

# MINUTES

Los Angeles County  
Metropolitan Transportation Authority

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

Congresswoman Juanita Millender-McDonald  
Community Center  
(Carson Community Center) – Room 109 A/B  
801 E. Carson Street  
Carson, CA 90746

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Service Sector Representatives:

Ralph Franklin, Chair  
John Addleman  
Devon Deming  
Rena Kambara  
Robert Pullen-Miles  
Lou Mitchell  
Kim Turner  
Don Szerlip

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Officers:

Dana Coffey, General Manager  
Raynard Price, Council Secretary



Metropolitan Transportation Authority

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1. Pledged Allegiance.
2. Quorum was established.
3. Self Introductions were made.
4. **RECEIVED** Safety Awareness Tip from Lt. Obenberger. Lt. Obenberger announced a Joint Task Force with Los Angeles County Sheriff's Department, Department of Children and Family Services, and the Department of Juvenile Probation that conducted a successful truant sweep netting not only truants but others in violation of the law. Lt. Obenberger said when he contacted the U.S. Census Bureau for a copy or example of the badges to be worn by census takers, the Bureau refused to provide a copy of the badge for security reasons. Badge verification can be accomplished by calling the official Census Bureau verification number at 1.800.796.3748 or the Regional Northridge Center at 818.267.1700. Chair Franklin informed the Governance Council there was a ribbon cutting at the Census office in Inglewood. The Chair circulated an example of the Census badge. At the end of the meeting Lt. Obenberger recovered the circulating example and returned it to the Chair.

Lt. Obenberger spoke of how technologies can be used deceitfully by criminal perpetrators. He devoted particular attention to the use of stored GPS systems in both cell phones and automobiles. As an example, he cited how a stolen car's GPS system was used to track the location of the owner's home resulting in burglary. He gave another example of how a stolen or lost phone was used to commit a crime. The perpetrator, using stored information in the phone, called the home "land line" requesting verification of certain information to retrieve personal banking information. With that said, Lt. Obenberger suggested limiting the amount of information stored on a phone.

Lt. Obenberger suggested putting in the GPS systems (both phone and automobile) a close public address, such as a school, library or police station, but not one's own home or work addresses.

He gave another example of a mobile phone that had the name "honey" stored in the phone, the phone was stolen and the thief sent a text to "honey" pretending to be the spouse who forgets the bank pin number. The bank account was robbed of funds. General Manager Coffey said she saw a similar program on identification theft.

General Manager Coffey said she appreciates Lt. Obenberger giving this kind of information because it is getting far too easy for people to have their assets stolen. Lt. Obenberger informed the Governance Council and public that identity theft is up 12%.

Chair Franklin added a tip from the Independent Cities Association stating ATM credit card maximum exposure is \$50 but the ATM Debit Card is for the amount in one's account. He said criminals are so sophisticated they can insert special circuits into ATMs that capture information and transfer the data onto other cards. Chair Franklin

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also discussed the importance of taking precautions in using one's debit card on the internet making sure one is dealing with legitimate companies. Lt. Obenberger concluded his report.

5. **APPROVED** Minutes of January 8, 2010. Representative Szerlip requested clarification in the minutes on page 8, item 12, last 5 lines. He provided language to help clarify a better understanding of the Redondo Beach Transit Center. He said, the location of the transit center was originally proposed to be a Public Works Yard. However, the city determined it was not ideal for that usage because it was not centrally located. The center was not moved because it was outgrown but that the new location will allow for a true multi-modal center because it is adjacent to the rail line – a better use of the property to serve the public.

J.K. Drummond on page 4, 2<sup>nd</sup> paragraph, last line “...the bus showed up on the next run.”

6. **RECEIVED** update on the 1-405 Sepulveda Pass Project by Brett Barnett, Construction Consultant. Mr. Barnett gave an overview of the project. The \$1.034 Billion project is 10 miles long adding an HOV Lane with southbound lane standardization; there will be 27 ramp improvements; the widening of 13 bridge structures; 3 new bridge structures and; 18 miles of retaining and sound walls. Construction will continue through the year 2013. On April 24, 2009, the Board awarded the project to Kiewit Pacific Company. Notice to proceed was issued June 2, 2009 with an actual commencement date of August 31, 2009. The project boundaries are from Greenleaf Street south of the Ventura Freeway, to the southern boundary at National Blvd, south of Santa Monica.

There are three segments all of which will be done at the same time. Mr. Barnett says it is the only way to complete the project timely. There is an early completion bonus which the contractor added into the cost budget. There are many utilities that must be moved or relocated. The project milestones are: the Mulholland Bridge Replacement; the Sepulveda Boulevard Ramp improvements at Wilshire and Sunset at Skirball and; the construction of retaining walls and MWD 96” water line realignment.

Mr. Barnett spoke of work that will need to be done pre-construction such as: Geotechnical investigation, inspection and cleaning of storm drains and sewers, survey work, mobilization, construction yard and trailer setup, conceptual design and preconstruction surveys. He presented a construction schedule. Mr. Barnett said as the project continues there will be construction mitigation that includes monitoring noise levels during construction, source reduction, re-education of affected communities, and limiting night work.

