

Friday, May 13, 2011

9:30 - 12:30 PM

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# Minutes

## SOUTH BAY CITIES SERVICE COUNCIL

### Regular Meeting

Congresswoman Juanita Millender-  
McDonald Community Center  
801 E. Carson Street, Room 209 A/B  
Carson, CA 90745

### Call to Order

### Council Representatives:

Ralph Franklin, Chair  
John Addleman, Vice Chair  
Rena Kambara  
Roye Love  
Kim Turner  
Don Szerlip

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### Officers:

Jon Hillmer, Director Regional Councils  
Richard Morallo, Community Relations Mgr.  
Suzanne Handler, Council Secretary



Los Angeles County  
Metropolitan Transportation Authority

**Metro**

1. PLEDGE of Allegiance
2. ROLL Call - absent, Devon Deming, James Goodhart and Robert Pullen-Miles
3. SAFETY Tip, Lt. Obenberger, update on “See Something Say Something”

The Lieutenant passed out the Transit Community Watch, ‘See Something – Say Something’. These are being passed out at the Park and Rides, Community Relations Events, seat drops, etc. Another awareness program is the ‘Always be Aware’ which has the rail operations center and dispatch center phone numbers. ‘You’ve just been Targeted’ is passed out to the bus operators and they have a place on their sheet to list the graffiti issues and the phone number to call and report a crime in progress. These are very timely as they are on top the Sheriffs Department’s mind.

Over the past few weeks they have changed their deployment plan and more sheriffs are on the lines and stations. Dogs are being used more frequently especially at the transit centers. Lt. John Sullivan from north LA County has been interfacing with the FBI weekly during this time. The information contained in the computers that were taken in Pakistan, noted that Los Angeles was a target. The FBI and their study shows if there was a personal attack it would normally take 6-8 weeks of planning. The FBI has told Lt. Sullivan, that Los Angeles is better prepared for any sort of terrorist attack on our Metro system even better than other metro systems across the country. Funds were received from Homeland Security to maintain the terrorist unit.

An update from last month’s meeting there were 24 arrests of vendors where their wares were confiscated. We are having a no tolerance policy for the vendors. We will see if this has some effect.

**Representative Szerlip:** I am pleased to hear that you are being that diligent about vendors there is little doubt that if it continues word will get around and it will act as a deterrent.

**Representative Love:** Will you track those 24 arrests? I just want to see what eventually happens.

Lt. Obenberger: Lt. Bethune is doing that, she too wants to know. One particular vendor had a fine of close to \$500 and ended up walking out the court with less than \$50. Obviously there is always a problem if the courts are not hammering these individuals.

Public Comment:

- J.K. Drummond: Deputies in Action, I was at the Artesia Transit Center the other day two deputies had a gentleman who was inebriated on the bus who refused to leave. They were on patrol.

- Wayne Wright: If you could something about Hawthorne Station, there are no cameras under the freeway it is unsafe to be there after dark.
4. APPROVE Minutes from April 8, 2011 meeting – approved abstention from Representative Kambara
5. PUBLIC Comments:
- J.K. Drummond: We still need a restroom and we still need a progress report on the restroom at the Artesia Transit Center. We still need a ticket machine so people can upgrade their passes. The parking lot is getting fuller and fuller. We have no one from the South Bay at these meetings now. I would like to see a Supervisor or if not a Supervisor a division ambassador, committee representative Roberto T. Burris, we have no direct to South Bay. It all goes to downtown. I was at the meeting in Gardena. Gardena is going to make changes and come into the Artesia Transit Center and that is good.
  - Gaylene Bradford: I am just here speaking for the people who ride the 442. We would like to save that bus line because it takes us straight downtown. We do not have to get off at Figueroa and go to the Freeway and change buses, which costs more to take a freeway bus.

**Chair Franklin:** Just for the record we identified 43 signatures on a petition for the 442 which will be given to the service development department.

