

4B

4B

LA COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

CITIZENS' ADVISORY COUNCIL

MEETING MINUTES - APRIL 23, 1997

MEMBERS PRESENT:

Neil Bjornsen
R. Davies
Mike Dickerson, Secretary
Stan Hart
Larry McFadand, Chairperson
Seymour Rosen
Howard Sachar
Peter Schick
Jim Seal
Jeralene Wells

SPEAKERS

Mel Wilson, Chairman, MTA Operations Committee
Future of Mass Transit
Ellen Levine, Executive Officer, Operations
Special Bus Workshop Presentation
Ralph de la Cruz, Regional General Manager, Rail Operations
Metro Rail Operations Issues
David Mieger, Project Manager, San Fernando Valley East/West Transportation Corridor
San Fernando Valley East/West Transportation Corridor Project Alternatives

OTHER GUESTS

David Sutton, Manager, MTA Marketing
Corrine Borde, Communications Officer, MTA Marketing
Efrain Romo, Communications Officer, MTA Marketing

STAFF PRESENT:

DA Haydel, MTA Board Research Services

Call to Order and Introductions

The meeting was called to order at 6:00 p.m. by CAC Chairman L. McFarland

II. **Chairman's Report**

III. **Guest Speakers**

Ellen Levine, Executive Officer, Operations, discussed the role of Transit Operations regarding the proposed bus service development strategy, the consent decree and the bus procurement plan. Ms. Levine presentation was based on material issued at the Bus Workshop: Special Joint Meeting of Operations and Planning & Programming Committees held on April 16, 1997. Based on questions asked after this presentation, Ms. Levine will provide the CAC with ridership data for the top 30 bus lines.

Mel Wilson, Chairman, MTA Operations Committee, provided his perspective on the MTA's ability to seek meaningful solutions to the agency's transit challenges. He indicated that it is critical that an organizational chart of the MTA reflect a structure which holds one person accountable for service delivery. In addition, he stated that flexibility is key in achieving success. He referenced the importance of flexibility regarding MTA's policy on alternative fuel. Finally, he emphasized that the MTA cannot solve all of the regional problems. Hence, the MTA should establish viable partnerships with municipal operators and the private sector to assist in finding solutions.

Mr. Wilson commended the Citizens' Advisory Council members for their active participation in this advisory council.

Ralph de la Cruz, Regional General Manager, Rail Operations, provided an overview of rail services. He informed the group that 10% of MTA total ridership is carried on rail, with daily rail ridership at 100,000 boardings.

Mr. Cruz indicated that the challenges facing rail operations include: signal preemption; increased ridership capacity and wearing of train wheels. Fact Sheets were distributed on the status of the rail program.

David Mieger, Project Manager, San Fernando Valley East/West Transportation Corridor, updated the group on the current rail alternatives within the San Fernando Valley. These alternatives consist of :

1. Red Line Extension via Chandler Boulevard: This alternative would extend Metro Red Line service from North Hollywood to 1-405 via the Chandler Boulevard route. The total distance is 6 miles between these points. The six construction variations under consideration are deep bore subway, cut and cover subway, open air subway and aerial guideway, At-Grade dual mode vehicle and hybrid cut and cover/open air/at-grade dual mode vehicle.

Red Line Extension via Oxnard Street: This alternative would extend Metro Red Line service from North Hollywood to 1-405 via the Oxnard Street route. The total distance between these points is 6 miles. This route travels under a city street from North Hollywood to Woodman Avenue, requiring it to be configured in a deep-bore subway under Oxnard Street and aerial guideway in Van Nuys.

Light Rail Transit (LRT) Cross Valley: This alternative would establish an independent rail line in the San Fernando Valley that would require a transfer at the North Hollywood Station between Metro Rail and the Valley East-West Line. The line would extend from North Hollywood via the Chandler Boulevard route to Warner Center in the West Valley for a total distance of 14 miles. The two variations recommended are predominately At-Grade and At-Grade and Cut and Cover.

Red Line Extension(Dual Mode Vehicle) Cross Valley: This alternative would extend Metro Red Line service from North Hollywood to Warner Center in the West Valley by utilizing a dual-mode Red Line vehicle over a distance of 14 miles. This type of vehicle would allow for extension of the Red Line service without the need for a transfer at North Hollywood while providing the opportunity for At-Grade operation in the West Valley. Two construction variations are under consideration: At-Grade and At-Grade and Cut and Cover subway on Chandler Boulevard.

5. Enhanced Bus Transportation Systems Management: This alternative seeks to provide enhanced bus service throughout the San Fernando Valley.

IV. **Public Comment**

Howard Watts stated that all bus lines should be evaluated as part of the bus service development plan and not limited to the top 30 lines.

Pat Moser stated that the MTA use of funds for HOV lanes conflicts with Metro Red Line. According to Mr. Moser, funds should be used for the most efficient use of transit.

Seymour Rosen suggested that the MTA revisits the use of electric trolley as a solution to the agency's alternative fuel policy.

VI. **New Business**

The CAC discussed the development of a committee to prepare letters of support regarding the reauthorization of ISTEA. This issue will be further discussed at May's Executive Committee Meeting scheduled on Wednesday, May 14, 1997.

VII. **Approval of Minutes**

Mike Dickerson, CAC Secretary, approved April's meeting minutes prior to submitting to MTA Board Secretary's Office for distribution.

VIII. **Adjournment**

L. McFarland adjourned the meeting at 8:30 p.m.