

Wednesday, December 12, 2007

---

# MINUTES

Westside/Central Service Sector  
Governance Council

Regular Meeting

325 S. La Cienega Blvd.  
Beverly Hills, CA 90211

---

Called to Order at 5:00 P.M.

---

Council Representatives Present:

Jerard Wright, Chair  
Glenn Rosten, Vice Chair  
Peter Capone-Newton  
Art Ida  
Shelby Jordan  
Terri Slimmer  
Joe Stitcher

Officers:

Mark Maloney, General Manager  
William Walker, Council Secretary

Los Angeles County Metropolitan Transportation Authority  
Westside Central Service Sector Governance Council  
Wednesday, December 12, 2007

1. Public Comment for items not on the agenda.

Wayne Coombs – Said that turnstiles at Metro stations are not necessary and that Metro needs more fare checkers. He added that fare checkers are not checking fares and that they just stand around. Four fare checkers should be assigned to each line, working in pairs, from open to close. If there is a 5 percent fare evasion, 1 out of 20 people on each car should receive a ticket. He said that he talks to people who readily admit they evade the fare. They do not expect to get caught. A \$250 fine should pay the daily salary of one fare checker. You will come out ahead, assuming Metro gets the \$250.

Joan Taylor – Asked to discipline two drivers, Badge 28269 on Line 217 passed her up three times. On one of these occurrences she was using a walker, waiting on Fairfax at 1:30am. The second driver was driving bus #9368 on Line 720 on December 11. The operator passed her up three days in a row. She also commented on a New York Times article about a New York City ban on cell phones on buses. She said there was support from the cities of West Hollywood and Beverly Hills to ban cell phones and iPods from the first 12 seats behind the bus operator's seat. She said electronic devices are harmful to pacemakers according to news reports. She said Metro should help the elderly and disabled by prohibiting electronics from the front area of the bus.

Gail Brown - Said she was informed last week that lines 68 and 368 would be discontinued and replaced by lines 35 and 335 and expressed that the service change would cause an inconvenience to riders and possibly cost riders additional bus fare. She submitted a petition with signatures to the Council Chair.

2. APPROVED Minutes from November 14, 2007

3. RECEIVED report from Council Members on their line rides

Representative Rosten – Rode into Beverly Hills on the day after Thanksgiving. He said the line ride was great. He ran to catch a bus at Wilshire and Beverly Glen and took the bus directly to Beverly Drive. Later he was interviewed by the Los Angeles Times about parking time limits which had just been extended from one to two hours. He told the reporter that it did not matter because he took the bus.

Representative Slimmer – Metro Lines 4 and 704 have had problems with bus bunching along Santa Monica Boulevard in West Hollywood and it will probably get worse after the December service changes. A driver on December 11 (badge #28800) was extremely good and actually loaded and unloaded 5 different wheelchairs. Even when her ramp would not unfold, she and a passenger got out and unfolded it. She then called for a supervisor who met the bus at Union Station. On December 12 at 9:12 am, an operator driving bus number 7008, which was a Rapid 704, drove westbound on Santa Monica Boulevard from La Cienega Boulevard, westbound to the next stop using the bike lane. Drivers are also blocking the intersection on red lights, a critical problem around the holiday season. There will be active enforcement and drivers will be cited.

Representative Wright – Asked how Metro is notified when filming crews close streets temporarily along downtown bus lines, and how drivers in the field are then informed. Mr. Maloney said that cities have the Bus Operations Control (BOC) number. It is their responsibility to call and tell our supervisors if a particular street will be blocked off for a certain time for filming, construction or other activities. Sometimes cities forget, or think that it will be short term and our first operator will come across it and call into the BOC and then BOC will send out a detour notice to all the buses so they know how to get around it.

4. RECEIVED General Manager Report, Mark Maloney, General Manager

Announced a centralized public hearing on June 2008 service changes tentatively set for February 9, 2008 at 10am in the Metro Board Room. There will be presentations from each sector on upcoming service changes. Council Representatives are invited to volunteer to attend the centralized hearing and hear public comment from the public on proposed service changes throughout the system.

