

MINUTES

Los Angeles County
Metropolitan Transportation Authority

SOUTH BAY GOVERNANCE COUNCIL REGULAR MEETING

Congresswoman Juanita Millender-McDonald
Community Center
(Carson Community Center) – Room 109 A/B
801 E. Carson Street
Carson, CA 90745

Governance Council members present were:

John Addleman, Vice Chair
Devon Deming
James Goodhart
Rena Kambara
Robert Pullen-Miles
Lou Mitchell
Kim Turner
Don Szerlip

Officers:

Cynthia Karpman, Transportation 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. Conducted swearing in of Representative James Goodhart.
5. **RECEIVED** Safety Awareness Tips from Lt. Obenberger. Lt. Obenberger spoke on the increase in home invasion robberies. He said perpetrators found it easier to rob homes than stores because of electronic surveillance equipment and live security. Criminals follow home individuals who look as if they have money. He suggested ensuring homes have strong locks, closed windows, doors and lighted porches.

Lt. Obenberger said older adults may not be as vigilant having grown up in a different era when security was not much of a concern. He warned not to rely on door chain latches and against inviting unknown people into one's home despite a plea for emergency assistance - suggesting the plea could be a scam. He encouraged making emergency calls for those claiming to be in distress.

Lt. Obenberger advised getting to know neighbors who should be watchful of each other's homes and to have family meetings to make sure everyone understands the importance of locking doors. He spoke of a recent highly publicized 911 call by an 8-year-old boy whose parents taught him how to call 911 by practicing with him every day. Vice Chair Addleman asked about neighborhood watch programs. The Lieutenant said it is an excellent idea. Representative Addleman spoke of a service in his community that will send community police to the home when notified by a resident of vacation plans. He said it is a good service.

6. **APPROVED** Minutes of February 12, 2010 Governance Council meeting.
7. **RECEIVED** update on Rosa Parks Station by Roland A. Wiley of RAW International architects and planners. Mr. Wiley said the Rosa Park station is the second busiest in the County and can be used to connect to all other services because of its central location. He said however there is "disconnectivity" to important community landmarks such as Drew University, Martin Luther King Hospital and the Hahn Center.

In discussing the Rosa Parks Station Transit Oriented District Master Plan he shared the project consists of four zones: 1) various local entities including the Barack Obama Charter School and a life skills center for those released from prison; 2) the Kenneth Hahn Plaza which is a great opportunity for a transit village; 3) landscaped pedestrian oriented streets along Wilmington with retail and development at the Kenneth Hahn Plaza and; 4) a town square at the Plaza, that would allow for various

events, that leads out to a promenade for multiple use with parking structures or park n' rides.

Mr. Wiley said there were three public outreach meetings to discuss various housing designs or images that participants liked. The attendees used Legos to help design the station. The design will include a field with track and open space to be shared by area educational entities and to create green space and openness. He said housing and recreation venues will create an area that will be in demand. The proximity to the transit center will be a selling point.

The public art in the area is envisioned to be created by local artists. The landscape design will incorporate sustainable technologies such as the capturing of runoff water. There is an effort to attract big box stores to anchor the retail spaces. Mr. Wiley displayed renderings of possible plans. He said the station really needs “way finding” because the area is without signage.

Vice Chair Addleman added that in his experience, he has not seen a better plan. He said Mr. Wiley's presentation is excellent. Mr. Wiley said Supervisor Mark Ridley-Thomas is behind the project. Representative Kambara asked about the boundaries of the project. It is in Los Angeles County in an unincorporated area west of Willowbrook, South of the 105.

Representative Kambara said the street numbers in the project need to match to be more thorough. Mr. Wiley agreed. She said south of the project is a mixed community and inferred that density will be an important issue. Mr. Wiley agreed that many of the properties are large with open spaces that used to be farms. It will be a challenge.

Representative Kambara said the project has the potential of having a high number of units and asked if people attending the meeting knew what they were getting into. The planned density will affect the quality of living. Mr. Wiley clarified the planned housing area is now barren. The plan takes into consideration the area's history and what sites are appropriate and not appropriate for density. The final plans will have guidelines to make sure that one development does not overpower another. There will be public approval.

Representative Goodhart asked about the demographic studies that support the business and maintenance of the open spaces such as landscaping and security. Mr. Wiley said there is a paradigm shift in defining defensible spaces such as “eyes on the street.” As an example, he spoke of people living in the area near businesses that will act as added security and that buildings will act as a fence. He said presence is important when speaking of security such as the nearby Metro center with LASD patrolling.

Vice Chair Addleman thanked Mr. Wiley for the presentation requesting a copy be sent to all members of the Governance Council. Mr. Wiley provided the Council Secretary with an electronic copy of his presentation prior to leaving.

