

Friday, June 12, 2009 - 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) – Room 111
801 E. Carson Street
Carson, CA 90746

Service Sector Representatives Present:

Ralph Franklin, Chair
John McTaggart, Vice Chair
John Addleman
Devon Deming
Rena Kambara
Lou Mitchell
Kim Turner
Don Szerlip

Officers:

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

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1. CLOSED SESSION: Closed to the Public – (8:30 a.m. – 9:30 a.m.)
Personnel Matters – G.C. 54957:

Public Employee Performance Evaluation – General Manager
NO REPORT

2. PLEDGE ALLEGIANCE TO THE FLAG
3. Safety 1st Contact by Metro South Bay Volunteer Marie Johnson, Bus Operator, Division 5: Never run after a bus. Be safe and wait for the next one.
4. Roll Call
5. Self –Introductions
6. APPROVED [Minutes of the May 8, 2009 Governance Council Meeting](#). Representative McTaggart abstained.
7. RECEIVED PRESENTATION on the Metro Fiscal Year (FY)2010 Proposed Budget by Michelle Caldwell, Executive Officer, Office of Management and Budget.

Ms. Caldwell began by stating her experience as a Metro and Southern California Rapid Transit District employee for over 27 years. Ms. Caldwell is in charge of overseeing the annual budget. The FY 2010 budget was discussed and adopted by the Board on May 28 and will go into effect beginning July 1, 2009. This budget is a \$3.91 billion budget, about \$500 million greater than the FY 2009 budget. The increase is attributable to the following:

- a. A \$300 million budget amendment to construct the Interstate 405 Sepulveda Pass High Occupancy Vehicle lane project.
- b. Implementation of countywide sales tax Measure R, which will subsidize municipal transit agencies and return a portion of tax revenue collected directly to local cities and the County to fund local transportation projects as prioritized by the municipalities.

Planned expenditures of about \$3.91 billion are not expected to exceed revenue, indicating Metro has a balanced budget for FY 2010. Other increases in revenue include federal and state transportation grant funding, federal Reinvestment and Recovery Act Economic Stimulus funding, and state Proposition 1B revenue.

Budget Highlights

- Purchase of 219 compressed natural gas (CNG) buses for Metro and contract service providers, increasing systemwide seat capacity by 1 percent.
- Begin revenue operations of Gold Line Eastside Extension Light Rail Transit (LRT) line in August 2009.
- Increase full time equivalents by 48, primarily for Gold Line Eastside Extension LRT pre-revenue operations and Measure R projects.
- Adopted gating program for selected rail stations.
- Continue construction of Exposition LRT Phase I (Downtown Los Angeles-Culver City).

FY 2010 Cost Reductions and Proposed Structural Deficit Mitigations

Cost Reductions	Cost (in millions)
Freeze salaries and wages	\$ 19.3
Restructure Metro bus service	6.5
Reduce non-labor expenses	26.7
Defer capital project cash flow	82.1
Total Cost Reductions	134.6
Application of one-time revenues	240.0

New Programs

- Approximately \$32 million of Measure R 20 percent Bus Operations funding will be used to provide “backfill” funding for the suspension of the FY 2010 fare increase included in the Measure R legislation that postpones any increase to regular fares until July 1, 2010.
- Approximately \$30 million in the FY 2010 budget is from underspending the FY 2009 budget, which entailed being frugal with the Enterprise Fund by eliminating nonessential expenses in both rail and bus operations.
- CNG Fuel Credits will be available as a one-time extension of revenue for a third year in a row, also shown as a credit for FY 2010 since these revenues were unanticipated.

