

Friday, January 13, 2012

9:30 – 11:30 AM

Minutes

SOUTH BAY CITIES SERVICE COUNCIL

Regular Meeting

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

Call to Order 9:30am

Council Representatives:

Ralph Franklin, Chair
John Addleman, Vice Chair
James Goodhart
Roye Love
Robert Pullen-Miles
Kim Turner
Don Szerlip

Officers:

Jon Hillmer, Director Regional Councils
Richard Morallo, Community Relations Mgr.
Suzanne Handler, Council Secretary
Christina Goins, Board Secretary's Office



Metro

Los Angeles County
Metropolitan Transportation Authority

1. PLEDGE of Allegiance
2. ROLL Call – Ralph Franklin, Chair
3. Lt. Obenberger
Departmental Statistics for November YTD
 - Violent crimes are down by 14%
 - Property crimes are down by 2%
 - Part 1 crimes are down by 4%
 - Arrests are up by 5%

South Bay Buses Only Through 12/24/11

- Arrests are up 29%
- Arrests with warrants are up 68%
- Citations are up 42%

Silver Line Deputies are being deployed on the AM and PM shifts. Those working in Gateway Cities are deployed on an overlapping schedule until 2pm and the PM Deputies will be deployed until 11pm.

There was an incident on Monday, January 9, 2012 at a bus stop located at Artesia Blvd. and Lakewood Blvd, in the city of Bellflower. A woman was threatening bus passengers and deputies were called. The deputies asked the woman to exit the bus but she refused. Force was used and the lady was arrested. The incident is under investigation to determine the full facts of what occurred.

Lt. Diana Holloway will be the new Service Area Lieutenant for the Blue and Green Lines as well as the Expo Line. She has been asked to attend the February meeting to address specific issues in dealing with the rail lines.

Representative Addleman: What is the department doing differently to deploy more deputies?

Lt. Obenberger: A group has been formed which meets every two weeks and is referred to as Intelligence Led Policing. Our crime analysts meet with Lieutenants and their personnel for each of the service areas. The group discusses problem areas based on crime statistics and re-deploys deputies. Rail lines have a specific number of personnel that can be assigned to various stations. It has been shown statistically that having deputies posted at a passenger station deters crime.

Chair Franklin: Are local authorities responsible for responding to incidents that occur at the bus stop and the Sherriff's Department responsible for what happens on the bus?

Lt. Obenberger: Yes, that is correct.

PUBLIC Comments:

Wayne Wright: There is a problem with operators not calling in incidents. I had an incident last month in Santa Monica on the #4 bus. I wanted to sit in the back and a homeless person was lying on the entire back seat. The issue of homeless passengers needs to be addressed. Paying passengers are caught in the middle.

J.K. Drummond: There are a lot of loiterers hanging out at the Artesia Station. They often sit astride the turnstiles and block them.

4. APPROVED corrected minutes from December 9, 2011.

5. PUBLIC Comments

Dorthea Jaster: I wish whoever approves the automatic annunciator for bus stops and those who write the training manual for operators would get together to resolve contradictions. I'm referring to the instruction on the annunciator to exit the rear door. The operators do not seem to be trained to stop the bus so the rear door is within walking distance of the curb. This applies to Metro and MV Transit and most likely to other contract lines. TAP used to say it took 20 days to process but now they are saying it takes 4 to 6 weeks.

J.K. Drummond: Gardena Transit changed the look of their schedules for the better and it is reader friendly.

Wayne Wright: I would ask staff to consider revising Lines 205 or 550 on Sepulveda east of Vermont to serve the Target store. It should also include Torrance Transit #7. It is an uncomfortable feeling to walk under the 110 freeway to get to and from the Target. I ask to expand Line 53, west of Cal State Dominguez in the evening after 8pm and all day weekends and holidays to either serve the future Harbor Gateway Transit Center or loop east of Avalon to connect with Lines 52, 205, 246, and 45. The night connection with Line 53, in addition to the four lines mentioned, is poor and does not transfer well with Line 130. The Carson circuit is out of service by 7pm and there is excessive transferring between Line 53 and the route that I mentioned. You have to walk from Cal State Dominguez and Avalon to connect with Line 53.