- Wayne Wright: I already sent the long version letter to Scott Greene. My recommendations to service development is the following for changes to two routes 205 and 110 for December 2011 service change:
  - Line 205 this line has not had any major changes since 1990, prior to the Blue Line opening.
    - Truncate at Artesia Blue Line station and have line 55 out of Gateway Cities replace the service north of Artesia Blue Line to have the two branch routes one in the city of Carson via Del Amo and Wilmington and in the City of LA. Truncate both routes at the Ports of Call in San Pedro.
  - The next is line 110, and would ask staff to scale it back at Centinela and Jefferson and Playa Vista.
    - One of the reasons is Santa Monica's Big Blue Bus is planning to make major changes in the future and Line 14 which runs on Centinela and Bundy. BBB are making changes on the northern section but the southern section they are pondering expanding to Playa Vista and if this is the case we recommend that the 110 be scaled back at Centinela and Jefferson. Stipulation is they run the service on Jefferson but expand to Playa del Rey and that service enhancements be put on the 110, 108 and 358 due to the increase headways on Line 14.

- Dorothea Jaster: I vehemently object to cutting off the 205 at the Artesia Blue Line. Sometimes I need to take the 205 further. I live off Vermont near Sepulveda so I make at least 4 round trips a week on line 205 which is a contract line and often transfer to line 130 which is another contract line. I don't know why Metro dropped First Transit in order to sign with MV Transit. Passenger welfare could not have been considered. MV is using quite a few of the 3000 series buses and last month Scott Page informed us these are old buses kept on hand for emergencies. Perhaps the safety factor I described then or design flaws are less than friendly for all passengers. But why is MV using these buses on a regular basis?

Possibly more important is the quality of service. I don't know if it is the hiring process or the training or pay scale but it is common sense to let parting passengers leave before new passengers are allowed to board. Yet, in all these weeks since MV has been operating, I have seen only one MV operator make any effort to hold the boarding passengers back to avoid gridlock at the door. I noted a MV operator who had the heater on when the outside temp was 85 degrees. MV operators seem more likely than others to ignore passenger requests to stop, and there is a problem noticing would be passengers at bus stops. When the operators attempt to put the ramp out, too often they cannot find the switch. MV has more men and women cowboy operators than other agencies. Too many cannot bear to see three feet of open space so they stomp on the accelerator. Once I noticed a woman wearing a Metro sleeve patch and carrying a clipboard, I hoped she was working on contract compliance, but instead she carried on a conversation with the operator while leaning against the handhold on the inside of the door the entire trip.

All of this information has been given to Scott Greene.

Ayisha Lewis: I have been driving a bus out the South Bay for 11 years my number one concern is operator safety. This usually comes from fare evasion, and the second, is the transfers that are being punched by other people, not operators. They are using transfers as all day passes. There is no indication that they have been punched by an operator. Case in point, I catch the Blue Line to Gateway Center, returning every day to 103<sup>rd</sup> and Century there are people selling transfers they have punched. It is obviously done by others. No one uses a circle punch or a pen to punch a transfer. We ask to see them, we know they are not real, we have to stop the bus, query the passenger. It is taking time out of the day. This is definitely causing a confrontation because there is more than one person. They are being bought on the street.

**Chair Franklin:** Lt. Obenberger: Can you make a recommendation that whoever has the punches make them uniform so we can control that?

Jon Hillmer: Each operator has their own punch and it has a distinctive mark on it. The problem is people go out and buy regular punches. According to John Roberts, EO for Operations, this is not an official policy, it has become a practice. Whereby at one point when one person had a day pass that did not

work or they put their money in and it became a practice for some operators to punch out the word “not” and it became a de facto day pass for that day. Problem is, the public now knows that if you get a pad of transfers, you can punch the “not” out and sell for \$’s.

**Representative Turner:** We have received the same complaint from our operators, too. I have one operator who collects them on a regular basis, then I communicate with Metro to let them know where they picked them up hoping the Sheriff Department or fare evasion team would be able to go to that location and watch as a deterrent. The only thing we can do is report it. We cannot confront them, not for \$2.