Miles between mechanical failures are up in October and continue to stay strong in November. On-time performance is better than in previous months, but still below target, taking a turn for the worse when school began, but it is beginning to rebound. A line saturation on Venice Boulevard (Lines 33/333) took place last month. Supervisors went out there to dissect why this particular line was having trouble. The team gathered good data, pinpointed some of the problems, and is currently looking at ways to add additional field supervision and correct the problems that we have.

Accidents per 100,000 miles jumped up at division 10 but remain low at Divisions 6 and 7, keeping the sector on target at 4.0. A trial program at Division 6 ensured that a supervision team investigated every single accident at this division with a full detailed report. This program has done very well. The Division attained a target of about 2.0, half the number of the sector target overall. Division 10 accidents are up because of Line 720. The trial program will now investigate any incident occurring along Wilshire Boulevard, affecting Lines 20, 720 and 920. Hopefully the successes in Division 6 can be replicated along Wilshire Boulevard. Complaints continue to decrease and the sector will continue to get these down further. September was a bad month for claims. October was a better month. November shows that the Sector is back on target for claims.

RECEIVED questions regarding the General Manager Report.

Representative Rosten – Asked if there were fewer collisions because operators are being watched more carefully or because supervisors find that our operators are not at fault. Mr. Maloney said that the fault doesn't matter because the collisions count against the sector either way. But because operators are interviewed after each incident, the data gathered is much better. Supervisors learn how problems can be corrected and how operators can be trained to avoid mistakes in the future.

5. RECEIVED presentation on Transit Oriented Development (TOD) and oral update on TAP, Roger Moliere, Chief Real Property Development and Management

#### **Presentation on Transit Oriented Development**

Explained that Metro is in the real estate business in order to encourage ridership by building and encouraging the building of facilities in and around Metro stations and along transportation corridors so people will be encouraged to use public rather than private transportation and cut down on traffic and pollution. He added that joint development projects are a good use of excess real estate assets that generate revenue to defray other expenses and increase the general fund to further defray operating expenses and the deficit.

Currently 30 projects are in progress. At the beginning of the process, Metro assesses what might be appropriate for a particular area, solicits ideas about what might fit into a neighborhood and further the goal of getting more people to ride public transportation.

### Completed Red Line Projects

Hollywood/Highland Station – Kodak Theater and the Hollywood/Highland Retail Project were built above this station. The Oscars are held there each year. The station is served well by the Metro Red Line and frequent bus service.

Hollywood/Western Station – A station with a great amount of affordable housing, retail, and a childcare center, completed in 2004.

### Red Line Projects Under Construction

Hollywood/Vine – This station is directly across from the Pantages Theater and will feature a W Hotel (300 rooms, 180 condos, 250 apartments, retail space), an indoor bus layover facility and the existing Red Line Station.

Wilshire/Vermont – There is a completed mixed-use residential and commercial development that had an official grand opening in November 2007. Metro transferred an adjacent property to LAUSD for them to build their first ever vertical middle school project. The United Food and Commercial Workers union owns property adjacent to our Wilshire Vermont station and are interested in jointly developing this property. Another joint development is being built nearby at the Wilshire/Western station.

Westlake/MacArthur Park Station – This project will increase ridership and add to viability and revitalization of the neighborhood. The project consists of 240 housing units and 250,000 square feet of retail space.

North Hollywood – This joint development, adjacent to the Orange Line and Red Line termini, will be built by Lowe Industries. It consists of a 2 million square foot, 16½ acre development that will include a YMCA. The joint development agreement includes a land lease worth \$11 million in rent to Metro per year where a developer builds a project, invests in building facilities that Metro jointly agrees are an appropriate use and should be owned and operated by a suitable tenant. Improvements to the property by the lessee will include adding 600 park/ride spaces for Red and Orange Line commuters and an additional 5000 spaces for the development overall. There will be a tunnel added by the developer below Lankershim Boulevard for passengers to transfer between the Orange and Red Lines below grade. 500 units will be available, 20 percent of them affordable. The project concentrates density around station and features

out into neighborhood. The Art Wave will complement the NoHo Arts District with workers, people who will shop, work and recreate.

Universal City Station – The current footprint of this joint development includes what is presently being used as a Metro park/ride lot and a bus layover facility. These two uses will be folded into one area while the rest of the development will include a 1.4 million square foot production facility for the Today Show, an office building for NBC executive offices and other production space. There will also be additional development in the theme park area that will also increase ridership. Parking spaces and bus layover spots will be added and a new driver facility will be built as well.

### Gold Line Eastside Extension

#### Gold Line Eastside Extension Projects Under Construction

1st/Lorena – This is a very small piece of property where the Gold Line is underground. A developer will build 43 housing units, parking spaces, and a childcare center. The station will be an economic contributor to neighborhood and generate new ridership for Metro.

Mariachi Plaza – A signature development that will include a portal and arch donated by a sister city in Mexico. This \$50 million project will include a mixed-use development with offices, a food market, community meeting rooms and a childcare center, all adjacent to White Medical Center. This will hopefully be a place people will want to go to watch entertainment and will help revitalize East Los Angeles.

Atlantic Station – Originally Metro planned to build a \$400 million garage at this site, a developer offered to lease the land in order to build 140 senior housing units. Ground rent from this project will pay for a park/ride facility.

### Other Projects

5<sup>th</sup>/Beaudry Bus Layover – This was scheduled for a \$1.5 million upgrade. Now, the developer will build the facility, move it backward, and build 145 residential units in front of the bus layover facility. Metro gains a new facility at no cost, plus ground rent and potential ridership.

Division 7 (Santa Monica and San Vicente) – Mixed-use retail development.

RECEIVED questions regarding the presentation on Transit Oriented Development (TOD)

Representative Rosten – Asked what kind of economic returns developers receive. Mr. Moliere said that the cost of building the facility in North Hollywood is \$1.3 billion. Metro also gains incentives such as additional operations facilities. Metro real estate staff members work with an economist to ensure a great economic return. The projects must be a fair deal for developer with appropriate return and Metro has to ensure that it does not give away the property. Often Metro has surplus land that could be getting a yearly return. By jointly developing and initiating a land lease, the projects then renew at the end of their term, ensuring Metro receives a steady stream of funding and controls property adjacent to transit properties which also ensures that the land uses in the vicinity of transit stops are compatible with our transit operations.

Representative Stitcher – Asked if joint development projects are on transit property in order to improve transit linkages to our community, and how Metro strikes a balance that ensures that transit operations do not suffer at the expense of a corporate developer that may not have transit interests in mind. Mr. Moliere said his team begins with the transportation element for any joint development project. The Universal City Station project currently has a park/ride lot and 12 bays for bus layovers. The San Fernando Valley Service Sector General Manager (Richard Hunt) met with developers of the Universal City Station site. This resulted in an expansion of the number of bus layover bays to 20, new restroom facilities and a break room for operators, all built in separate facility with an adjacent park/ride lot.

Representative Wright – Asked how well utilized is the 3000 space parking structure at Hollywood/Highland station and whether it was feasible to make a portion of it a Metro park/ride facility. Mr. Moliere said that the facility is underutilized, that the City of Los Angeles requested a great number of spaces at that location without specifying a particular use. He said that Metro would look at that particular suggestion. He added that errors are often made with project projections. He said that a Request for Projects is in progress for the Sepulveda Orange Line Station Parking Lot. The lot is also underutilized and Metro is looking at utilizing a portion of that lot for parking and developing the rest of the parcel into housing and mixed-use retail.

Representative Rosten – Asked why parking rates have not been reduced at Hollywood/Highland Station in order to encourage ridership on the

Red Line. Mr. Moliere said that Metro is currently doing a review of parking usage at all Metro properties and will look at possibly partnering with other services such as the LAX Flyaway which has a successful operation at Union Station, but may be looking to expand to 4 or 5 additional locations, including Hollywood/Highland.

### **Presentation on the Transit Access Pass (TAP)**

Mr. Moliere described the TAP technology, a contactless card that operates similar to “key fobs”. The cards will be passed close to a proxy that will open a fare gate and deduct the appropriate fare from a “purse”. Metro converted all fareboxes to this technology and 13 other operators are in the process of converting their fare equipment to accept TAP fare media. A 5.5% fare evasion rate translates to a fare loss that is much greater than 5.5% because riders who do not pay fare often are not paying to transfer to other lines. The TAP technology checks for valid fare payment and can distinguish different types of fare media for different fare groups. TAP will allow for distance-based fares in the future.

A 5 percent fare evasion rate is equivalent to at least \$6 million per year. The 80 fare checkers with benefits costs Metro \$7 million annually. Under the current system, we pay \$12-13 million annually for fare enforcement. Two-thirds of that cost (approximately \$7 million) would be equivalent to the cost of gating the Metro System. The TAP system also allows for collecting data about the type of fare paid, the trip start and end points, the number of riders transferring from one service (i.e. rail) to another (i.e. bus) at a given time, a timed fare payment system, preventing people from sleeping in stations. Gates are even capable of radiation sensing technology that would lock a gate and take pictures of a suspicious rider that might have detectable levels of a hazardous substance on their person. TAP is a seamless method of payment, can be placed in credit cards and cellular phones, is reloadable, and provides all kinds of benefits to bring the Metro system into the 21<sup>st</sup> century.

RECEIVED questions regarding the oral update on TAP, Roger Moliere, Chief Real Property Development and Management

Representative Rosten – Asked if TAP is similar to FasTrak technology. Mr. Moliere said that it is, yet the TAP technology is more versatile – it can be placed in a number of places including debit and credit cards, cellular phones, and loadable gift cards that can be purchased from any retail store. The hope is that the card can be used to pay for a number of items in addition to bus fare, including coffee, dry cleaning, meals and more. A cell phone TAP could even provide an instant “read” on how much money is left in a “Metro purse” on the TAP card. It makes the Metro system easier to use, prevents delays from riders fumbling for change, operators explaining the fare structure, and whether or not the right fare is being charged.

Representative Wright – Asked whether TAP sensors will be added to rear doors on buses. Mr. Moliere said that it would be easier to do rear door loading with the TAP system.

Representative Wright – Asked how the system would prevent fraud on rail lines with stations that cannot be modified with faregates. Mr. Moliere said that riders will need to TAP in and TAP out. Terminal stations will be gated as well as intermediate stations. He said that riders who have not “TAPped in” would be charged the maximum fare.

Representative Slimmer – Asked if Metro is coordinating with Metrolink and Access Services. Mr. Moliere said that Metro is coordinating with 13 regional operators and 60 community operators. Culver CityBus and Foothill Transit are in the process of installing the fare boxes. Soon all operators will have one fare media that may look different from system to system, but will be the same card that will provide seamless travel countywide.

Representative Slimmer – Asked how the farebox would know if a rider is a student and not a senior. Mr. Moliere said the fareboxes are programmed to discriminate between fare types, but could not prevent a rider from using a pass fraudulently. That responsibility would be placed upon an operator. TAP will not prevent all fare evasion, but it is virtually impossible to counterfeit the new TAP passes.

Representative Wright – Asked if it is cheaper to pay fare checkers than build new faregates. Mr. Moliere said that the money paid to fare checkers, and the money lost from fraudulent fares are both still more

expensive than building faregates, by up to \$3 million.

Representative Slimmer – Asked who would pay to convert our pass media to TAP cards. Mr. Moliere said that MasterCard and Visa would pay in order to have access to the enormous asset of Metro customers. Placing gates in ungated cities has caused many systems to increase their revenue by as much as \$12 million a year.

Representative Slimmer – Asked if TAP cards would be actual credit cards. Mr. Moliere said the card would be either a debit or credit card with dual purses. The card could be purchased anywhere and loaded dually with a Metro Purse and either a debit card, credit card, or nothing. The card could also be used to give incentives to ride transit (i.e. buy 26 rides, get 5 free).

Representative Jordan – Asked how the system has evolved to reduce fraud. Mr. Moliere said that no system could ever be 100% fraud free, but that the card is technologically advanced, allowing riders to purchase all types of fare media, from single base fare, to EZ Pass, weekly passes, monthly passes and transfers. The card deducts fare from a purse and can tell riders the remaining value on the purse. The card will hopefully cut down on counterfeit passes and invalid flash passes. Fare checkers can check for valid fare with handheld readers. A human element will still be necessary to help with fare checking and riders having difficulty with the fare instrument.

Representative Jordan – Asked if pass vendors could verify proof of age or disability when selling discount passes and if consequences could apply when passes are purchased fraudulently. Mr. Moliere said that fare enforcement is expensive and that courts are not too excited about taking \$250 citation cases for Metro. Metro also does not receive the funds unless a transit court is established. Whether fraudulent pass use is tracked has to do with the costs and benefits of setting up such a system and whether the agency collectively feels that the amount of expense to track and follow up on it is worthwhile.

Representative Rosten – Said that TAP is a great tool to gather data about our ridership. Mr. Moliere said that through TAP, instantaneous information is available about how many people are on and off the system, when they ride, and what fare type is used. It also allows Metro to put riders closer to obtaining their lowest fare and allows for providing connecting transit options at transfer stations and managing load factor on connecting transit more closely.

Representative Rosten – Said that TAP could reduce overhead spent on data collection. Mr. Moliere said TAP is a cost effective regional transportation fare instrument that allows for connectivity with other modes, including parking, and personal finance.

6. RECEIVED update on Exposition Line Phase II, Gabriela Gonzalez, Exposition Construction Authority

The Exposition Light Rail Construction Authority was created by state legislation to design and build the Expo Line project from downtown Los Angeles to Santa Monica. The Exposition Light Rail Construction Authority Board of Directors (Authority) consists of members from all three cities along the alignment as well as members of the Los Angeles County Board of Supervisors. Phase I to Culver City is 8.6 miles, Phase II to Santa Monica depending on which alignment is chosen is between 6.9 and 7.8 miles, for a total of 15.5 or 16.4 miles. The cost estimate is about \$2 billion. The line will begin at 7<sup>th</sup> and Flower, sharing 1.3 miles of track with the Blue Line, with at 8 grade stations at 7<sup>th</sup> St/Metro Center, Pico, 23<sup>rd</sup> Street, Jefferson, Vermont, Western, Crenshaw and Washington/National, as well as two aerial stations at La Brea and La Cienega. The project also contains 1,500 parking spaces at 3 park/ride lots; 27,000 anticipated riders in the year 2020; an expected 30 minute travel time from downtown to Culver City, and an anticipated completion date of summer 2010.

For Expo Phase II, there are two options for an alignment to Santa Monica. Phase II began with a notice of intent that was published in late February. Four scoping meetings were held in late February and early March, with over 700 attendees, 1800 submitted comments, and a number of suggested alignments along the Exposition corridor. All the alignments went through the screening process over the summer and fall of 2007, resulting in a shorter list. Consultants took the 9 alternatives and are in the process of developing a draft environmental impact report which will then be released. After a second public comment process, the Authority will choose a locally preferred alternative. Major factors used to screen out alternatives, include effectiveness of environmental impact, cost effectiveness and land use. Screening recommendations were presented to and approved by the Authority in November. The alternatives retained through the draft environmental impact review and statement (EIR/S) process include a no-build, transportation systems management, light rail transit on the Exposition Right of Way as well as light rail transit on Venice and Sepulveda Boulevards. Another alternative that will require

further study if it remains is bus rapid transit on the Exposition Right of Way.

The right of way alignment begins just west of the Washington/National station and continues west just south of Cheviot Hills and Rancho Park out to Santa Monica. The Venice/Sepulveda alignment continues west on Venice, northwest on Sepulveda, and joins with the existing right of way near Pico and Sawtelle Boulevards.

The authority will establish a multimodal transportation corridor that accommodates light rail transit, regional bike paths, sidewalks, parkway landscaping and automobiles. A transit parkway will encourage links to the communities the project traverses and provide design continuity along the alignment so there is a distinct look to the Expo Line from downtown Los Angeles out to Santa Monica.

A station planning process looks at a 300 foot radius around the station to see if any improvements can be made to the streetscape in order to make the area a more pedestrian friendly environment. Design concepts for Phase I will continue in Phase II.

Project kickoff was in January of 2007. The Draft EIR/S is being developed. Public comment will be solicited for the Draft EIR/S in spring of 2008. Adoption of the locally preferred alternative will occur in summer of 2008. Circulation of the final EIR will occur in the fall of 2009. Construction will begin in 2010 after completion of Phase I, and revenue service will commence between 2014 and 2015. There is funding for the environmental planning process for Phase II but not for the construction.

Representative Rosten – Asked what the cost of the project is, where the funding will come from, and whether the timeline is overly optimistic. Ms. Gonzalez said that once the Final EIR is completed, there will be more developed cost estimates for Phase II of the project. The timeline is very ambitious because the hope is that the Exposition Phase II project will be the next funded project.

Representative Jordan – Asked what some of the safety concerns of residents in the Mid-City area were, if the concerns were brought forth in a timely manner, and what some of the resolutions were to the problems brought forth. Ms. Gonzales said that there were concerns regarding the grade crossing at Farmdale Avenue, adjacent to Dorsey High School. The Expo Line went through a rigorous environmental review process from 2001 to 2005 that involved outreach to the community. Many who are concerned about the Farmdale crossing were present at many of the initial

Los Angeles County Metropolitan Transportation Authority  
 Westside Central Service Sector Governance Council  
 Wednesday, December 12, 2007

meetings during the environmental review process. Concerns regarding the Farmdale crossing were brought to the California Public Utilities Commission. In November, the Authority requested that staff provide alternatives to grade separate the crossing at Farmdale Avenue and the options include a pedestrian overcrossing at Farmdale and an aerial grade separation. Staff will review these options, develop cost estimates, and possibly return to the Metro Board with a request for additional funding for this option.

7. RECEIVED preliminary recommendations on Service Changes for June 2008; AUTHORIZED publication of hearing notice; and APPROVED a public hearing for February 13, 2008.

A combined public hearing notice with proposed June 2008 Service Changes will be released on January 6, 2008. Mr. Gandara recommended a public hearing be scheduled for the regular February Sector Council Meeting.

June 2008 Service Changes Proposed:

LINE	LINE NAME	PROPOSED SERVICE CHANGE
<b>10</b>	Downtown LA -West Hollywood via Temple St & Melrose Av	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
<b>14</b>	Downtown LA - Beverly Hills via Beverly Bl	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
<b>37</b>	Downtown LA –Fairfax-Washington via Adams Bl	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
<b>38</b>	Downtown LA –Fairfax-Washington via Jefferson Bl	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
<b>220</b>	West Hollywood - Culver City via Robertson Bl	Cancel service due to low ridership.
<b>330</b>	Pico/Rimpau - Monterey Park via Pico Bl & East 1st St	Replace service on Line 330 with new Metro Rapid Line 730.
<b>NEW 730</b>	Downtown LA - Pico/Rimpau via Pico Bl Metro Rapid	Implement new Rapid service from Downtown LA to Pico/Rimpau

Lines 10, 14, 37 and 38 – Propose service to operate from 4:00am to 11:00pm.

These service changes are for elimination of service during the owl period, between 11am and 4pm. The owl service cuts will be looked at on a per trip basis and in some cases, a trip heading into the 12 midnight hour may be heavy. This may impact either the beginning or end of service. These lines are the five least productive owl-service lines.

Line 220 – Cancel service or possible transfer service to Culver City Bus

The council took action on this line not too long ago. The line ran from the LAX City Bus Center to West Hollywood. Recommended discontinuation of the line several times. The Council agreed to discontinue the lower third of the line, Culver City Bus retained the middle third of the route, and Metro retained the upper third of the route from Venice and Culver to West Hollywood. Boardings per hour are about 18. With retention of the upper portion of the route, headways were decreased from 60 to 40 minutes to connect with Culver City Bus. Today the route productivity index for Line 220 is 0.3, down from 0.5, hence the proposal to discontinue the line. Staff was instructed by the Board to look at the 25 worst performing lines in the system as part of the motion to increase fares. Line 220 is among the worst performing lines.

Line 330/Line 730 – Replace service on Line 330 with new Rapid Line 730. Implement Metro Rapid on Pico Bl from Vignes/Cesar Chavez to Pico/Rimpau.

Line 730 would replace Line 330 service. This line would operate every 10 minutes in peak periods and 20 minutes off peak. The line would operate Monday through Friday from 5am to 9pm.

Los Angeles County Metropolitan Transportation Authority  
Westside Central Service Sector Governance Council  
Wednesday, December 12, 2007

Next steps:

- Release the public notice.
- Bring forth further information regarding service changes in January.
- Hold the February 2008 service changes public hearing.
- Return to the Council with final recommendations for service changes at the March 2008 Council meeting.

Representative Stitcher – Asked what the standard for boardings per hour is for owl service. Mr. Gandara said the system average for boardings per hour is 52 boardings. Typically we review service when it drops below 30 boardings per hour and for owl service, we are looking at anything under 20 per hour.

Representative Capone-Newton – Asked the reasoning behind reviewing owl services for potential service changes. Mr. Gandara said Metro is under instruction from the Metro Board of Directors to review the 25 worst performing bus lines. He added that as far as productivity within the sector, other than Line 220, which is also proposed for cancellation, these services were in fact among the lowest performers in the Sector.

Representative Jordan – Asked how the ridership is notified of the service changes and if there is a requirement for how many days a notice must be posted. Mr. Gandara said the ridership is notified through Sector Council meetings, notices of proposed changes on Metro buses and rail cars, and an official public hearing notice is published in newspapers, elected officials are contacted through a database, as well as public announcements on television and TransitTV. Notices are posted at least 30 days prior to the first public hearing date.

Representative Wright – Asked how many service hours and buses would be saved if the owl service changes were implemented. Mr. Gandara said that he would provide a number of service hours at a future date. The number of buses involved in the reduction would be 4.

Representative Capone-Newton asked how the service changes ranked systemwide in comparison with other recommendations for service changes. Mr. Maloney said that the owl service changes were not ranked, but that Line 220 ranked as either ninth or tenth worst on the list of 25 worst performing lines. Representative Capone-Newton suggested that Metro review service changes on a systemwide level and that reductions in service be proportional to their use considering Westside Central Sector has the most utilized service in the system. Mr. Gandara said that the Westside Central Sector has highly productive Tier 1 services, unlike other sectors that have less productive service

Los Angeles County Metropolitan Transportation Authority  
Westside Central Service Sector Governance Council  
Wednesday, December 12, 2007

that can be cut, preventing them from altering owl service. Mr. Maloney added that the Consent Decree New Service Plan requires that reductions take place in order to implement new Metro Rapid 730 service in the sector. Mr. Gandara added that Westside Central Sector assumed an additional 24,000 revenue service hours this service change due to taking on the responsibility of Line 28/728 Olympic Boulevard.

Representative Capone-Newton – Asked if Culver City Bus is willing to take on Line 220. Representative Ida said that Culver City Bus is looking into how the middle portion of the Line 220 service can become more productive and may consider looking into the upper third of service in the future, but not at this time.

Representative Wright – asked if Santa Monica Big Blue Bus is willing to take on Line 220. Representative Stitcher said that Big Blue Bus had not been approached.

Representative Jordan – asked how public safety support services would be affected if the owl service reductions were implemented. Mr. Maloney said that there is still a great deal of night owl service in corridors other than the four identified for reduction.

8. Chair's Remarks – wished everyone Happy Holidays.

ADJOURNED at 7:01 P.M.