8. **RECEIVED** report on Express Lanes by Kathleen McCune, Transportation Planning Manager V, Congestion Reduction. Ms. McCune discussed the goals of the Express Lanes project which she described as: to move more people, not more vehicles; to increase throughput of HOT Lanes; to effect mode shift; to be efficient in the cost of project relative to benefits; to provide equity concerns as they impact low-income commuters; to educate the community and; to execute a one-year demonstration project.

Ms. McCune provided an update on improvements to the Harbor Transitway. She said there will be a Sheriff's substation with improved lighting in the area and closed circuit television to monitor the area. She said construction is scheduled to start in April 2010 and to be completed by July 2010. There will be lighting upgrades at other stations and parking lots with new bus stops at the Slauson and Manchester Stations. The plan includes a pilot test of sound enclosure at the 37th Street station and environmental signage and wayfinding improvements.

Ms. McCune provided an overview of the operations concept for the ExpressLanes Demonstration that consists of dedicated California Highway Patrol Officers, segmented pricing and incident response tow trucks. She said the access points are the same as the current HOV access. Transponders will be required for all vehicles in the Express Lanes. A transponder is the size of a Black Berry.

The Metro Board approved a minimum toll of .25 per mile to a maximum toll of \$1.40 per mile. The average peak toll end-to-end of the ExpressLanes on the I-110 is \$4. As the lanes become more congested the toll will increase in order to keep the lanes moving. If the speed reaches 45 miles per hour no other cars will be allowed to enter into the lanes to keep the threshold at 45 mph. The maximum toll represents a price to discourage more entry rather than generate more revenue. Toll booths are excluded from the plan due to a lack of room on the freeway. It will all be electronic.

In response to a frequently asked question Ms. McCune said the transponder must be compatible with all transponders in California. Users will pay a prepaid account. Car pools and Vanpools will not have to pay and will be identified. Motorcycles will be required to have a transponder but will not have to pay a toll.

This will be the first type of transponder that will have a self declaring vehicle capacity. It will be an honor system. A button or switch will be available to indicate the occupancy count. Above the two lanes will be scanners that will read the transponders. Behind the signs will be lights that will indicate to the CHP how many people are declared.

Fees are tailored to Los Angeles County with a comparison to what others are paying throughout the state. There are two fees; one for low income and a general fee. Ms. McCune presented a fee sheet. There will be a one-time account set-up, opportunity for account replenishment and per occurrence charge. A credit/debit card prepaid toll is \$40. Cash or check will be \$50. This is an industry standard because it requires more to handle cash.

Low income is defined as a \$35,000 annual household income. There is consideration for waiving account set-up fees, minimum account balances and consequences of going below them. There is a \$25 credit proposed for low income that can be applied to the transponder deposit or pre-paid toll balance to be approved by the Board.

There will be a waiver of the \$3 non-user fee and a possibility of using a prepaid Visa for those without bank accounts. If approved, Metro will be the first in the state to offer low income for the use of ExpressLanes. One account and transponder can be associated to more than one vehicle in the household

Ms. McCune said a draft EIR is available on Caltrans' website under District 7. In response to Representative Goodhart she said the rental car fleet issue is still in the works. Representative Deming said those who car pool should have a lower balance. Ms. McCune provided further clarification and concluded her report.

9. **RECEIVED** report of Budget from Steve Jaffe. Mr. Jaffe presented summary of how the recession is significantly and negatively affecting sales tax revenue and the budget of Metro. He also spoke on the impact of the drop in sales tax revenue on both bus and rail with a cumulative decrease of \$396.1 million from the peak of FY08. He presented an itemized budget demonstrating a declining forecast for FY11 in Prop A, Prop C, Transportation Development Act and State Transportation Assistance estimated revenues. However, Measure R is expected to generate revenue with 20% designated to Operations and 15% to local return. The sales tax decline will leave a large revenue gap.

Consequently, Metro developed several strategies to address the declining revenue. One strategy is to reorganize Metro. That will include agency-wide elimination of layers, consolidating of units and to reducing the workforce; in addition to reorganizing planning and construction on project delivery models. Mr. Jaffe said Metro staff will “rethink all assumptions,” to: identify minimum resources to support core functions, budget the Capital Program at project delivery capacity, identify discretionary programs and activities, reduce professional and contract services.

Metrolink and Access Services partners will relocate to Metro-owned facilities. He added there will be a restructuring of service to sustainable levels and the Metro will close divisions if service restructuring permits.

Vice Chair Addleman asked about pension benefits and healthcare costs stating there is a “runaway pension train” with many entities close to bankruptcy. Mr. Jaffe responded there will be a 10% increase. Vice Chair Addleman reminded everyone of the AIG connection to the Metro budget and asked how it was eventually handled by Metro. Mr. Jaffe said this is still being worked with Terry Matsumoto and he is the best person to speak about this issue. Vice Chair Addleman asked about overhead costs such as employee transit subsidies.