- J.K. Drummond: I object to Jon’s version, unfortunately I cannot access the copy of the tariff on the internet, I do not have access at this time. There are anti-passenger people working at the MTA. I was unaware of the fraud, but certainly in my time I have seen whole books of transfers snatched from drivers. I would like to see operators protect their transfers by placing them on the left side. What I do sometimes when I arrive at the Artesia Transit Center and will be going down Vermont, I have a choice of the Torrance bus, Metro’s 205 or 550. I buy the transfers so I can use them on the Torrance, Gardena or Metro buses. Transfers are like brands of cattle, every driver has a distinctive one. I would like to see a pro-passenger, anti-fraud attitude. In other cities it is easy to get a day pass, here you cannot buy a day pass at Union Station but must go to an outlet. I would like to see tourist and newcomers get a day pass right away. Even if we get the ticket machine installed at the Artesia Transit Center, even if you have the blue card, you will not be able to load it. This is a mess; I would like to see the fraud clamped down.

#### 6. RECEIVE Director’s Performance Report for Month of March, Jon Hillmer

- On-time Performance Metro Target 80%; South Bay Cities 74.4%; System wide 75.9%
- Complaints per 100,000 Passengers: Metro Target 2.52; ;South Bay Cities 2.89; System wide 2.84
- Miles Between Mechanical Road Calls: Metro Target 3,664; South Bay Cities 3,460; System wide 3,463
- Accidents per 100,000 Miles: Metro Target 3.14; South Bay Cities 3.63; System wide 2.50
- Monthly Ridership: Metro Target 29,470,000; South Bay Cities 8,370,000; System wide 31,770,000
- Silver Line Ridership Trends: Up 29% to over 8,000 riders daily
- Rail Ridership: Red Line is up 5%; Blue Line is down 5%; Green line has no change and Gold Line is up 93%
- Customer Complaints System Wide: Access Services 4%; Equipment 1%; Fare Issue 4%; Misc. 5%; Operator Issue 19%; Pass Ups 23%; Schedules 29%; Unsafe 15%

- On-Time Performance by Line: 80% and above Line 745, 209, 344, 45, 110, 204; Line 757 - 78.1%; 442 - 71.5%; below 68.8% - 59.3% are lines 740, 210, 910, 40, 550, 710, 126, 439
- Clean Bus Ratings Overall System Score 8.14 (0-10) based on over 19 categories
  - Division 5 rated 7.66
  - Division 18 rated 7.72
- Wheel Chair Boardings: System wide for March was 62,123; South Bay Cities was 17,894
  - The new buses ordered will have modifications to accommodate wheelchairs with a 1 inch increase between the farebox and the first row.
- Artesia Transit Center
  - Portable restroom; ATC working group meeting; possible name change to decrease confusion from the Blue Line Artesia Station; increase transit service on Harbor Transitway
- Metro Board Actions in April
  - Staff to develop a Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan
  - Awarded contract to complete AA, DESIS/R & CE for Van Nuys Rapidway
  - Adopt locally preferred alternative maintenance facility site for Crenshaw/LAX transit corridor (Arbor Vitae)
  - Revised Bike-on-Rail Policy and implementation plan
  - Staff to return to Board with information on: LRT average standee trip length, time standing and potential impact of fewer seats; Plan to mitigate vendors/recycling on Metro Blue Line; Bicycle demand on each rail line; Alternative such as 'station bikes' and rental and shared-use bikes

**Representative Szerlip:** On-time–performance, you said things need attention, what actions do you take when things need attention?

Jon Hillmer: Actually there are several things that go into providing higher levels of on-time-performance. First and fundamentally are the schedules. Creating schedules that actually reflect the average occurrence of both patronage and amount of time it takes to get from one time point to another. The second, is operator training, making sure the operators are fully trained on how to operate the bus in a timely manner. Third, we have the need for on street supervision and coordination with the on street supervisors and BOC.

**Representative Szerlip:** Do you do training with the operator? Do they keep a clock? Do they have something to measure themselves while they travel?

Jon Hillmer: They have a watch, and a timetable. They know they are not to be to a certain point before the scheduled times. If they are having problems and are more than 10 minutes late, operators are to call the control center and let them know that they are running late. BOC will then determine the appropriate course of action.

