

Minutes

Friday, June 12, 2015
9:30 - 11:30 AM

SOUTH BAY CITIES
SERVICE COUNCIL
Regular Meeting

Inglewood City Hall
Conference Room A
One Manchester Blvd.
Inglewood, CA 90301

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Lines: 40, 111/311, 115, 211/215, 212/312, 607, and Rapid Line 740.

Called to Order at 9:30am

Council Representatives:
Ralph Franklin, Chair
John Addleman, Vice Chair
Devon Deming
Angie Reyes English
Jack Gabig
Elaine Jeng
Roya Love
Don Szerlip

Officers:
Jon Hillmer, Director Service Councils
Dolores Ramos, Council Admin Analyst
Christina Goins, Board Secretary Office
Henry Gonzalez, Council Comm. Rel. Mgr.
Scott Greene, Transportation Planning Mgr.

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Մետրոյի մասին հայերեն լեզվով տեղեկություններ ստանալու համար, խնդրում ենք զանգահարել այս հեռախոսահամարով՝ 323-466-3876

Для получения информации о Metro на русском языке, пожалуйста, позвоните по указанному ниже телефонному номеру: 323-466-3876

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Los Angeles County
Metropolitan Transportation Authority

Metro

1. Pledge of Allegiance
2. ROLL Called and Introductions made
3. RECOGNITION of South Bay Service Council Member Elaine Jeng, Jon Hillmer, Executive Director, Gary Spivack, Deputy Executive Officer and Service Council Members

Councilmembers Gabig and Jeng were presented with proclamations from Metro and certificates of appreciation from the South Bay Cities Council of Governments in recognition of their service.

4. SAFETY Tip, Deputy John Apostol

Do not tap on the sides of a bus or train in an attempt to have an operator wait or run after them. People have been seriously injured by falling under the wheels of a bus or being hit. When riding a bus or train, it is best not to be on your cell phone near the doors as thefts may occur when the train or doors open.

5. APPROVED Minutes from May 8, 2015 Meeting with corrections and abstention of Councilmembers Deming and Jeng, and May 12, 2015 Meeting, Councilmembers Deming, Gabig and Jeng abstained.

6. PUBLIC Comment for Items not on the Agenda

J.K. Drummond suggested that Metro Transit Officers and the LASD attend the Secured Cities Conference in Houston, TX. He reported that Harbor Gateway Transit Center's pigeon problem has returned. He suggested using falcons and installing owl statues to eliminate the problem.

Wil B. will miss Councilmembers Gabig and Jeng; he enjoyed hearing their comments and feedback. He tried to use the Mariposa Station Discharge Only stop but the operator did not stop; he was very disappointed. It has been 43 days since implementation and it still doesn't work. Mr. Greene reported that the stop will be announced by the automatic enunciator on buses starting with the June shakeup, which will serve as a reminder to operators and make the public more aware of the discharge only stop. Wil B. commented that he misses Dorothea Jaster's regular comments, that her advocacy and feedback were excellent. Ms. Ramos shared that Ms. Jaster had notified staff that she would no longer be able to attend the meetings due to health issues.

Marie Bryant suggested that more trash cans be placed at stops that are in front of or close to food establishments, particularly those with benches as people often eat while they wait.

Melissa Abear asked how the City of Inglewood building could obtain a TAP machine that would be available to all residents as opposed to only being for the disabled and seniors. Mr. Spivack replied that there is a pilot program to install TVMs at libraries. He will look into the timeline for installation and get more information about locations.

7. RECEIVED Presentation on Metro Letter Designation Project, Cory Zelmer, Transportation Planning Manager, Rachele Andrews, Transportation Planner

Metro rail and BRT lines are currently identified mostly by color, but also by name (Expo). As new lines are completed, Metro is facing challenges to keep the naming system consistent and identifying new distinct color names. Metro is proposing to rename the rail lines with letters in order of the line's opening date. Letters were proposed to distinguish between local bus lines. Color would remain as a secondary identifier, and would be added to the color identifying dots that currently exist. This transition is proposed to begin implementation in the near future in order to avoid reinforcing rail line names that would change in the future, as will occur with the completion of the Regional Connector project. The changes to maps, customer information, audio announcements and signage will occur incrementally in order to leverage capital project funding, simplify adjustments when new routes come on line, and reduce the need for signage retrofitting. Focus groups were held in English and Spanish. Overall, there was support for the changes.