There will be a traffic impact plan through outreach with community groups, coordination with the City of Los Angeles and Caltrans. There will be an attempt to avoid residential neighborhoods and to minimize construction vehicle impacts. Mr. Barnett said much like other Metro projects there will be an on call hotline 24/7 for emergencies

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and on going management team to address concerns. The number to call for community relations is 213.922.3665. The website is [www.metro.net/I-405](http://www.metro.net/I-405)

Representative Kambara had several questions and asked if the Mulholland Bridge will be completely removed. Mr. Barnett responded that the bridge will be removed in two sections. There was an initial effort to save the bridge but the Federal minimum guidelines of the project could not be met. Representative Kambara advised Mr. Barnett there is a problem in the number 1 lane on the 405 project segment that appears unsafe. Mr. Barnett acknowledged the issue and said the lane is at 10.8 feet (narrower than its normal width) in order to keep the projects moving. Representative Kambara shared there is also debris from the rain storms in the lane making it unsafe. She spoke of the silent piling method in order to help resolve potential noise complaints.

Representative Szerlip asked if there were hard standard postings (signs) of contacts, particularly for complaints. The postings do not exist at this point. Chair Franklin inquired about the turnaround time for complaints and if the complaints are logged. There is a complaint process and hotline. The messages are checked four times a day and are addressed immediately and logged. There are monthly outreach meetings with elected officials and with any group that requests presentations.

The project management is profiling businesses collecting data on delivery times and when people are using the businesses. Metro's Community Outreach is working with Metro's Government Relations. Regular construction hours are from 7:30 a.m. to 4:30 p.m. but there will be after hours work. Representative Kambara requested a walkthrough to which Mr. Barnett agreed. Chair Franklin suggested computerized (email) updates to the Governance Council. Mr. Barnett agreed.

7. **RECEIVED** the Chair's Comments. The Chair made a motion to place two items on the agenda – Update on lighting at the Rosa Park Station and Budget Update by the CFO.
8. **RECEIVED** Service sector Representative Adopt-A-Line and Comments. Representative Pullen-Miles on February 10 rode Line 232 at PCH and Sepulveda traveling north to LAX Transit Center. The bus was on time, clean, and the Operator was professional calling out all of the stops and was helpful. The badge number is 73729 Bus Number 11050. He took the same bus back 30 minutes later. The Operator had a nice personality.

Representative Mitchell thanked Chair Franklin for attending a Rosa Park workshop. She said it was a success that was hands on and interesting.

Representative Szerlip said he requested an item be placed on the agenda regarding policy on public restrooms and "Artesia Transit Center Improvements." He said the CEO has not visited the center and has no knowledge of the problems. Chair Franklin said the South Bay COG also addressed this issue that not having rest rooms seems standard and that public safety is more prudent than convenience.

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Representative Kambara rode the Silver Line northbound in the morning and noticed that the pull stop cords have been removed. She spoke of the Blue Ribbon Committee that will be a temporary six month committee until July to help make transportation more efficient. She said that 1.5 hours were spent laying out the ground work for the meeting. She said the committee is taking an outside look in. She offered to take suggestions to the Blue Ribbon Committee from anyone who would like to provide comments.

Chair Franklin rode Line 210 northbound Bus 6389, Operator 4885. The bus was clean with plastic bags and plenty of bus schedules. The bus announcer worked calling stops for the riders. Chair Franklin shared his appreciation for the automatic voice announcer. He said Operator 4885 was a jovial Operator with positive energy. He said his transfer bus was synchronized and perfectly timed. Bus 6569, Operator 34861 was half full. There was graffiti at the rear of the panel made with a purple marker. He said he had a concern for the amount of dialogue between the Operator and patrons.

- 9. RECEIVED** General Manager's report. There is a favorable variance in Labor due to vacancy savings. The favorable variance in Non-Labor is due to funds in the Parts-Revenue Vehicles line items. The favorable variance in the Allocated Accounts is due to savings in Worker's Compensation and Public Liability and Property Damage (PLPD). The overall Sector Total is favorable at \$4M. New Workers Compensation indemnity Claims Year to Date (YTD) is 11.86 with a target of 10.5; Bus Traffic Accidents Per 100,000 Hub Miles has a YTD 3.31 with a target of 4.0; Passenger Accidents per 100,000 Boardings YTD is .21 with a .24 Target; Complaints Per 100,000 Boardings YTD is 3.02 with a target of 2.75; In-Service-On-Time-Performance (ISOTP) YTD is 66.5% with a target of 67.0%.

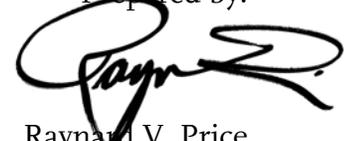
General Manager Coffey noted and read commendations received for Operators. Commendations were received for Operators James B. Hicks, Brian A. Erwin, Victor Ward, Victor T. Andrews, Erica R. Boyd, Lee O. Sillemon, Kashaena M. White, Daviance D. Johnson, Crystal M. Bright, Veronica Gordon, Jowett D. Mason. Ms. Coffey said these kinds of commendations are important to the Operators.

**10. RECEIVED** Public Comments.

J.K. Drummond asked why Line 344 was returned to limited stops. Ms. Coffey responded that this line is also serviced by Torrance Transit.

Adjourned 11:03

Prepared by:



Raynard V. Price  
Council Secretary