Mr. Jaffe agreed there is a potential to save money if subsidies were reduced but that the CEO did not want to do things that would hurt the workforce. It was best to strategize to reduce the workforce about 20% noting those employees left will be working harder. It would not benefit the employees to create a negative workplace.

10. **RECEIVED** Chairs comments. Vice Chair Addleman served as Chair. Noting that Metro is reducing employees and cutting service as is the City of Los Angeles, Vice Chair Addleman suggested that state leadership may not understand the seriousness of the budget problems. He said something must be done and cannot be ignored with unbelievable expectations. Vice Chair Addleman said Los Angeles County is short about \$4 billion. He said this was a good meeting and the presentations were excellent.
11. **RECEIVED** Governance Council Adopt-A-Line. Representative Kambara provided an update of the Blue Ribbon Committee meeting. She said it is a temporary committee that meets once a month through July. Anyone wanting to provide comment can speak with her. She said the last agenda included discretionary vs. nondiscretionary riders and exploration of other possible markets. She said it is mostly theory.

Representative Deming shared her excitement of being able to walk to the Blue Line. She rode the Green Line using the Metro trip planner. She shared her dismay regarding buses that leave before the train arrives. She rode Bus 12540, Operator 70604. She said there was no train when the Operator pulled out two minutes early and assumed one would arrive had the Operator waited. She said the Operator called the stops, but did so as if he didn't want to. The Operator drove safely; the bus was clean with schedules, the TAP reader worked. The Operator had the air conditioning on but it was 55 degrees outside. She had hoped the bus would be warm when it arrived that morning.

Representative Mitchell said she rode Line 745 bus number 8061 (she was not sure of the number), Operator 22456 boarding at Broadway and Century traveling north at 2:55 p.m. The bus was clean with schedules, and the announcer worked, arriving as scheduled. The Operator was polite and stopped the bus correctly at the curb. She said the windows needed cleaning.

Representative Pullen-Miles said he rode the Metrolink boarding at the Redondo Beach station traveling to Norwalk station on President’s Day. The train was full. He said at the El Segundo station there was artwork with an aerospace connection; but at the Norwalk station there was a big bumblebee. He could not understand the connection. Public Member Dorthea Jaster explained the Norwalk area at one time was a huge bee raising community.

12. **RECEIVED** Manager’s Report by Cynthia Karpman, Transportation Manager. Madeline Van Leuvan spoke about Service Changes prior to the shake up. Lines 246 and 247 will have a new layover on Paso del mar. Lines 246 and 247 the weekend service will be extended from the Artesia Transit Station to the Green Line station.

Ms. Karpman provided a report of the Key Performance Indicators (KPIs).

| KEY PERFORMANCE INDICATORS | YTD ACTUAL | TARGET |
|---|-------------------|---------------|
| New Worker’s Compensation | 13.52 | 10.50 |
| Bus Traffic Accidents Per 100,000 Hub Miles | 3.32 | 4.0 |
| Passenger Accidents Per 100,000 Boardings | .22 | .24 |
| Complaints Per 100,000 Boardings | 3.04 | 2.75 |
| In Service On Time Performance (ISOTP) | 66.6% | 67.0% |

Commendations were received for Operators Audrey F. Hollie, Daviance D. Johnson, Margo V. Hanna, Vivyan L. Anderson and Darren J. Innis from AWD Division 5.

13. **RECEIVED** Public Comment.

Dorthea Jaster said when listening to Lt. Obenberger she noticed that many people still leave “nobody is home” on voice mails instead of “nobody can take the call right now.” Ms. Jaster suggested buses should have a can of WD 40 for wheel chair lifts and walkers and a can of Febreze on buses.

In response to a question from Ms. Jaster regarding changes in the intermediate stops on Line 344, Madeline Van Leuvan responded the limited stop was at the request of the Torrance Transit.

She said that TAP isn’t getting better and said TAP is double charging. She also said that MTA would have more money drawing at least 10 days of interest if TAP withdrew automatic payments timely. She reminded everyone to change their clocks.

J.K. Drummond requested Ms. Karpman provide an Adopt-A-Line report as did her predecessor. Ms. Karpman said she do so regularly at least twice a week. She reported on Line 445 that she took to a meeting at Gateway Headquarters. She said the bus was clean the enunciator worked, the bus had schedules and she had an opportunity to have a pleasant conversation with patrons on the use of transit to avoid

downtown parking fees. He requested agendaizing the possibility of the City of Los Angeles in providing a restroom at the Artesia Transit Station.

Adjourned at 11:30 a.m.

Prepared by:

A handwritten signature in black ink, appearing to read "Raynard Price". The signature is stylized with a large, looping initial "R" and a long, sweeping underline.

Raynard Price
Governance Council Secretary