Since there are so many signs that would need to be changed, the work will be accomplished in 3 phases. Staff is working to ensure that the size of letter and the contrast will exceed minimum ADA requirements for visibility. Phase I implementation will begin on the Blue, Green, and Expo Lines. Phase 2 will address the Orange, Red, Purple, and Silver lines. The final phase will include the Regional Connector and Crenshaw/LAX lines (includes Gold, Blue, Expo, Green).

Councilmember Deming loves the idea of letters but asked if they could coincide with the current names of the lines so as not to confuse riders. She asked if the tracks from Santa Monica to Pasadena will be interchangeable to allow a variety of destinations. Mr. Zelmer replied that various naming strategies were considered and that assigning letters based on the current color names had limitations and could not be applied consistently. For example, the current Purple Line would not be assigned the letter "P" since this letter is a commonly known symbol for parking. It was decided that it would be best to do it this way to not further confuse people. The racks will allow variable destinations from Santa Monica.

Councilmember Gabig asked why certain letters are not used. Mr. Zelmer replied that some letters have universal meanings such as "P" for Parking, "H" for Hospital, "I" for Information, and "M" for Metro etc.

Councilmember Szerlip asked when the changes would be implemented for the Blue, Green and Expo Lines. Mr. Zelmer replied that pending Board approval, the earliest would be 2016.

Councilmember English commented that there are families without access to Smart Phones who are not tech savvy. She hopes other avenues of sharing information will be used to get the word out, such as reaching out to neighborhood council groups. She asked how the

change to the new lettering system would be funded. Mr. Zelmer replied that various outlets will be used to get the word out and that ambassadors will be in place to educate customers as the changes are implemented. The changes will be funded with operating dollars, capital projects and grant programs.

Wil B. feels it would be a major improvement to the system. The loose association of letters and colors is huge. Assigning letters in order the lines were created adds no information to the rider; that system misses an opportunity for ease of transition by not having at least some of the lines match the colors (R for red, B for blue etc.) where it makes sense to do so.

J.K. Drummond commented that the problem will arise when lines are combined and changes need to be made. The letter system is an over complicated solution to a problem that doesn't exist. Other cities use colors and it works well. He feels this is horrible.

8. RECEIVED Presentation on Draft 2016-2019 Coordinated Public Transit-Human Services Transportation Plan, Heather Menninger, AMMA Transit Planning AMMA Transit Planning, Ashad Hamideh, Director, Countywide Planning and Development

The Coordinated Plan is a requirement of the Federal Transit Administration (FTA). It guides the utilization of about \$6.9 million per year from FTA's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program apportioned to large urbanized areas in Los Angeles County, including Lancaster-Palmdale and Santa Clarita. Projects, strategies, or activities must be included in the Coordinated Plan to be eligible for Section 5310 funds. The Coordinated Plan identifies and prioritizes mobility strategies for the target populations of older adults, person with disabilities, low-income persons and veterans. Metro is the Designated Recipient of Section 5310 funds for large urbanized areas in Los Angeles County. Accordingly, Metro is responsible for the management and administration of the Section 5310 Program and for ensuring compliance with all federal compliance including Title VI, procurement, and ADA regulations by its subrecipients of Section 5310 funds. Metro also allocates some of the Section 5310 funds to Access Services to provide complementary paratransit services required by the Americans with Disabilities Act of 1990 and to other eligible agencies following a competitive selection process. The Coordinated Plan is also intended to support the use of other kinds of funding sources and to be used as a resource by agencies seeking funds for transportation capital and operating expenses related to the target populations.

Community outreach was conducted over 3 months and included 9 Stakeholder Forums and 10 Consumer Focus Groups around the county. An Agency Survey was also distributed to about 6,300 agencies. In April 2015, a Prioritization Workshop was held where the findings from the array of study efforts were shared and the consultants worked with the audience to prioritize strategies to address transportation gaps and needs for the target populations. As part of the development and approval process, eight public hearings were conducted throughout Los Angeles County and a 30-day public comment period (ending on June 12, 2015) was announced through local newspapers (in both English and Spanish) and to stakeholder agencies inviting comments about the Draft Coordinated Plan. All comments received will be addressed in the Final Coordinated Plan that will be presented to the Metro Board of Directors for adoption at its July 23, 2015 regular meeting.