Programs to benefit from Measure R revenue (\$232.3 million)

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- Gold Line Foothill Extension
- Orange Line Canoga Avenue Extension
- Exposition LRT Phase II (Culver City-Santa Monica)
- Interstate 405 Sepulveda Pass High Occupancy Vehicle lane extension (\$85 million)
- Mid-life bus rehabilitation and overhaul for Metro buses operating longer than 6 years

Programs to benefit from Proposition 1B revenue (\$158 million)

- Construction of Union Division bus storage and maintenance facility (\$29.2 million)
- Transit Access Pass (TAP) rail gating project (\$12 million)
- Exposition LRT Phase II
- CNG bus purchases
- Orange Line Canoga Avenue Extension

Programs to benefit from federal American Recovery and Reinvestment Act stimulus funds (\$153.2 million)

- Interstate 405 Sepulveda Pass High Occupancy Vehicle lane extension
- CNG bus purchases
- Blue Line traction power substations

Programs to benefit from other sources of new revenue for FY 2010 (\$92.8 million)

- Congestion Relief Demonstration Project (\$80.7 million)
- Regional TAP Program which expands TAP to more municipal operators (\$12.1 million)
- Metro Bus and Rail Capital Projects (\$750 million)
- Other Metro subsidies, including municipal operators', Metro bus and rail services, transit operations programs, accessibility funding, and Americans with Disabilities Act compliance, and other programs totaling \$1.4 billion.

Potential Budget Risks

- There will be no layoffs, no fare increases and very minimal service changes for the upcoming fiscal year.
- The economy remains a severe risk considering Metro receives 58 percent of its funding from sales tax revenue.
- \$100 million in Proposition 1B revenue is promised but not yet received.
- Negotiations with major labor unions regarding wages may also prove to be a risk.

RECEIVED Questions regarding Presentation on the Metro FY2010 Proposed Budget

Representative Szerlip asked how Measure R local return funding is dispersed. Ms. Caldwell responded that funds are dispersed to municipalities through the Board of Equalization.

Representative Szerlip asked whether leaseback agreements such as the one Metro entered with AIG (American International Group) to purchase and lease back rail cars would impact the FY 2010 budget. Ms. Caldwell responded that Metro is working with several transit properties nationwide to lobby the federal government to help with payments in order to keep leaseback agreements intact and prevent further risk to the agency.

Representative Franklin asked what funding source would be used to fund the Board Motion authored by Director Mark Ridley-Thomas that budgeted \$5 million for preliminary environmental and engineering on the Harbor Subdivision Corridor. Ms. Caldwell responded that a plan has been devised to fund long range transportation plan projects that did not receive initial seed funding from the Measure R funds available this fiscal year. The funding will more than likely come from the Special Revenue governmental fund that has also helped to advance other projects.

Representative Franklin asked whether the planned fare increase for July 1, 2009 could still be implemented. Ms. Caldwell responded no because the Measure R ordinance prevents any fare increase within the first year of the Measure (for adults). Mr. Franklin asked if the fare increase will be implemented in July of 2010 without another fare hearing process. Ms. Caldwell said she assumed the increase would take effect on July 1, 2010.

RECEIVED Public Comment regarding Presentation on the Metro FY2010 Proposed Budget

JK Drummond – Requested that Metro provide handouts with fewer than six slides to a page in order to make the documents more readable. He added that black and white copies of multi-color diagrams are essentially illegible. He also asked for a definition of “increased hub mile efficiency” and “service efficiency” which Ms. Coffey agreed would be provided by staff after the meeting.

8. RECEIVED PRESENTATION on FY09Q3 KPI Evaluation for South Bay Lines by Ashok Kumar, Transportation Planning Manager IV.

Mr. Kumar reported that Chief Executive Officer Art Leahy requested that all performance reports continue to include the Route Performance Index (RPI), which consists of boardings per service hour, passenger miles per seat mile, and subsidy per boarding. Policy requires that all lines achieve a 0.6 score. Twelve lines operated or administered by Metro South Bay do not meet the RPI of 0.6: 124, 126, 202, 209, 211, 305, 439, 442, 607, 608, 625, and 715.