**Chair Franklin:** You made a comment on on-time-performance and you indicated that one or two minutes early or late are not that significant. But I wanted to let you know that Art Leahy said it was significant because part of the assessment Art Leahy is having staff do is determine whether or not we need to reduce service. The concern became when one or two minutes makes such a significant difference that those who get there early have a light ride those that come later it is over packed. It does have significance.

Jon Hillmer: I was referring only to buses that have a short line destination or buses making their last pick up and coming to an end of their run. There is an understanding if you are coming to the terminal and are a minute or two ahead of schedule it is not considered onerous. People on the bus will either be making a transfer at that point, or they've come to their destination.

**Representative Turner:** If they get to the end of their line it is considered "free running time" so there is no time point.

**Chair Franklin:** On page 19 you spoke about the Silver Line Ridership and how it continues to soar. I would like to find out when the Board adopted the line changes it was also talking about increasing the number of frequency. Has that been added into the March data?

Jon Hillmer: No, the March information is based on the current schedule.

Public Comment:

- Ayisha Lewis: I just wanted to make the same point as Representative Turner. From a certain point on the line we have free running time. For example on the 204 on Vermont, from Vernon to 120th there is free running time.
- J.K. Drummond: I would like you to break the Silver Line Ridership into two parts, north of 7th Street in downtown Los Angeles and south of 7th Street in Los Angeles.
- Dorothea Jaster: What will be done at the Artesia Transit Center and protection from the pigeons? All you need is some chicken wire under the arch and at the ends and the pigeons could not get up there to roost.

**Chair Franklin:** I know we have the quarterly meetings with Art Leahy and public are invited, but what about the Artesia Center meeting on June 6?

Jon Hillmer: That is not public, but I will see if we can make it public. It has to be agendized and posted on the web. At this point it is a working group meeting.

## 7. DISCUSS Service Council Representative Terms, Jon Hillmer

With the passage of the revised service council by-laws one element of it was to provide a commonality of the terms for the council members. All 5 of the

councils have nine seats and the effort was made to regularize the nominating process to three seats each year per council. There is no limit as to how many terms you can serve.

**Chair Franklin:** Thank you for your diligence we had many discussions on this item making sure we had a good balance and it was fair.

**Representative Szerlip:** I make a motion that we adopt this schedule of appointments.

**Chair Franklin:** Do I hear a second? Representative Turner: Second

All in favor say Aye – unanimously approved

8. APPROVE Change of Venue to Inglewood City Hall, Council

Our current contract with Carson Community expires in July. We have been meeting at this location for a number of years and it is a nice venue. The rate for renting this location has risen and is geographically at the far southern end of our South Bay Service Area. It is difficult to get here on public transit there is limited Metro service. Staff began to explore other alternatives. We did look at Torrance City Hall, Gardena Transit as well as Inglewood City Hall. Torrance City Hall has limited Metro service, and Gardena has a beautiful building, but no Metro service within a ½ mile of the location. We looked at Inglewood City Hall as a potential venue site. That has exceptional access for the Metro bus system. Manchester/Hawthorne/La Brea is also closer to our center of ridership for South Bay. It is farther north where we have more boardings and routes. Inglewood City Hall is closed on Fridays which is actually is a benefit and makes it available for our meetings. We recommend moving our venue site for July to Inglewood City Hall.

**Chair Franklin:** Just a point of clarity although the City Hall is closed to the public or city business it is open for the state offices that are on the 6<sup>th</sup> floor. After talking with Jon, the library and community room in City Hall are ADA applicable.

**Representative Szerlip:** Appreciate your comments regarding suitability for location, but one of the reasons you are looking to move is an increase in cost. Your recommendation I believe by our agenda would be the Inglewood site, how does that relate in terms of cost.

Jon Hillmer: We have a budget target of \$200 per month.

**Representative Szerlip:** I appreciate your comments, one other thing you have not mentioned and I would like to bring up, we are lucky enough in this facility when we have public hearings to have access to larger rooms. What is the suitability in Inglewood?