Councilmember Gabig asked if any one deficiency or need stands out above others that is not being met. Ms. Menninger replied that there is a need for information in relation to finding a ride that is multimodal. While individual services have great information, trying to get across several jurisdictions or being new to the area may prevent use of fixed route. Travel training addresses this need by helping people learn to navigate transportation alternatives.

Councilmember Deming thanked the presenters for recognizing that learning to use transit is difficult and advocating for transit training.

Councilmember English asked how outreach was conducted and how the competitive grant process is going to be evaluated. She has experience assisting seniors and has observed the need for better outreach regarding how to register for transit services and making correct information easily accessible. Ms. Menninger replied that the list of strategies includes mobility management which addresses those needs. Regarding outreach, the group worked through the most current 211 email list as well as several other email and physical address lists of constituent groups. They conducted outreach to those lists to get constituents to go to the focus groups and gave out \$25 gift cards as an incentive for participation. The technical appendices of the Coordinated Plan, available online, include more detailed information about the outreach activities that were conducted.

Mr. Hamideh added that information was shared with a list of 4,500 agencies that work with the target populations along with requests that they share the information with their stakeholders and clients. Though federal guidelines do not specify veterans among the target populations of the Section 5310 Program, Metro included them to address their needs and to better position agencies within Los Angeles County to apply for federal, state, or regional grants that may become available. To ensure outreach included the entire county, rural and nonurbanized areas that Caltrans is still in charge of were also included in the Coordinated Plan to make sure that any grant submitted to provide services to and from rural and nonurbanized areas become eligible for Section 5310 funding.

Vice Chair Addleman asked how the percentage of funds increased. Mr. Hamideh explained that the Section 5310 Program was previously managed by Caltrans and funding award recommendations were approved by the California Transportation Commission (CTC) prior to the enactment of the federal funding authorization "Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 changed the program and required a designated recipient for large urbanized areas and kept states directly responsible for rural and nonurbanized areas with the states. With changes in Federal law, Caltrans wanted to retain that role, but Metro requested to become the Designated Recipient of the funds for the three urbanized areas of Los Angeles County: Lancaster-Palmdale, Santa Clarita, and the Los Angeles basin. Under the Caltrans/CTC process, projects in Los Angeles County received about 12% of the Section 5310 funds that were available statewide during the period 2006-2012, although Los Angeles County's share of California's population is about 26%. With Metro as the Designated Recipient of Section 5310 funds, projects in Los Angeles County would receive about 25% of the Section 5310 funds available for California.

Mr. Hamideh added that the FTA utilizes the number of persons with disabilities and of adults who are at least 65 years old in the funding apportionment formula. Ridership and

transit service statistics are used in other FTA funding programs, which do not target services for seniors and persons with a disability. For example, transit operators in Los Angeles County get about \$200 million a year from FTA's Section 5307 Urbanized Area Formula Grants Program based on a portion from a formula that includes transit service and non-service related data (population and population times density). Metro and Los Angeles County go by a local process that gives funds to eligible municipal operators.

Councilmember Szerlip asked how first/last mile connections are addressed in the Coordinated Plan. Ms. Menninger replied that the Coordinated Plan addresses the needs for bike and pedestrian improvements, building infrastructure that provides safety for transit users and reducing crash rates around street crossings and at bus stops, ensuring adequate lighting and ADA compliant curbs and curb cuts. The Coordinated Plan can also be used by agencies to support their state applications for Active Transportation Fund grants.

Councilmember Szerlip asked if there is something in the Coordinated Plan that identifies the need for more staff to work on outreach efforts. Ms. Menninger replied that Strategy 4.6 (develop mobility management functions at subregional major transit centers) addresses this need. The Coordinated Plan also documents the need for travel training. Councilmember Szerlip recommended improving the staffing and outreach of the travel training program as it is an important component. Mr. Hamideh welcomed the recommendation to enhance Metro's outreach efforts to senior centers and mentioned that it will be specified in the Coordinated Plan. Chair Franklin added that the program helps make the system friendly for seniors who may feel intimidated using transit for the first time.