6. RECEIVED report on Public Hearing Guidelines and Title VI, Dan Levy, Director Civil Rights Program Compliance

VOTED TO SUPPORT presentation based on the recommendations and comments presented by Mr. Dan Levy with one abstention.

Metro must follow federal regulations and guidance based on Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (EJ). We are updating our policies based on the new guidance which is much more clear and unambiguous.

EJ is based on an Executive Order and its purpose is to protect minorities and persons with low income from disproportionate, high and adverse impacts of changes as a result of government action; including transit service and fare changes. Staff will ask the Board to amend the Administrative Code to add definitions of a major service or fare change. Both changes would require an Equity Analysis. The current service change policy mixes requirements for public hearings and equity analysis and does not consider cumulative impacts or other special conditions.

Representative Szerlip: Metro has been working toward closing the gating at our rail lines. There was a report stating that when gates were closed revenue increased more than 40%. Would closing the gates be considered something that could go on this analysis?

Dan Levy: No, not of itself but if the impact is that paper products were not available and you had to buy a TAP card and there was a \$2 charge for the TAP card. That would have to go through the analysis. We are going to have to redo the Title VI analysis that was completed for the last fare change. The FTA pointed out to us that a number of changes have accrued on fares in the past year or two with no Title VI analysis. Fares changed on the Silver Line and the day pass went down without an analysis. That is against FTA rules.

Representative Szerlip: Line and fare changes that have been indentified by the FTA as not having sufficient Title VI analysis required; does that mean that the result of that analysis would change or are we completing the analysis to justify where we came from?

Dan Levy: The FTA wants to see a comparison of majority vs. minority routes. A Title VI analysis was done on those service changes. A map was prepared and a line was drawn and if a route went through a minority area it was called a Minority Route. It was said it was a disparate impact if the route was changed. There was no analysis done to see whether it was a minority or majority route and what was done in other areas. The analysis was flawed. To make matters worse the Board was not asked to make a finding about whether or not it was in the public interest or whether it was consistent with the goals of the agency or if the alternatives were worse. The FTA has come back with two things: the Board needs to make the finding about disparate impacts and redo the analysis properly. I believe once the analysis has been done properly there probably will not be disparate impacts because half of the routes with schedule changes are minority and half are not. I don't think there was any discrimination in how the service cuts were distributed and with the 20% measure most of the impacts will go away. The problem at this point, is with community groups and Bus Riders Union because they are looking at our documents which say there is disparate impact. The goal is to have the report done by February. Metro needs to have the policy in place because if Metro is not in compliance Metro is at risk of losing tens of millions of dollars in Federal Funding. Public outreach will start later in the month.

Representative Szerlip: Are Hispanics considered a minority when their population is approaching more than 50%?

Dan Levy: According to the Title VI Civil Rights Act, if a bus route has more than 89% minority riders it would be a minority bus route. If the bus route has 88% minority bus riders it would not be a minority bus route.

Chair Franklin: Representative Szerlip is trying to define minority.

Dan Levy: The average is about 72% minority. Our county is minority. The entire area is going to meet the environmental justice threshold but not every route is going to meet the Title VI threshold.

Representative Addleman: In the report it is reported that there is a certain criteria for travel distance and walking time. People who are physically challenged are not mentioned in the report. It could impact someone with challenges if a bus stop is moved 1/8 of a mile. I would encourage you to take that into consideration. I would like to see how transfer cost would be affected.

Chair Franklin: My concern is with Line 442. The line is used predominately by minority riders. The other measurements used are based on the cost per rider to justify the removal. I have concerns using the definition that it will not service the community if we are using an economic base as the balance for whether the line is going to be modified or discontinued. Is this information being disseminated to the Muni operators?

Dan Levy: I will share the information with them. All of what I said today applies to all of the Muni Operators.

PUBLIC Comment:

J.K. Drummond: Which two of the proposed December service changes need a Title VI analysis?

Jon Hillmer: The conversion of Line 730 to Line 330 and Line 36.

