

Wednesday, May 13, 2009

5:00-7:00 PM

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 Members present were:

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

Officers:

Mark Maloney, General Manager
Raynard V. Price, Council Secretary

1. RECEIVED Public Comment.

Wayne Coombs. Mr. Coombs thanked the Council for being responsive to those who attend the Sector meeting. He expressed appreciation that based on public comment the two bus stops for the 20 and 720 at Wilshire and La Brea is now combined. However, he further suggested Metro look into combining the following stops that are east bound at Wilshire and Fairfax, and west bound at Fairfax.

Ken Ruben. Mr. Ruben stated his comments are personal and not related to his association with Southern California Transit Advocates. Mr. Ruben informed the Council that Metro participated in National Train Day video taped by Richard Morallo, Public Relations Manager, South Bay. He spoke of a Rail Pac meeting attended by CEO Art Leahy and Amtrak and a High Speed Rail representative. In addition, Mr. Ruben spoke of former CEO Roger Snoble's retirement. In concluding his remarks, Mr. Ruben spoke of his difficulty in using his TAP card.

Joan Taylor. Ms. Taylor complimented the security staff at a Metro location. She said she reports Metro Operators who misuse electronics. She says this reporting gives rise to Operators becoming more helpful. However, she identified an Operator that abuses electronics on a route that she takes (the General Manager noted the identity).

2. APPROVED minutes from the March 11 and April 8, 2009 meetings with the following corrections: Representatives Bator and Stitcher were not present at the April meeting. Mr. Coombs requested that his comments read, "...requires operators to arrive at ..." on page 2 of the March minutes instead of "...requires operators to leave..."

3. RECEIVED General Manager's report, Mark Maloney, General Manager Westside/Central Service Sector. Mr. Maloney said that March was a great month for the Sector with an improvement in Mean Miles Between Mechanical failures moving in the right direction almost meeting target of 3500 at 3497. The goal for next year will be at 3600. Mr. Maloney reminded the Council of a presentation two months ago on what the Sector is doing regarding On-Time-Performance. He announced that the efforts of that presentation are beginning to show results. He noted that this category is close to the 60% goal for the month. Next year's goal will have a 67% target.

The month was also good for Collision and Accidents at 3.71 which put the Sector under the 4.0 goal for the year. He says this is a huge step to be under 4.0 overall YTD. Complaints per 100,000 Boardings continues to trend downward under the 3.0 target. New Workers Comp claims is at 0.93 which puts the Sector for the year at 7.71 well below a target of 13. Mr. Maloney said this is a phenomenal number. Chair Rosten asked what attributes to the low number. Mr. Maloney responded the Sector promoted the "Safety First" campaign. He also noted this statistic is also related to the drop in accidents. Chair Rosten complimented the

General Manager. Chair Rosten asked if the drop in accidents has a correlation to a specific type of bus such as the articulated buses. Mr. Maloney noted that the articulated buses, while the accidents were minor they spiked the accident reports when they first came into service. The design of the mirrors (which extended outward) hit mirrors of large SUV's, pick-ups, and vans particularly in the congested areas of Wilshire and Santa Monica Boulevards. In a response to the accidents Metro created awareness "Big and Beautiful" campaign, put warning signs on the back of the buses and included colored tape on the mirrors. In another preventive measure Mr. Maloney said Metro had the mirrors extended from the top of the bus in future orders and moved the mirrors an inch inward on existing buses. These combined efforts helped lower the accident rate.

4. **RECEIVED** update on the Westside Subway Extension (Subway to the Sea), Jody Feerst Litvak, Community Relations Manager. Jody Litvak presented an update on the Westside Subway. Ms. Litvak reminded the Sector Council that the Alternatives Analysis (AA) is complete and was presented to the Board of Directors in January. In presenting a history of the study Ms. Litvak advised that the AA study began two years ago and since that time there has been tremendous public involvement.

The AA study strongly indicated that a transit improvement is needed on the Westside. The Metro Board agreed and identified two subway alternatives for further evaluation of the Draft EIS/EIR (Environmental Impact Study/Environmental Impact Report). She identified Alternative 1 as the "Classic Wilshire Subway" which extends west from the end of the Purple Line at Wilshire and Western to Santa Monica with an optional station at Crenshaw Boulevard. Ms. Litvak identified proposed stations at: La Brea, Fairfax, La Cienega, Beverly, Century City TBD, Westwood TBD, West Los Angeles and three stations in Santa Monica.

Another alternative includes all of the first alternative and adds a four to five mile connection from Hollywood to West Hollywood with a transfer at Hollywood and Highland. This alternative will drop down to Santa Monica Boulevard with proposed stations at La Brea, Fairfax and either La Cienega, San Vicente or in-between, before turning south for a station at the Beverly Center/Cedars Sinai area and rejoining the Wilshire alignment west of La Cienega.

Ms. Litvak advised the Council before a project becomes a reality it must fulfill three requirements: 1) Environmental Review and Approval for which the Alternatives Analysis is complete and the Draft EIS/EIR is underway; 2) Funding which will be substantially provided by Measure R and; 3) inclusion in the LRTP (Long Range Transportation Plan) which the Board has yet to adopt. In the Draft EIS/EIR process Ms. Litvak said the alternatives will need to be further refined, assess the impacts of the alternatives (during construction and in operation); identify possible mitigation measures and; recommend a locally preferred alternative (LPA).

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Ms. Litvak warned that there are many details that go into deciding the LPA including determining specific station locations, alignments, project length and phases. Ms. Litvak said the purpose of the Draft EIS/EIR is to study potential effects of construction and operation, and evaluate measures to avoid, minimize and mitigate adverse impacts of the project. She listed several examples of impacts to be studied such as: air quality, noise and vibration, economic and fiscal impacts and land use and development. She spoke at length on assessing the construction impacts. She said there will be future public meetings to focus on this particular topic.

Ms. Litvak said that Measure R provides \$4.1 billion in funding for a Westside Subway Extension. During the AA, construction costs were estimated at \$6.1 billion for the Wilshire Subway and \$9 billion for the Wilshire/West Hollywood alternative. Measure R funding will start to be collected on July 1 over a 30 year period. She said Measure R funding is spread over the 30 year period and will be shared with other projects. To that end, Metro will be seeking other sources such as the Federal reauthorization for transportation, state funding (when conditions improve), and local funding and public/private partnerships.

As a part of developing the LPA, Metro will look at what is constructible, fundable as well as the ridership benefits and cost-effectiveness of the alternatives. She indicated the first segment that may possibly be constructed is from Western to Fairfax. (She noted that the current Red/Purple Line subway opened in segments but the construction never stopped.) She identified the next phase could possibly be to Century City and from there to near the 405 Freeway. The public meetings strongly recommended getting at least to the 405.

In concluding her presentation, Ms. Litvak presented a chart demonstrating the possible schedule for EIS/EIR and beyond. She announced that Metro will meet with the public on a quarterly basis to provide updates. She said there are three sets of meetings planned before moving into public hearings by next summer. In addition, Metro will also work with communities for station area planning meetings to get suggestions of what communities desire around the planned stations.

In her report, Ms. Litvak advised the Council that over 300 people attended the recent scoping meetings between April 13 -23. There were 91 people who spoke as a result of coverage from local print, broadcast and online media. The comment period closed on May 7th. Chair Rosten inquired whether parking would be built at the stations which Ms. Litvak indicated is one of the things that the Draft EIS/EIR will evaluate.

5. **RECEIVED** update on the Exposition Line, Gabriela Collins, Government and Community Relations Manager for the Exposition Line. Ms. Collins provided an update on Phases I and II of the Expo Line. She said Phase I is fully funded and under construction as an 8.6 mile line from Los Angeles to Culver City (30 minute travel time). Of that, 1.3 miles is shared with the existing Blue Line. There are 11 stations (2 shared with the Blue Line) and 1,500 spaces at park and

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ride lots. The estimated riders will be 27,000 by 2020. She said the estimated cost for the Expo Line is \$862M.

Ms. Collins presented a chart providing the alignment of the Expo Line Phase I. starting at 7th Street Metro Station traveling to Pico to 23rd Street to Jefferson/USC with stations at: Expo Park/USC, Vermont, Western, Crenshaw, La Brea, La Cienega and Venice/Robertson. She said there is parking at Crenshaw, La Cienega and Venice/Robertson each having approximately 500 parking spaces.

It was noted that the design of the project is 96% complete. She described the project as design/build (designing as it is being built). The recent addition of the Venice/Robertson station design is 92% complete. Total Construction of the project is 37% complete. She identified current construction locations along the Expo corridor and presented pictures and artist renderings of construction sites and designs.

Phase II of the Expo Line transit project will result in a 7-mile corridor from Culver City to Santa Monica which is currently in the FEIR phase. It will provide seven new stations (some with parking) with estimated boardings of 36,400 weekday by 2030. Phase II is projected to be completed by 2015 with a travel time of 46 minutes from Los Angeles to Santa Monica.

The Expo Board on April 2, directed staff to pursue the Exposition Right-of-Way and Colorado Avenue alignment for the limited purpose of identifying a preferred alternative.

Ms. Collins said during the public comment period there were three public hearings with over 500 attending, over 170 people who spoke, and over 9,000 comments from other communications. She noted the FEIR is scheduled to be completed by the end of the year for Board approval. She presented a schedule of Phase 2 upcoming events that include having a contractor begin construction by 2010.

Chair Rosten asked if there has been consideration of combining the Expo Line with the Subway to the Sea since Wilshire and Colorado Avenues are walking distance to each other. Ms. Litvak responded that during the Wilshire subway Alternative Analysis study Expo had not yet chosen its LPA but public comment indicated a desire to join the two projects. Chair Rosten suggested meeting the two at the Water Garden section. Ms. Litvak stated that most comments from the public suggested the two meet at the end of the Line but both projects will require further study. Ms. Collins responded to more questions and completed her report.

6. **RECEIVED** report on the Bike Program, Marketing Strategies and Bikeway Planning, Lynne Goldsmith, Transportation Planning Manager V. Ms. Goldsmith advised the Sector Council that both phases of the Expo Project include bike paths or lanes. She said that bikes are a part of the transportation solution which is a Green technology with many benefits.

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Ms. Goldsmith quoted Dave Horton of Lancaster University, "biking necessitates encounters with others." She said that in 2006 Metro developed a strategic bike plan funding bike infrastructure including the 14 mile Orange Line bike path.

In presenting a chart of what bikes and buses have in common such as sharing the same road space, effective alternatives to cars, economical green transportation modes, she noted that bikes are vulnerable and do not require a license. California vehicle code gives bike riders the full use of the road.

Ms. Goldsmith discussed the importance of road conditions for cyclists and presented a picture of a dangerous street gate and poor design of bike lanes. She spoke of "complete streets" that have lanes for cyclists with a big picture solution. The Metro bike program Operators, prepares safety messages for both cyclists and Operators, and encourages better access to transit, bike parking and bike lockers. Chair Rosten asked if Metro was lobbying the DMV (Department of Motor Vehicles) to include cyclist needs in written license tests? Ms. Goldsmith indicated there is lobbying. In response to a question regarding Wilshire subway design, Ms. Litvak said bus lanes would be a City of Los Angeles issue. She said bikes are allowed in bus lanes which is common in other cities. Ms. Goldsmith noted that there is resistance to collecting data on number of bikes on buses. Ms. Goldsmith replied there is no data available. Representative Capone-Newton thought it brilliant to have TAP collect data on the subset of bike usage possibly at point of purchase to provide origins or destinations. He also suggested alternatives on how the data could be collected. Ms. Goldsmith advised the Sector Council that the bike program has requested questions be added on cyclist's origins and destinations Metro surveys has. Representative Slimmer noted only two bikes fit on a bus to which Capone-Newton responded that if the data was collected there could be the possibility to increase the number of bike racks.

Mr. Maloney requested Ms. Goldsmith to discuss bike sharing. Washington, D.C. has ten stations with four to five companies and is doubling their capacity. Metro has received applications in the Call for Projects for bike sharing. Long Beach has bike sharing. Unlike Paris, bike sharing could not be done all over Los Angeles. Ms. Goldsmith noted that many of the cities are requesting bike paths and not bike lanes. She said bike paths are very expensive which includes under and over crossings or bridges. She noted that there is a great potential for a large network of bike paths in Los Angeles County to be the backbone of a bikeway network. But, the most important accommodation for cyclists is roads that are designed for all users, including enough space for cyclists to share the lane, and a well-maintained road surface. There are also many spots in Los Angeles County that would be appropriate for high capacity bicycle parking that Metro is calling bicycle parking "hot spots."

Representative Slimmer suggested that West Hollywood would be a hot spot for bike parking. She discussed a program where kids are trained on riding bikes and are given bikes. West Hollywood is working with the Sheriff's Department on their bike program. Representative Slimmer suggested a hot spot could be across from Division 7.

Representative Baylor asked about hours when bikes cannot be taken on the Metro trains and suggested a train car dedicated only to bikes. Mr. Maloney said this suggestion is being looked into. Ms. Goldsmith concluded her report.

7. **RECEIVED** report on Short Range Transportation plan, Rod Goldman, Diversity Transportation Strategies. Mr. Goldman stated he made a previous presentation regarding the development of the Short Range Transit Plan (SRTP) to get comments from the Sector Council and staff. His presence on this evening is to provide a summary of the draft developed plan for FY10 – FY14. He said the plan is a comprehensive operational plan designed to bring together Metro's operational goals, issues and actions. He added the plan is a transitional plan that does not resolve every issue but does identify many of Metro's issues.

Mr. Goldman presented a Power Point presentation that provided an overview of the SRTP. He indicated that the SRTP is designed to: 1) develop multi-year strategic plan to improve transit quality, accessibility, cost effectiveness and efficiency and; 2) provide short-term action plan for transit activities towards meeting metro's long-term objectives.

Mr. Goldman identified the goals of the SRTP as:

- Evaluate current operational and financial condition of Metro Operations.
- Project trends in transit demand and transit funding over a five year period.
- Identify probable impacts to Metro bus and rail services and facilities.
- Identify strategies to address future service needs and align with long-term agency goals.
- Create framework for development of future operational policies.
- Establish priorities for service development for the next five years.

In providing an overview of Metro, Mr. Goldman noted the 1,433 square mile service area with 194 bus routes that include the Local, Rapid and Express. He stated in FY08 Metro provided 2,213 peak buses in operation with an average of 1.3 million boardings. He identified the five Metro rail routes (Light rail: Blue, Green, and Gold lines and Heavy: Red and Purple lines), with 73.1 miles of rail service, 65 rail stations with average weekday boardings of 320,000.

In reviewing trends for FY10 and FY14, Mr. Goldman identified the following:

- Growth in bus ridership of 5%.
- Growth in rail ridership of 20%.
- No increase in bus revenue vehicle hours.
- Rail service to increase 197,550 revenue vehicle hours by FY10.

Mr. Goldman advised the Council of potential new markets and partnerships with the business and educational communities. In indicating issues for FY10 – FY14, Mr. Goldman identified: promoting transit ridership; service quality; operating

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facility capacity; bus maintenance; impacts to Expo line implementation; economic factors; structural operating deficit; and potential acceleration of capital projects.

In discussing Measure R, Mr. Goldman identified it as a ½ cent sales tax to finance new regional transportation projects that will generate \$40B over the next 30 years which will: Provide capital funding for major transit and highway projects; funding for bus and rail operations and funding to local cities for transportation projects. He said the Measure R bus system improvement plan includes the establishment of priorities for Measure R operating funds. He advised that Measure R will provide both opportunities as well as challenges.

Representative Slimmer asked if every time service is restructured (eliminated) it becomes harder to capture discretionary (new market) riders. She said a key issue is the availability of service and not reliability of service. Mr. Goldman said this is an overall issue in transit which is the need to provide service and the need to provide funding for the service. Representative Slimmer said she would like to see as an identified issue or bullet point in the SRTP the “availability of service.”

Mr. Goldman announced that once the SRTP is finalized he will make a presentation to the Metro Board for approval.

8. **CARRIED OVER** report from council members on their line rides.
9. **Chair’s Remarks.** None.

Adjourned: 7:04

Prepared by:



**Raynard V. Price
Council Secretary**