Councilmember Jeng works for a municipality that would be interested in applying for Section 5310 funding but the call for applications has already been released and selections made. How were the projects selected prior to the plan being adopted? Mr. Hamideh explained that it took Caltrans about one year to accept the idea that Metro would become the Designated Recipient of funds for large urbanized areas in Los Angeles County and another year for Governor Brown to delegate such authority to Metro and for FTA to release its final guidance for the Section 5310 Program. With these necessary actions pending, Metro was not able to update the 2008 Coordinated Plan because of the uncertainty about what FTA was going to require to develop and approve coordinated plans and if Metro was going to become the Designated Recipient. Metro used the 2008 Coordinated Plan as reference and the new FTA guidelines to draft the scope of work for the consultant. Due to then extensive outreach activities required to develop and approve the Coordinated Plan, Metro asked potential applicants to submit a one-page project concept to ensure they would be included and therefore be eligible for a funding award. When the final proposals were submitted in March 2015, Metro gave the list of eligible projects to the consultant to ensure they are included within the strategies that were prioritized for implementation. Following an Appeals Process, Metro staff finalized its funding award recommendations, which will be presented to the Metro Board of Directors for approval at its July 23, 2015 regular meeting. To comply with FTA guidelines, the Coordinated Plan will also be presented to the Metro Board of Directors for adoption at its July 23, 2015 regular meeting and prior to presenting the item with the funding award recommendations.

Councilmember Jeng asked if Metro is assuming that they will receive similar funding next year and again go through a call for projects process. Mr. Hamideh replied that so far, the

Section 5310 Program has been authorized through July 2015; any extension of MAP-21 or new federal funding reauthorizing legislation will include similar funding levels to those for FY2013 and FY2014. The best case scenario would be a multi-year authorization law that would allow Metro to make three years of funding available and have agencies submit proposals accordingly. If that is not an option, Metro plans to make another competitive process available within the next year. Metro may have a balance of FTA New Freedom Program funds for eligible projects with a scope of work beyond ADA requirements. Similarly, Metro has a balance from the Federal Job Access and Reverse Commute Program that targets improved accessibility to jobs and job related opportunities for persons of low income.

Chair Franklin expressed concern that the database used was from 2009-2013. Ms. Menninger replied that the 2009-2013 data base was used because it contains the most recent 5-year survey information and population data.

Chair Franklin asked for clarification on which three urbanized areas will be where spending of the \$6.9 million will occur. Mr. Hamideh replied that 95% of the funds will be spent in the Los Angeles basin, 3% allocated to Lancaster/Palmdale and 2% to Santa Clarita. The federal apportionment formula is based on the number of seniors and persons with disabilities. The inter-county allocation of funds apportioned to the Los Angeles-Long-Beach-Anaheim urbanized area follows the same formula (adjusted by low-income data) and is used to calculate county shares as this urbanized area covers more than Los Angeles County. Most of the funds (about 95%) are for the Los Angeles basin to include the regions of the five Service Councils. Other areas in Los Angeles County may apply for Section 5310 funds allocated to the Los Angeles basin, provided there is a nexus between traveling to/from this area.

Wayne Wright commented that in northern LA County, Lancaster/Palmdale and Santa Clarita are the worst part of the county with poor access to the public transit. People can hardly get from the Antelope Valley to Santa Clarita or from Santa Clarita to the Valley. For years people have complained about improving the services. Antelope Valley has manufacturing jobs and warehouses; Metro has contracts with two of the manufacturing agencies. They have to use public transportation but it is scarce and Metro has no involvement. Metro can't really do anything as it is up to the cities. What is being done to work with Santa Clarita and the Antelope Valley to improve bus service?

Ms. Menninger commented that the comments made at the focus groups and public hearings that were held in those regions emphasized the limited transit service and loop service. The lack of services is related to the amount of funding available for transit. The Coordinated Plan documents the current gaps and mobility concerns and identifies strategies to address them. The Plan can be used to support continued efforts to try to secure more funding.

Wil B. asked for clarification on whether there are any outcomes to the process other than having a well-researched document. Ms. Menninger replied that the intent of the coordinated plan is to identify the needs and to prioritize them. Metro will continue to update its database with contacts of stakeholders so that they can be informed of Section 5310 competitive grant opportunities in the future. Mr. Hamideh added that Metro will also

continue to conduct workshops for potential applicants to assist them on the technical aspects of applying for Section 5310 grants and how to make their applications more competitive. In the past, those agencies that take advantage of the workshops have been more successful in being funded.