J.K. Drummond: The 225 was given over to Palos Verdes Transit and for some period of time they kept everything the same and then it was cut by 40%. Is wait time being considered in your analysis?

Dan Levy: Title VI should have been done when it was cut. Yes, wait time is being considered.

7. RECEIVED **Director's Report** by Jon Hillmer

Performance Report for the month of November 2011

- On-time performance goal is 83.0%
 - Metro Bus System 76.6%
 - Year to Date 76.4%
 - South Bay Cities 77.2%
 - Year to Date 76.7%
- Complaints per 100,000 passengers:
 - Metro Bus System Target: 2.29
 - November: 3.40
 - Year to Date: 3.28
 - South Bay Cities Target: 2.40
 - November: 2.90
 - Year to Date: 3.02
- Miles between mechanical road call:
 - Metro Bus System Target: 3,650
 - November: 3,693
 - Year to Date: 3,482
 - South Bay Cities Target: 3,650
 - November: 3,421
 - Year to Date: 3,897
- Clean Bus:
 - Metro Bus System Target: 8.0
 - November: 8.31
 - Year to Date 8.27
 - South Bay Cities Target: 8.0
 - November: 7.97
 - Year to Date: 7.96
- Accidents per 100,000 Miles:
 - Metro Bus System Target: 3.10
 - November: 3.14
 - Year to Date: 3.66
 - South Bay Cities Target: 3.17
 - November: 3.42
 - Year to Date: 3.94
- Monthly Ridership:
 - Metro Bus System Target: 29,170,000
 - November: 29,200,000
 - Year to Date: 30,030,000
 - South Bay Cities Target: 7,750,000
 - November: 9,020,000
 - Year to Date: 9,210,000

PUBLIC Comment:

Wayne Wright: My question is regarding the bus station evaluation vs. LAX. Is Metro responsible for maintenance or City of Los Angeles or LAX? Why is Caltrans in control of service at park and ride lots along the Harbor Fwy and MTA has no control? There are park and ride lots that are not being maintained. I would like for the state to give control over to MTA.

Jon Hillmer: LADOT is responsible for maintaining the LAX City Bus Center. Metro is in the process of negotiating with Caltrans to acquire a number of the park and ride lots. There has been a question that if Metro assumes the properties, Metro may assume the liability of ground contamination of some of the bigger stations.

Dorthea Jaster: I would like to compliment the MV Transit because in the last month I have not had to scream at operators to wait before pulling out into traffic before being settled in my seat. The driver on Line 130 did not pull close to the curb and did not offer the ramp. Instead, the driver pulled my walker across the gap which made the rear wheels drop into the gap and threw me off balance. The driver took my elbow and pulled me across which threw me further off balance. If a passenger hadn't grabbed my other elbow I would have fallen down between the bus and the curb.

8. RECEIVED Council Member Comments

Line rides for January

Representative Addleman:

Date: 1/9/12; Line #344; Bus #5330; Operator Badge #2939; Boarding Location: Hawthorne and Silver Spur; Service Type: Weekday; Time On: 8:40am; Time Off: 9:22am; Direction: North; Alighting Location: Artesia Transit Center; Bus Cleanliness: Good; Comments: The answering system worked, the outside windows were dirty but the interior was clean, the schedules were available, there were bags for trash, pull cord worked, the sign board and TV were operative. The driver did not correct passengers who entered and exited through the front door. The capacity was low initially but increased to 25-30 passengers. The ride was jerky when stopping and on acceleration.

Date: 1/9/12; Line #344; Bus #5330; Operator Badge #2939; Boarding Location: Artesia Transit Center; Service Type: Weekday; Time On: 9:38am; Time Off: 10:28am; Direction: South; Alighting Location: Hawthorne and Silver Spur; Bus Cleanliness: Good; Comments: The bus had 35 passengers, trash bags, schedules, and the ride was smooth.

Representative Love:

Date: 1/12/12; Line #52; Bus #5414; Operator Badge #70082; Boarding Location: Compton and Avalon; Service Type: Weekday; Time On: 4:09pm; Time Off: 4:30pm; Direction: South; Alighting Location: Artesia Transit Center; Bus Cleanliness: Good; Comments: The driver was courteous but appeared to be braking too frequently. The men's restroom at the Artesia Transit Center, which is used by MTA operators and personnel, had a lot of toilet tissue on the floor.

