representative McTaggart rode Line 444 and said Bus #6387 was dirty, the voice annunciator was not working, and the driver was not personable. He noticed the bus was close to being on-time.

Representative Mitchell said that Metro Arts department staff recently met with staff from Watts Towers to discuss providing a shuttle from the nearby Blue Line Station to Watts Towers.

#### 7. RECEIVED Chair's Comments

Chair Price acknowledged rider Shelley Green who collected several passes over the years. Her artwork is a tribute to the paper pass which will be replaced by the Transit Access Pass (TAP) card in coming months. Chair Price requested a presentation on the Long Range Transportation Plan at the June meeting. She provided an update on the April meeting of the Metro Board:

- The Ad-Hoc Sustainability Committee is looking at ways to save energy costs on Metro projects.
- Awarded a contract for the Harbor Subdivision Right-of-Way Alternatives Analysis and Feasibility Study.

- Approved acquisition of 262 new 45-foot composite buses.
- Passed a motion to explore the feasibility of placing a half-cent sales tax measure on the November 2008 ballot.

#### 8. General Manager's Comments

- Ms. Coffey said she just returned from the APTA Bus Rodeo in Austin, Texas. Last year Metro took first place honors. This year Metro ranked third.
- Rail and bus ridership are up for Metro, and Park/Ride lot usage has also increased.
- Sector management is considering the use of articulated buses on the Harbor Transitway.
- Metro Vanpool Program is adding 50 signups per month.
- Metro continues to promote its *Imagine* campaign encouraging riders and residents to submit feedback
- Metro celebrates *National Bike-to-Work Day* on May 15, 2008.
- Three upcoming open houses for Metro South Bay:
  - Saturday, June 14, 10am-3pm, Arthur Winston Division, 5425 S Van Ness Ave, Los Angeles
  - Saturday, June 21, 10am-2pm, Division 18, Carson
  - Tuesday, June 24, 6am-6pm, Artesia Transit Center

#### 9. Public Comments

Representative Szerlip requested a report on why ads on the outside of Green Line trains have disappeared.

Representative Franklin requested that Arthur Winston be recognized with a moment of reflection at the open house.

Evaristo Ramos said that *Seniors on the Move* should be presented at senior centers in the South Bay.

Dorothea Jaster asked if Metro drivers and contract operators (i.e. First Transit) are required to:

- take a First Aid course and obtain proper certification
- perform First Aid when operating vehicles
- take a refresher course on first aid after passing certification

JK Drummond suggested that Sector representatives pay cash fare for a more genuine line ride experience, rather than using their Metro-issued badges.

Los Angeles County Metropolitan Transportation Authority  
Minutes – South Bay Service Sector Governance Council  
May 9, 2008

ADJOURNED at 11:48 A.M.

Prepared by:

A handwritten signature in black ink, appearing to read "W. L. Walker", written over a horizontal line.

William L. Walker  
Council Secretary