Mr. Meyer concurs with a lot of the needs described in the plan such as the problems with regional transit coordination, based on his experience as a frequent user of the Gardena special transit and Gardena, Metro, and Torrance fixed route transit. He is also a commissioner on the City of Hawthorne's Senior Citizens Commission. He has made presentations on using TAP and works with Metro's On The Move program to train seniors on how to use the system.

9. ELECTED Ralph Franklin as Chair and John Addleman as Vice Chair for FY2016

10. RECEIVED Director's Report on South Bay Service Performance, Gary Spivack, Deputy Executive Officer

- Metro Bus On-Time Performance: 74.4%; Goal: 80%; System Average: 76.1%
- Complaints per 100,000 passengers: 3.17; Goal 3.46, System Average: 3.33
- Miles between mechanical road call: 4,972; Goal: 4,169, , System Average: 6,780
- Clean Bus: 8.39; Goal: 8.5, System Average: 8.69
- Accidents per 100,000 Miles: 3.69; Goal: 3.38, System Average 3.75
- Metro Bus Average Weekday Ridership: 1,081,839

Councilmember Gabig commented that the South Bay boarding statistics make a lot of sense. Many of the lines provide significant service for riders from very high density areas outside of the service area who are counted as our patrons. He asked how the San Gabriel Valley gets such high marks on station cleanliness. Mr. Spivack replied that El Monte Bus Station, Mariachi Plaza and Memorial Park on the Gold Line are all brand new stations. Station cleanliness ratings are reviewed with Facilities Maintenance to see if any of the issues found can be addressed.

Councilmember Deming commented that 30% of ridership reported in the geographical area affects the cleanliness of buses, upkeep and all of the things we are carrying the cost for. It is still relevant and still accruing cost based on the high level of system ridership.

Chair Franklin commented the many cities are servings as hosts to the Special Olympics. Inglewood will be hosting a large group from July 22-24 which may create additional traffic.

Andrea Jelks recently received a TAP card for persons with disabilities and found it to be very difficult to load. She would like to see a better outreach at places where a high concentration of the elderly, disabled and veterans go to provide them with information. The placement of TAP loading machines should reflect the number of people that ride buses rather than those that ride rail. She takes a minimum of 25 buses a week from Inglewood to Downtown and never comes across a TAP loading machine. She observed that people asking for courtesy rides take up a lot of the driver's time. The cleanliness of the Inglewood Transit

Center should reflect how beautiful it is, but there are rodents in the grassy area. She lost her phone on Line 710 and it was found and returned to her the next day which speaks volumes of the operator and Division 18.

Chair Franklin commented that the City of Inglewood is trying to get a TVM installed at the library but it would cost \$80,000. Councilmember Deming did some research on the stand alone validators after speaking with Ms. Jelks at the last meeting. She provided the findings to the TAP group and was told they are currently looking at various types of machines. Councilmember Szerlip added that TAP cards can also loaded at Ralph's grocery stores.

Mr. Meyer reported that Senior TAP cards can be received by mail but the return is exceptionally slow, taking up to 7-8 weeks.

Will B. commented that it took 8 weeks to receive his TAP card by mail. At the Harbor Freeway Green Line Station, the second level Figueroa bus stop looks post-apocalyptic and needs to be cleaned. More complaints would be received by phone but the Metro Customer Service hours are not long enough and should be longer to accommodate passengers.

J.K. Drummond commented that 30% of boardings contribute to 30% of the wear and tear on the fleet and the cost of fuel. He asked that a TAP representative make a presentation regarding the different kinds of TVMs being considered and a follow up report on the installation of machines at Harbor Gateway Transit Center. Ms. Ramos reported that the Board consideration of the Board Report that included the Council's letter requesting that the Harbor Gateway Transit Center be a priority for TVM installation has been postponed, first because of new contracting requirements, then because a TIGER grant application is being submitted for purchase of new machines. Notification on the grant and approval of the purchase request by the Board is expected by early fall.

11. Council Member Comments and Line Rides

Councilmember Addleman: Date: 6/3/15; Line: 344; Operator#82221; Bus # 8157; Boarded at Silver Spur & Hawthorne; Alighting Location: Harbor Gateway; Time On: 6:25am; Time Off: 7am; Bus Cleanliness: Good; this was the second monthly ride with this driver and he continues to exhibit very good driving skills. He was cut off by a car on Hawthorne Blvd. and avoided hitting it when it crossed in front of him. When turning onto Artesia from Hawthorne there are people waiting at the stop but because a Line 210 bus was parked, the driver could not allow passengers to exit or board. The driver pulled alongside to ask what was going on and the other operator replied he was on break. The driver pulled in front of the bus to allow boarding. At the Harbor Gateway Transit Center there were pigeons roosting on seatbacks and one bathroom was out of order.

Date: 6/3/15; Line: 344; Operator #82221; Bus # 8157; Boarded at Harbor Gateway; Alighting Location: Silver Spur and Hawthorne; Time On: 7:16am; Time Off: 8:07am; Bus Cleanliness: Good; the bus was standing room only from the South Bay Galleria on. The bus seemed to be running slowly up Hawthorne Blvd. The driver called for assistance as I exited at Silver Spur.

Councilmember English: Date: 05/09/15; Time: 3:40PM; Line 40; Bus 9263; Operator 79366; Boarded at: Hawthorne Blvd/El Segundo Blvd.; Alighting Location; South Bay Galleria; the bus arrived on time; the driver was helpful and assisted passengers with questions. There were limited bus schedules and no trash bags available however the bus was reasonably clean. The auto announcer worked and the monitor was off. There were roughly 20 passengers aboard and a passenger with a bicycle.

Date: 05/12/15; Time: 8:40AM; Red Line 740; Bus 7907; Operator 6208; Boarded at Hawthorne Blvd/El Segundo Blvd.; Alighting Location; La Brea & Queen; the bus was on time, the driver was courteous and assisted a wheelchair bound rider. The driver asked the passenger if he wanted to be strapped in but the rider refused. The bus was clean, schedules and trash bags were available. The auto announcer worked and the monitor was off. There were 15 passengers on the bus.

Date: 05/12/15; time: 9:50AM; Line 40; Bus 9584; Operator 29515; Boarded at La Brea & Queen; this was a functioning stop but there was a sign posted that read the stop was moving.

She frequently reports the trash and debris along the line to the Department of Public Works in her city. She thanked Councilmembers Gabig and Jeng for their service and commitment and wished them well in their future endeavors.

Councilmember Jeng: Date: 5/19/15; Line: 232; Operator#85175; Bus # 11042; Boarded at 30th & Sepulveda; Alighting Location: Manhattan Beach & Sepulveda; Time On: 6:17am; Time Off: 6:21am; Bus Cleanliness: Good; There were schedules available but not for Line 232. The ride was short and pleasant.

Date: 6/5/15; Green Line; Car 214 A&B; Boarded at Harbor Gateway; Alighting Location: Redondo Beach Station; Time On: 3:55pm; Time Off: 4:15pm; Bus Cleanliness: Good; It was standing room only and was a pleasant ride.

Councilmember Szerlip: Date: 5/10/15; Line 232; Time On: 11:08; Bus #11033; There were no bags and schedules. Driver 85944 was very congenial to everyone. On the return trip on Bus 11014, Driver 85977; there were trash bags but no schedules and no holder for the schedules. On 5/27/15 heading to Blue Ribbon Committee he was thankful to see that the Redondo Beach Station was in the process of being refurbished. He boarded the Green Line at 1:18pm; it was 15% full. He got on Silver Line Bus #8377, Driver 29985; it was very full, with trash bags and schedules for every rail line and bus Rapid lines. Returning on the Silver Line at 5:35pm it was very full. He transferred to the Green Line that was 45% full.

Chair Franklin: Date: 5/21/15; Line: 212; Operator#25836; Bus # 5713; Boarded at Plymouth & La Brea Avenue; Alighting Location: La Brea & Queen Street; Time On: 10:34am; Time Off: 10:38am; Bus Cleanliness: Good; the bus was full and many exited at the DMV on La Brea.

Councilmembers Gabig and Jeng will be sorely missed. Mr. Jim Goodhart of the South Bay City Council submitted candidates to the Metro Board for consideration.

ADJOURNED at 1:33pm