Service Performance and Analysis planners developed new indicators that evaluate the performance of a line from a more balanced perspective. These indicators measure the availability, accessibility, connectivity and quality of a particular line. The following lines are not meeting these thresholds:

Performance Indicator	Status
Availability	Accessibility: Adequate coverage is provided Connectivity: 728 to 740, 760 to 740
Quality	On-time performance is still a problem but has improved since last quarter. Headway variability met except for lines 110 and 125. Load factor is not a problem for all lines. Complaints exceed the standard on the following lines: 126, 202, 209, 211, 232, 439, 442, 607, 608 and 715.
Quantity	Frequency: Headway threshold was exceeded on Lines 110 and 125 during the weekend operation. Load Factor: Adequate seating capacity is provided during all time periods.
Effectiveness	Service Viability: Thresholds were exceeded for two or more variables during one or more time-periods for Lines 126, 202, 209, 211, 232, 439, 442, 607, 608, 715

9. RECEIVED UPDATE on ExpressLanes Project by Stephanie Wiggins, Executive Officer, Congestion Reduction Initiative, New Business Development.

Ms. Wiggins noted that the project name changed from Fast Lanes to ExpressLanes earlier this year because the federal government required that all

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agencies involved in the federal grant program to brand their high occupancy toll (HOT) lane facilities with the same nomenclature. Signage on all freeways will read ExpressLanes: Highways 15, and 91 in Southern California, and other toll lane facilities throughout the nation.

Project Goals	
Increase throughput of HOT Lanes	move more people instead of more vehicles
Effectiveness/mode shift	make high occupancy vehicle (HOV) lanes more efficient and productive by moving single occupant vehicle drivers to vanpools, carpools or express bus service
Efficiency	Ensure cost of project does not outweigh the benefit of HOT Lanes
Equity	address impact of HOT lanes on low income commuters through community outreach, surveys and methods to ensure access
Educate community	provide extensive community outreach through community meetings, marketing, meeting with elected officials and other methods
Execute by Grant Deadline	target date of implementation set for December 31, 2010.

The project focuses on improving travel conditions on the Harbor Freeway (I-110) between downtown Los Angeles and Gardena (Artesia Transit Center) and the San Bernardino Freeway between downtown Los Angeles and El Monte (I-10/I-605 Interchange) through providing expanded and more attractive transit service options, transit stations with improved amenities, improved access to vanpools, and improvements that will reduce bottlenecks on both corridors. Approximately \$210 million has been granted by the federal government, \$81 million from the State of California. Over 70 percent of this will be put into transportation improvements and facilities. A partnership for the ExpressLanes project has been created between the California Highway Patrol, which is responsible for enforcement along the corridors; transit service providers within the corridors including Metrolink, Foothill Transit, Gardena Municipal Bus Lines, and Torrance Transit; Metro Service Sector Councils; and the Southern California Association of Governments.

Express Lanes Budget (\$291 million)

Transit Operations (20%):	57 new buses (41 for Metro San Gabriel
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	and South Bay Sectors, 4 for Torrance Transit, 2 for Gardena Municipal Bus Lines, and 10 for Foothill Transit)
Transit Facilities (50%):	Park and ride lot improvements, station expansion, security and lighting, new Union Division bus storage and maintenance facility, new sheriff's substation, new El Monte Busway station at Patsaouras Transit Plaza/Union Station East Portal, reconstruction of El Monte Bus Station, expansion of Pomona Amtrak/Metrolink Transit Center Parking Lot.
Toll Technology and Infrastructure (25%)	Bottleneck improvements, additional HOT Lane Capacity
ExpressPark (5%):	Price parking spaces in downtown Los Angeles based upon demand by utilizing parking zones and equipment that monitors whether or not parking spaces are available.

Toll Concept

Convert existing carpool lanes on Harbor and San Bernardino Freeways to HOT lanes, which requires restriping of the El Monte Busway to add a second HOV lane and reconfiguring the north end of the Harbor Transitway (I-110 at Adams Boulevard) to prevent premium HOT Lane Customers from experiencing any bottlenecks that may discourage them from future use of the HOT lane facilities.