Date: 1/12/12; Line #52; Bus #5403; Operator Badge #28232; Boarding Location: Artesia Transit Center; Service Type: Weekday; Time On: 1:25pm; Time Off: 2:20pm; Alighting Location: Jefferson and Avalon; Bus Cleanliness: Good; Comments: The bus was on time, there were brochures, and the driver was courteous. There was graffiti on the TV console.

Representative Goodhart:

Date: 1/12/12; Line #232; Bus #11018; Operator Badge #71241; Boarding Location: Hawthorne Blvd. and PCH, Torrance; Service Type: Weekday; Time On: 11:08am; Time Off: 11:40am; Direction: North; Alighting Location: PCH and Park Place, El Segundo; Bus Cleanliness: Good; Comments: The bus arrived at 11:08am According to the schedule the bus should have arrived at 10:58am or 11:28am. The bus was clean and trash bags were available. There were two bicycles in the front rack and the bus was standing room only. The auto annunciator and TV were working. The operator and trainee changed positions at Torrance Blvd. I was concerned with the ongoing conversation they were having while driving.

Date: 1/12/12; Line #232; Bus #11018; Operator Badge #76497; Boarding Location: PCH and Rosecrans, El Segundo; Service Type: Weekday; Time On: 2:15pm; Time Off: 2:50pm; Direction: South; Alighting Location: PCH and Hawthorne, Torrance; Bus Cleanliness: Good; Comments: The bus arrived at 2:15pm (it was either 10 minutes late or 7 minutes early). The bus was clean but there were scraps of paper on the floor. Trash bags were available. There was an average of 14 riders on the bus. The Transit TV did not work. There were no schedules but TAP card information was available. It was hard to hear/understand the bus operator announce upcoming stops and connections at major intersections.

Representative Turner:

Date: 1/13/12; Line #740; Bus #9575; Operator Badge #16378; Boarding Location: Crenshaw Blvd and Stocker; Service Type: Weekday; Time On: 8:57 am; Time Off: 9:21am Direction: South; Bus Cleanliness: Good; Comments: The bus operator waited for me while I ran to the bus. She was very courteous and greeted every passenger. The bus was very clean and had schedules for Lines 740 and 710. There were trash bags available

and the voice annunciator worked. The operator wanted me to ask if her incident report had been reviewed regarding lay over time. She feels she does not have enough time to take her break. She said she has medical issues that need to be tended to. She starts at 4am and doesn't get in until 9:57am and leaves at 10:04am. She also indicated that at the end of her shift she meets the relief but it takes 27 minutes before the operator brings the unit for her to leave.

Representative Szerlip:

Comments: I found the map located at Union Station for the Gold Line to be very confusing. It was hard to determine whether or not I should go north or south. I tried loading more money on the computer for a TAP card but could not. Apparently TAP cards can be bought on the computer but not re-loaded.

Chair Franklin:

Date: 1/10/12; Line #710; Bus #9552; Operator Badge #16007; Boarding Location: Crenshaw Blvd and Manchester Blvd; Service Type: Weekday; Time On: 9:45 am; Direction: South; Bus Cleanliness: Good; Comments: The bus was full with passengers having to stand. The driver chit chatted with a female passenger from Manchester Blvd. to Century Blvd. I also witnessed (2) passengers selling DVD's on the bus. There were no plastic trash bags and only one bus schedule for Line 740 in the rack. The ride was pleasant.

I received a letter from the legal council of Faithful Central Bible Church. They are raising concern having to do with the Crenshaw/LAX Line because their church campus is being divided by the rail system. The sanctuary is on the north side of the track and the parking structure is on the south side of the track. Metro has not made any provisions for safe passage (grade vs. above grade or below grade). I am proud to announce that Metro and staff will be meeting with Faithful Central this month. Please inform Mr. Leahy that staff will be looking into this matter.

Adjourned at 12:17pm

Christina Goins, Council Secretary