**Chair Franklin:** The Community Room A holds 150 people.

**Representative Addleman:** What about parking?

Jon Hillmer: There is limited parking, it is paid parking but appears we can arrange to have up to 25 spaces that could be provided as “free” parking. The room would easily accommodate our normal monthly meetings.

**Chair Franklin:** This is a sample of what the pass would look like for parking permit (held up mock-up). You would have to turn back to metro after each meeting. When we have public hearings and our hearings are normally after 6pm, it is free parking.

**Representative Turner:** At the last public hearing, a lot of people mentioned they would like to hold this meeting in the evening. Has this been a consideration?

**Chair Franklin:** That is not an issue. Because it is Friday and city hall is closed we are at will to use it for whatever duration we need.

**Representative Szerlip:** An evening meeting on a Friday is not recommended.

Group discussion: Possible Thursday evening at 6pm.

**Representative Szerlip:** You are talking about changing the regular meeting time.

**Representative Turner:** Yes, instead of here Inglewood at 6pm on Thursday.

Staff: Check your schedules; Thursday evening is a popular meeting night.

**Representative Szerlip:** It would be worth exploring.

**Representative Kambara:** I wanted to bring up Vermont/119<sup>th</sup> they have the Sheriffs Youth Activity League building. And I know in the past, we have had them there in the community room, they do have parking. The Green Line is also there.

**Representative Love:** I don't have any problems continuing to be here in Carson, especially when I hear about the parking. I am not sure I understand the transportation problem, any more than it would be in Inglewood. Before changing the time, we need to discuss that further. I like the day meeting.

**Chair Franklin:** Let me just comment, Inglewood was not advocating you must come to our City, Suzanne called me up and said we need to change the venue because of the cost increase with Carson and that it is not commuter friendly. So with that in mind, I made a comment “what about Inglewood”. Then Jon and Suzanne did an assessment and identified there were a number of lines plus a transit center close by. It became an ideal location and fit all the criteria necessary.

**Representative Szerlip:** I have no problem with Inglewood since staff has done their due diligence in trying to locate a new venue. We should have a discussion about the time of the meeting. My preference would be to hold our meetings outside of normal business hours. Staff should take some polling of everyone's availability.

**Representative Addleman:** At the June meeting bring the placards for the July meeting.

**Representative Szerlip:** I make a motion we adopt a change of venue to staff recommendation at Inglewood City Hall.

**Representative Addleman:** Second

#### Public Comments

- J.K. Drummond: I object to the implication that this building is poorly served by transit, there are two Carson lines, Torrance Line 3 and two Metro lines serve the major intersection nearby. I would like to see a map of the each of the suggested sites, with a list of the public transportation entities and lines that serve them. We should weigh all the alternatives.
- Dorothea Jaster: I do want to mention there is no way I can reach Inglewood City Hall under 1 hour. But who knows there may be more people who would come to the meeting if it was further north.
- Bradley Tollison: Could you define the sector area.

Jon Hillmer: Slauson Avenue south and from Central/Wilmington Avenue west

- Bradley Tollison: Was there anything closer to say a Metro Rail Station? Where long distance commutes are more feasible.

Council Members: There is a Green Line in Inglewood

- Michael Bazemore: I think Inglewood is a great idea and the time change should be considered. Most of the people who ride the 442 are city workers, or work in law firms, etc. it is really difficult for them to come to a meeting in the morning. I think you would have a bigger crowd if the time changed to an evening.
- J.K. Drummond: I would like to have a map of the district and a map of the proposed venue so we could see the centrality of the places and also the public transportation lines not just MTA. This is not something we should jump into.

Vote brought to the council for change of venue: Motion passed with one No vote from Representative Love

**Chair Franklin:** Change new location to be in Inglewood City Hall and that will be geared up for the first meeting to be in July. We will have it at the regular time for July and we will explore another day and time.

9. SUPPORT The Locally Preferred Alternative Maintenance Facility Site, Chair Franklin

Four cities expressed an interest in wanting to have a maintenance facility within their respective cities. After having numerous public hearings, assessments with the staff of various cities three of the four cities opted not to have an interest in the maintenance yard. Specifically, in the case of Inglewood there was a site that was identified. We found we would lose more than gain as far as enhancements to the city. Eleven businesses would have been displaced. Our number one issue was taking the acreage off the tax rolls. We were told there would be 200 new jobs made available. We currently have 158 jobs out of those 11 businesses. Mayor Butts and I went to the Green Line maintenance facility. While talking to the supervisors we discovered that because of the union system any new jobs are bid on. They would not be hiring locally. So as a consequence there would not have been a benefit to Inglewood citizens.

The site in question is in Los Angeles and as of last month has been approved by Metro as the suggested site. The other two South Bay Cities went before the Board to say they were not interested in having the facility.

I hope this board will support the recommendation by Metro for the Los Angeles site.

**Representative Turner:** Are you saying that Torrance also indicated they did not want this site?

**Chair Franklin:** No there was no recommendation for Torrance.

**Representative Turner:** I need to check with the staff because I know they were saying they were still interested in working with Metro on a maintenance facility.

**Chair Franklin:** That is where the terminal would be?

**Representative Turner:** Where we are proposing our regional transit center Metro has been looking at that, but I am not sure it is this project or another.

**Representative Kambara:** Can you give us more information for the LA facility?

**Chair Franklin:** I don't have the document in front of me, but it is off Aviation/Arbor Vitae.

**Representative Szerlip:** I might characterize the identification of the potential sites. I believe it was Metro who proposed four different locations based upon their desires not the local municipalities. At which point it was put out for

comment. I can speak towards Redondo Beach. We had similar considerations as Inglewood in terms of an industrial site from our tax rolls. But there were other considerations, the site was adjacent to buildings owned and operated by Northrop Grumman some of which have national security implications and that the ground movement due to the equipment were not within the tolerances that would support a federal agenda. Redondo Beach endorsed not bringing the yard to the city.

I will make the motion that we concur with staff recommendation for the location of the maintenance facility.

Moved and seconded.

**Chair Franklin:** We actually advocated that we wanted the facility. The previous mayor was promoting it, the council embraced the initial concept and then with further investigation we found it was not beneficial for the City.

10. UPDATE on Cancellation of Line 442 in June 2011, Scott Greene, Service Planning and Scheduling

Scott Greene: We are not coming to you today for approval or disapproval of what actions have already been taken in the past. Background for Mr. Love, who may not be familiar with the 442. It is an express line from Hawthorne/green line station up La Brea through the City of Inglewood along Manchester where it gets on the Harbor Transitway and the interface between Harbor Transitway/Manchester is the issue. We think we have taken some steps in mitigating those safety issues. The agenda says we would cancel it in June, actually because of delays in construction we probably will continue to operate the 442 through the month of July so it will be officially canceled in June but will operate on a temporary letter for about 5-6 weeks until construction of the bus cutout on eastbound Manchester is completed. The cutout is necessary to facilitate a quick transfer from the local bus line 115 on Manchester to the Harbor Transitway where riders can catch alternative services. The 442 is seen a redundant service in that we do have other lines that operate very frequently. The 442 is a customized one-seat ride very convenient for those that can use it. We do spend a lot of money on those passengers. Subsidy per Boarding on the line is approximately \$5.50. Average weekday ridership is 230 riders per day. We run 10 trips on the line so the average is 23 riders per trip. We have 40 seats on the bus. Before we cancel the line we will be preparing take-ones for the riders reminding them of their alternatives. If you ride it on La Brea you can take the 740 and eventually when the Expo line is open you will be able to ride the 740 up to the line. Silver line runs every 10 minutes line 115 runs every 10 minutes, 740 runs 10-12 minutes; there are other options: park and ride at the Green Line stations (Crenshaw, Hawthorne, Manchester and Harbor). The 754 from Vermont/Manchester the 757 from Western/Manchester and the 710 from Crenshaw/Manchester. Options do involve transfers. The MTA board when they approved the cancellation in April 2010 asked us to put in the new stops on Manchester.

**Chair Franklin:** The cost and concerns about the Manchester/Figueroa bus station about it being safe? We talked about that before about the number of homeless and undesirables in that area. What efforts if any has Metro used in held to ensure it is a safe place for the riders?

Scott Greene: Regarding the homeless the Sheriffs do go by there and talk with the homeless and try to encourage them to seek shelter elsewhere. Of course that could only be effective for a certain amount of time and then if it rains the homeless do come back. The bus cutout will allow the passengers to get off the 115 right at the base of the steps next to the elevator that will take them to the platform so we have eliminated the need to walk from Manchester and Figueroa or Manchester and Broadway.

Lt. Obenberger: I have requested in the last two months my officers to ride up and down the 110 corridor and make traffic stops at every single one of those stations. The last two times I've been there the homeless have been moved. My personnel have been told to contact our Mental Evaluation Team to assist them in other locations to stay. Metro has done a good job in cleaning up the stations. Now if I can get Caltrans to assist in park and rides. The lighting is quite good; the cutout is a good idea. Stopping under the transitway makes it easier for the patrons.

Public Comment:

- Michael Bazemore: The 442 has run smoothly. The buses are coming are coming on time, they are cleaner, we have operators who know us. Everything is working well. The problem in the past was consistency and that is no longer a problem. When I use the bus it is full. I don't know where the 23 passengers' average is coming from. One seat ride gets you to one place, one time. It is good. It has been in the community for 40 years, we only have 5 buses. I believe that all buses should be trimmed down not just the 442.

## 11. COUNCIL Member Comments

- Line Rides
  - a. **Representative Love:** Rode the 205 on May 5. Boarded at 12 noon, Avalon and Carson took it to San Pedro arriving about 1:20pm at 13<sup>th</sup> and Cabrillo and returned to 189<sup>th</sup>/Avalon. That round trip was 3 hours. I would say I was impressed with the appearance of the bus observed no fare evasions, driver was courteous, called every stop, and greeted everyone. I would like a commendation given to this operator. I was so impressed with this operator.
  - b. **Representative Kambara:** I've been using the Nextrip it is excellent. I do want to comment that some stations on the platforms of the Green Line and Red Line, the announcements are hard to hear particularly at the Aviation Green Line Station. Also at the Red Line Civic Center the announcements are pretty much meaningless. At the Civic Center the

escalators going down are being repaired for the next 18 months. On one particular day the elevator was also being serviced.

- c. **Representative Turner:** I want to commend Aisha Lewis for coming in and speaking to us today. It is not often operators let us know where the problems exist.

Thanks to Measure R Torrance will be receiving funding to reestablish our regional transit center and that will help us provide greater connectivity here in the South Bay Area and streamline some of our services. We received \$18.1 million of which Torrance will be putting \$2.9 million towards the \$21 million project. We've been waiting for this project since 2004. It will be a bus facility and train station.

- d. **Chair Franklin:** On May 9, I went on Line 210 bus number 5305, Operator 10092, boarded at Thoreau Street/Crenshaw Blvd. around 9:20am northbound. The bus was exceptionally clean. Returned on Line 210, Bus 7554, Operator 16007 from Crenshaw/Manchester southbound. Neither bus had plastic bags. Both buses had a wide variety of bus schedules but not for the line they were operating. Had to stand on the northbound bus for  $\frac{1}{2}$  or  $\frac{3}{4}$  of the way of the trip. All systems on both buses worked.

**Chair Franklin:** I want to thank Jon and Suzanne for their due diligence regarding getting this agenda finalized and getting all the handouts prepared. We will be talking again in reference to the venue location. Also, I really want to thank the board members for RSVP'ing. The last thing I would like to inquire is the bus roadeo. Is that type of competition still going on?

Jon Hillmer: It is an annual event. Division 5 still does outstanding relative to the maintenance competition. They have been phenomenal both locally and nationally.

**Chair Franklin:** Be a voice of one on June 6, 2011 at the Artesia Transit Center Meeting. So we can talk about our pigeons and restroom facilities. Any comments?

**Representative Turner:** I will not be here next month (June).

Duly noted

## ADJOURNMENT