Potential Mitigations Suggested for Adams Boulevard bottleneck at Interstate 110:

1. Add right hand turn lane at northbound offramp from Transitway onto eastbound Adams Boulevard
2. Add lane on westbound Adams Boulevard between northbound off ramp and Flower Street.
3. Restripe Figueroa Way for a second lane, only for buses and high occupancy vehicles.
4. Add additional westbound lane on Adams between off ramp and Flower Street and new pedestrian plaza connecting future Figueroa "Freeway Cap" Park and the Exposition Light Rail Station at Flower and 23rd Streets.

Characteristics of the Harbor Freeway High Occupancy Vehicle lanes:

- Strong use by regular carpoolers, accounting for 54 percent of people carried in transitway during northbound peak hour period
- Strong use by low emission hybrid vehicle users, using 18 percent of the capacity during evening commute
- High violation rate, using 8 percent of the capacity
- High percentage of low income users
- High percentage of non-vehicle owners in the corridor, especially in South Los Angeles
- Average trip length is about 5 miles, yielding an average toll of \$4 per trip

Next Steps

- Convene 6 public hearings to introduce new HOT Lanes and tolling concept to the community before adopting tolling rates
- Solicit input including written and verbal public comments from stakeholders and the public through FAX, mail, the metro.net website and at public hearings, through July 14, 2009
- Develop tolling concepts and practices that are tailor-made for Los Angeles County
- Develop a rewards program for transit users on the Harbor Transitway and El Monte Busway that will reward credits to HOT Lane users that can be used for riding transit or as credit on future usage of the HOT lanes.

RECEIVED Public Comment regarding update on ExpressLanes Project:

Evaristo Ramos – Said he would really like to see a more improved transit center in Carson as a result of the plan.

10. CARRIED OVER PRESENTATION on the Metro South Bay Graffiti Program by Ken Matsuno, Carson Division Maintenance Manager.
11. CARRIED OVER PRESENTATION on the Metro South Bay Road Call Program by Alex DiNuzzo, Arthur Winston Division Maintenance Manager.
12. WITHDRAWN UPDATE on Adopt-A-Line Program by Service Sector Representatives.

13. RECEIVED Chair's Comments

- Acknowledged Metro Board Directors Ridley-Thomas, O'Connor and Knabe for their leadership in passing a motion to fund initial studies for the Harbor Subdivision Corridor.
- Thanked Community Relations Manager Richard Morallo for bringing Metro Volunteers to City Lites program and Health Fair at Jesse Owens County Park.

14. Service Sector Representatives Comments - NONE

15. General Manager's Comments

- Announced Paul Taylor was appointed Deputy Chief Executive Officer.
- Encouraged Representatives and members of the public to invite a friend to a future Service Sector Governance Council Meeting.
- Announced the June 28 Service Changes ("Shake-up") and said riders' favorite operators may shift around or switch lines beginning June 28.

16. RECEIVED Public Comment

Dorothea Jaster – Suggested that certain bus stops may need to be extended once new 45-foot buses are introduced, such as existing stops at Vermont and Sepulveda and Prairie and Artesia. She requested that more information on schedule changes related to specific trips be provided in addition to information already provided on route alignment changes.

JK Drummond – Suggested that the overhead projector project images related to presentation on the wall immediately behind the presenter rather than across from the presenter. He added that he did not approve of the seven minute "passback" time period that prevents him from using his TAP card within 7 minutes of the previous boarding because he sometimes makes his connections in less than 7 minutes.

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John Zeigler, Los Angeles County Public Works – Announced that the County is currently surveying transit riders in unincorporated areas on their unmet transit needs including neighborhoods adjacent to Carson, Willowbrook, Athens, and Baldwin Hills.

ADJOURNED at 11:23 A.M.



William L. Walker
Council Secretary

Prepared by: