

Wednesday, April 13 2011

5:00-7:00 PM

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# Minutes

WESTSIDE/CENTRAL  
SERVICE COUNCIL

Regular Meeting

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

Call to Order

Council Members:

Catherine Bator, Chair  
Joe Stitcher, Vice Chair  
Peter Capone-Newton  
Perri Sloane-Goodman  
Jeffrey Jacobberger  
Elliott Petty  
Glenn Rosten  
Jerard Wright

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Officers:

Jon Hillmer, Director  
Jody Litvak, Communications Manager  
Suzanne Handler, Council Secretary



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

## **Please turn off cell phones or put them on vibrate**

1. APPROVE Minutes for March 9, 2011 meeting - approved and seconded
2. PUBLIC Comment
  - Ken Rubin from Southern California Transit Advocates: At the 705 and the 105 where they stop at Apple and Fairfax, they used to have the 705 and 105 going north separated at the stop. I discovered a week ago they are not separate and are now combined with other lines at Apple and Fairfax. The recent changes that the board approved, we are disappointed in some and are OK in other approved changes. Supervisor Yaroslavsky wants to keep the 757 going during the week, rather than making it a 307 and have the articulated on the 757. Disappointed that the 217 being truncated at Hollywood Vine Station. Finally, for the CicLAvia on Sunday, the most interesting thing they mentioned was 439 would be affected, the 439 no longer runs on weekends. Last Saturday was 50 years since the Pacific Electric Car ran Los Angeles to Long Beach.
  - Jean Edwards: I don't know all the things that have been approved, or disapproved, was the 445 chopped up? I don't understand how they have so many billions for regional connectors, bullet trains, street cars, Dodger Stadium shuttles, all of these services, yet the ones people really depend on to get to work they chop them up so people have to transfer. I would like to have some answers. With all the money, special funds, bonds, stimulus money, they still cut vital service. Gold Line, Red Line to Blue Line, they have to build a connector that now is up to \$1.44 billion simply because people have to have a shortcut. It just seems irresponsible. The lines that have been chopped, I think it is ridiculous, and unfair.

**Representative Rosten:** I would like to address this issue in general, Jean. Most of the money that Metro gets is earmarked one way or the other. A lot of it comes from initiatives voter approved for certain projects. For example, the bullet train, the taxpayers approved that money. The money cannot be spent on anything else. Similarly, the money through the federal government is with strings that you can only use these monies for this project, i.e., bikeways, bus lanes, etc. Metro has very little choice as to what they can spend on which project. So bus service uses other dollars that are not earmarked, but subject to budgetary confines, and Metro ends up having to eliminate or short line routes that have the lowest ridership or can transfer to a train.

- Wayne Wright: I would ask staff the following: Two weeks ago I rode line 2 on Sunset Blvd. This line is starting to get out of hand. I had business in the Silverlake area and waited 30 minutes for the westbound 2, at two

different locations, one in downtown and one in Silverlake this was on Sunday afternoon. The buses arrived late, it was standing room only and no air conditioning very uncomfortable. There are always problems with the 2 and at night it is Line 4 due to 40' buses being put back on this line last June. Overloads are crazy and buses are late. I suggest to staff to modify the bus fleet to relieve overcrowding and or monitor this line. As for the #2 find out why there is bus bunching.

3. RECEIVE Director's Report, Jody Litvak presented
  - Performance Report for February 2011
    - On Time Performance: Metro System 74.8%; Westside/Central 74.1%; Goal 80%
    - Complaints per 100,000 Passengers: Metro System 2.47; Westside/Central 2.02; Goal 2.50
    - Miles Between Mechanical Road Calls: Metro System 3,760; Westside/Central 2,910; Goal 3,460
    - Accidents per 100,000 Miles: Metro System 2.52; Westside/Central 4.33; Goal 3.58
    - Monthly Ridership: Metro System 27,800,000; Westside/Central 15,860,000; Goal 16,470,000
    - Rail and Bus Average Weekday Ridership: 1,433,636; bus 1,133,636, rail 300,000
    - Average weekday ridership for Westside is 650,000
    - Average weekday ridership for Red Line 143,387; Blue line 80,988; Green Line 40,729 and Gold Line 33,829
  - Metro Board Actions in March
    - Adopted Revised Metro Service Council Bylaws
    - Approved Changes to Tier 1 bus service for June 2011
    - Approved Design Build Approach for Crenshaw/LAX Corridor Project
    - Authorized CEO to negotiate and Execute AA, DEIS/R and CE for Green Line to LAX Project
    - Preliminary Funding Marks for 2011 Call for Projects
    - Set Budget Planning Parameters for FY 2012
  - Report on Meet and Confer with Art Leahy
    - 22 Council Members attended on March 31, 2011
    - Contingency Plan for Potential Ridership Increase
    - Status Transit Operations
    - Metro Budget for FY 2012
    - Ethics Presentation and Transit Court start up by Karen Gorman
    - Real Time Bus Information (Nextrip)
4. UPDATE on Westside Transit Service Providers meeting, Scott Page, Service Development Manager – Steven Tu presented
  - On Wednesday March 30 Culver City Bus hosted a Metro Westside Transit Providers Meeting including representatives from Santa Monica, Culver

City, UCLA, LADOT and the City of West Hollywood. I gave a presentation on the recently approved June Service Changes and updated the group on our Expo bus/rail interface plan. Santa Monica and Culver City also shared their changes once the Expo Line opens. All meeting participants discussed their respective agencies recent and upcoming service changes and plans. Culver City's Public Works department staff gave an overview on their upcoming Sepulveda widening project around Westfield Culver City Mall. Jon Hillmer updated the group on revised service council bylaws.

- The 757 proposal which was approved by the service council there was a revised approval from the full board where the 757 will be retained during the weekday period with Saturday and Sunday service canceled. On Saturday and Sunday selected trips on the 207 will go to the Green Line Station.

**Chair Bator:** For next month or the month after, could you give us a presentation on how resources have been allocated to enhance line 52, 52, and 352 and 207. I know you changed the 757 proposal but we still are planning to reallocate some service to the 207.

- Steven Tu: We will be augmenting the service with equipment deploying 60' artic buses on the 207.

**Chair Bator:** Is there more detail that we could get, are the headways going to change?

- Steven Tu: Staff is still developing the schedules looking at the demand.

**Chair Bator:** When you have the details we would like to hear them.

5. RECEIVE report on Expo Start Up, Tom Jasmin, Rail Division Transportation Manager

- I am the Metro start-up manager for rail and good evening. Wanted to give you a status update on what's taking place on the Expo Line. We took our first train out a week ago Monday. Prior to doing this the week before we took a mock-up of the rail vehicle and we pulled it along the line to make sure that the clearances were alright before we take out the first rail vehicle. We did very well, this is the first line where we only had signage to contend with and they could be moved or modified in their size or shape prior to bringing out the first train. We brought the train out and we dragged it along to Buckingham, which is the street just west of Crenshaw. We were fine with all our clearances. This is the first time we have not had to shave down a platform, shave down a cement walkway, and relocate poles that are on the right of way. Even though it's over budget and behind schedule, it tested out well. We powered up Friday for the first time and again it was very successful in just that little area between Vermont and Crenshaw with the train under power. Its slow speeds but

we did not bring substations down like we did on the Eastside Extension. We found out, 1) could it handle the train 2) were the contractors ready. By 4pm that afternoon, I found out they were not ready, we will not run for 2 weeks until they get some more work done. So far it looks good. Around the beginning of May the last day of April, we will be pulling the train to National for clearance test out there. We are doing it in segments because they are building it in segments. This is the just the beginning of the testing: signals, safe braking distance and traffic signals, gate timing. It will take the next 5 or 6 months just to work out all the testing to get the system safe. As far as Expo 2 which is in the Westside, they picked the contractor recently it is a joint venture and we have been working diligently with the City of Santa Monica they had some concerns about the widths of their streets. We have come to an understanding that we will have to put our power poles in the middle of tracks between the two sets of tracks instead of on the outside edge.

**Representative Rosten:** I have two related questions on the clearances. One, why would a platform need to be shaved? Don't they have very specific plans?

- Tom Jasmin: The tolerance is only 3 inches you cannot be any wider than 3" or you are in violation of ADA. Generally they try and make it within 2-2 ½ inches. Sometimes they miss the mark. It's amazing what they missed on the Gold Line. We had major, major obstacles that had to be relocated or shaved down.

**Representative Rosten:** Doesn't someone measure these things before we get to the point of bringing the train along? Who pays for all the redoing?

- Tom Jasmin: The contractor, because it is their mistake.

**Representative Jacobberger:** What is the expected opening date to Robertson, still mid-2012?

- Tom Jasmin: Yes. Well, actually we are looking at March 2012. Expo 2 is due to go to Santa Monica December 2014.

Jody Litvak: Tell them a little bit about some of Barbara Burn's activities on the safety awareness that we are doing along the Expo Line.

- Tom Jasmin: We have ambassadors, they are retired train operators that come back and volunteer to stand out along the streets corners to observe the pedestrian flow as well as the traffic, to pass out safety information, and pass along information they see to law enforcement, contractors, LADOT, and Safety. To help improve the building and running of the system. They are generally out several months after the system is up and running, to again assist the customers or to assist the public. On this particular line, Eastside, there is no signage out there, there is no signage

that the train is running, the train has been catching people off guard, so we are taking it over and we have our safety ambassadors and we will put banners up at some of the major crossings letting them know that a train is running. Now right now because I have not tested the signals with LADOT, we have to come up to every grade crossing and flag the train across. Again people stop on the tracks across from us and are surprised to see a train. The safety ambassador is a good program they are out there and learning the community. They go to all the schools in the area, all the libraries and senior citizens homes, churches, mosques, etc. and preach about safety around the rail system. Even though they are paid for by Metro, Expo does not have a problem with them out there.

Jody Litvak: Just from being out there people are used to driving and crossing the streets a particular way and some of those will have to change. Like the issue with the clearances and tolerances no matter how much planning when it actually comes time you need boots on the ground and eyes on the street. Despite all the planning, until you get out there.

- Tom Jasmin: we are enjoying what we are doing, we are stopping the train and talking to people along the way. We are getting involved in the community and the community is finding us to be friendly. The Crenshaw group came out and saw the train, can I take some pictures, and we are actually making strides within the community. We are the face of Metro, up to now they have only seen the construction authority, sometimes they are promised stuff that we cannot operationally do, although we will try. We are working with Dorsey High, school police and sheriffs are all involved.

#### Public Comment

- Wayne Wright: are you putting gates along the flower portion of the Expo Line? One of the concerns, I was coming down Jefferson and when you come from the Harbor Freeway, it is a blind spot. 30th street is also another problem where the focus has been on Dorsey and Bauchet you have two middle schools with a ½ mile range.
  - Tom Jasmin: When the train comes there will be flashing signs for the automobiles. The train will stop on the signals.
- So they will not have any signal for the pedestrians.
  - No

#### 6. RECEIVE report on Nextrip, Al Martinez, Supervising Engineer, Operations

- Our CEO is focused on Operations and one of the focuses is on quality. Nextrip is a product that aims towards the customer service which is the quality portion of that goal. Since Westside has the lion share of the riders, I expect this tool will be great for the Westside.

- What is Nextrip? It is real time information for all of Metro's bus fleet. Bus arrival information available on the web, mobile devices. So if you are standing at the corner of La Cienega and Wilshire, you will be able to determine how many minutes the bus will take to arrive at your stop.
- How does it work? We know where all the vehicles are by the ATMS that is what we use to manage our fleet, then we use the same information by providing it to Nextbus, which repackages in all of the methods used to distribute to the people; phone, text, web both online and mobile.
- If you are a smartphone user go into m.metro.net click on Nextrip, a smart phone is GPS enabled will show you the line associated with your stop. Or, if you don't have a GPS enabled phone, you will go through a prompt. If you are a text user, text in the mode 41411 when you get to that wait for a reply and it will prompt you to enter information metro stop ID. Stop ID is unique to every location. Enter your location #, you will be prompted with all the lines at that stop highlight you stop and you will given the minutes of the next bus. The SMS is the easiest way to get the information, also go 41411, metro (intersection, i.e., Vermont and Sunset). It is very specific, if you are on Vermont you will get Vermont, but if you are on Wilshire you will get Wilshire information, even though you are standing on Wilshire/Vermont. This is why we focused on the stop ID.

If you are a web person, metro.net/nextrip, run through very similar. Give the bus line and where you are where you are going. It will give you the bus information for the next 2 buses. If you are a visual person, there is a link to look at the map.

Signage, the information on the stop ID will give you a cheat sheet for texting, mobile or cell phone 511, there is also a stop ID for that spot. We are also moving towards implementing the ADA compliant with the Braille version of the stop ID.

We started our soft launch on March 5, 2011. We've opened up a developer contest to engage the technical community to create new mobile applications. They are the ones who give us back the feedback on what works and what doesn't. April 21 is our launch date the media event will be at Beverly/Vermont at that time you will see more information on the buses, twitter, take-ones, press release, facebook and transit TV, etc.

**Representative Sloan Goodman:** don't know how I did it but I programmed my phone to give me reminders because my bus only runs every 30 minutes. I get a reminder that your bus is going to be here in 15 minutes. It is a very nice feature. It is a daily reminder.

- Al Martinez: on the web you have bookmark capabilities so if you are a web person you can bookmark your location. On the SMS there are reminders. So if you are standing on the corner and your next bus is coming in 8 minutes, there is a refresh feature so you don't have to go

through it again, there is another feature that reminds you two minutes before the bus arrives.

Jody had mentioned we did not call it Nextbus because Nextbus will not make sense with the rail gets added in the future. Our focus is on buses. The easiest thing we will be doing is sharing the displays, so if you are a passenger riding the rail and you get off and you want to transfer, again you will want to know how many minutes to the next bus. You may not want to play with you phone especially if it is displayed. We have used this at Wilshire/Vermont and Wilshire/Western. This is what we plan to do at all of the exiting displays at the rail platforms.

Early Web Metrics; the soft launch has spiked our metrics even without PR. If we are great input with the regards to the information without going public, we expect very good response when we actually launch.

**Representative Wright:** Thank you for the presentation. First question I have is for the posted signs what is the projected mock up date for those?

- Al Martinez: Well, we have I believe 500 in production. Those 500 will be distributed, I know 500 does not make a dent on 14,000 stop system, and they will be focused on the high rider locations.

**Representative Wright:** Based on this slide and presentation the blue background will not work at night it's too dark. If you don't have enough light around it the information will be lost. Just a note to take back to who ever are developing these mock ups.

**Representative Wright:** In the interim or maybe phase 3, have the stop ID introduced into our timetables with the bus stop ID so riders can get used to knowing their ID number for their stop.

- Al Martinez: The short answer is, I think you win. The problem with that is our schedules do not provide every stop, they just provide time points, putting out an incomplete schedule with just a few stop IDs that bothers us. Also there is something about putting on paper that says "please refer to your electronic device." We are too late for June. But it is a discussion and likelihood for December.

I want to get you off paper.

**Representative Jacobberger:** after the some of the bus lines stop running it gave "there is no information about this line". Instead of noting that the bus was no longer in service.

- Al Martinez: What the algorithm does is, if it extends beyond 99 minutes, you will receive a message that basically says there is no information. We felt you would search for other lines or take another line.

**Representative Jacobberger:** I have used it another time; it seemed to lose the GPS signal to the bus, next bus 7 minutes, then next bus in 30 minutes. Another time the bus was rerouted for a special event and it did not have any clue. I don't know if there are any solutions to those problems.

- Al Martinez: We are still a work in progress and I can tell you we have exceptions, so if we have detours or pinks or weird deviations, it will affect us. Again, that will be a tiny percentage. The algorithm is checking all the time, as much as we would like our operators to be perfect, the reality of it is they will be early or late and the calculation is going to continue to be adjusted or rounding.

**Representative Jacobberger:** The bus came in 7 minutes, but it still would change to 30 minutes then back to 7.

**Chair Bator:** It is helpful to scroll down and look at the map and use your own judgment.

**Representative Capone-Newton:** I second Jerard's comment about the signage it is really important to make it available to as many people as possible. Will all the signs have the "QR" code?

- Al Martinez: The first 500 is going to be the QR codes, we are not going to explain it. We are not going to say to use this kind of product to read your QR code and etc. We do not want to get involved with that. We are speaking of a tiny sliver of people who even know what a QR code is.

**Chair Bator:** What is a QR code?

- Al Martinez: it is a scan code.

**Representative Capone-Newton:** you can take a picture of it and presumably it would process that information and then send you a text with the response.

**Representative Sticher:** If you are illiterate and you could not actually read the sign, that would be a way for you to actually use the system. Statistics show that is not an uncommon phenomena. It is a potential way to get information if they have no other way.

**Representative Capone-Newton:** Have you done any validation yourselves? Do you have a report on that?

- Al Martinez: Yes, I don't have a report but I can tell you we have a requirement to be plus or minus 3 minutes. What we are finding system wide we are within less than 2 minutes of accuracy. This is an average, we certainly have lines that will exceed it.

**Representative Capone-Newton:** The accuracy is important with this, are you finding gross errors?

- Al Martinez: there will always be errors, we are under the operational environment, and there is the expectation the vehicle is going to be 100% perfectly maintained, it is possible we will have system failures, it is possible we have operators that don't log on appropriately, and there are a lot of issues to get to this point. We are not the inventors, there are other transit systems using this equipment.

**Representative Capone-Newton:** I used it and found if you are close to a short line and just outside the range you wait 15 minutes where you could have waited 5 minutes. I am curious about the developer feed you are providing. Is that actually coming from the process by Nextbus or is the feed coming from ATMS?

- Al Martinez: We provide the developer community raw data which is simply locations and it is fed to Nextbus.

**Representative Capone-Newton:** Any way the automatic passenger counter data can be passed along to people?

- Al Martinez: No, because, APC is a post process and takes two to three days to complete just one day of information. We are very careful about the stats information. However, we might be able to provide off-the-cuff information which would be an estimate. We've been asked about bicycles they may want to know on the web if there is a rack available. There is no shortage of demands and we will be looking at them in the future. But for now we are very excited about presenting this tool to the public.

**Representative Sloan Goodman:** I see some queries on the customer feedback and could you talk about other systems.

- Al Martinez: The responsibility of the world as we live in it, is a 511 issue and we are integrated into 511. The fastest thing to implement is the ones using our share provider Nextbus, which would be Ventura County and Glendale. That is not to say the other users (munis) there would be development involved in joining the party. The 511 would worry about how this would mesh on the regional level.

**Representative Stitcher:** Other municipal operators like the BBB are implementing their own system like this, and what you would probably see at a shared stop, the message might read text metro at ..... text BBB at ..... you would

have to get the information that way. It is a totally different GPS map, the integration would be not in this generation but in the next generation system.

- Al Martinez: The reality is we had over 30 meetings and it does not make sense to put all these numbers so we do need to come up with a master plan, something reasonable and sensible.

**Chair Bator:** A lot of this became clearer to me when it was explained m.metro.net rather than [www.metro.net](http://www.metro.net) but when I go on the www sight the only reference I see to this is the symbol in the right hand corner.

- Al Martinez: I mentioned to you we are in Beta and in a soft launch. Not until we open it up to the public on April 21 will there be a link to metro.net which will explain how to use the new program. We will be making changes to this frame so we are going out with next week, but we think there are ways to make it easier, and you will see a lot of changes when we get the input and feedback.

**Representative Petty:** on the arriving section, is that

Al Martinez: This Is telling you it is right at your stop or and the once associated with your specific line your stop may have 7 buses coming but you only want one on line 2 there is a variance. Which means you have the same line but two destinations, one UCLA and one Santa Monica. We do have some issues on making sure you share the line for many miles and you could take either one but if you are putting the stop ID for UCLA you are going to miss the one that could take you to the same location. Again it is not perfect we do have some things that need to be resolved.

**Chair Bator:** I have a question about the order of the bus stop numbers. If the one that you are looking at on the system is says 8440 but you want to go two stops down, would that be 8442?

- Al Martinez: that is one of the changes that we are thinking about doing. And not saying you know where you are at and want to get to your destination one of the changes we are thinking about is putting your street and destination and we will tell you all the lines available, then you decide what works for you.

**Chair Bator:** we were talking about putting bus stop #'s on some of the schedules, if your bus stop number is not on the schedule but the one two stops down is, can you just extrapolate and say that .....

- Al Martinez: you can get your stop number by running though the 720 in the direction of your destination, the tiny little cell phone noted on the app will pop up and let you know your stop #. If you are desperate, call 511. the average joe is not going to remember any of this, so the easiest thing to

do is go SMS metro Wilshire and Vermont. We are looking at a variety of methods and hoping the bookmarking feature will dispel that. We do expect an initial hurdle on stop ID and I do expect initial fumbling.

**Chair Bator:** if you look on Nextbus and it says your bus is coming in 7 minutes and you look up and your bus is there, is that because that particular bus does not have equipment working?

- Al Martinez: if we lose it on the accuracy, people will not use it. So this type of incident would need to be reported. If you can give me those examples, even though I had not seen that before, there may be some unique lines.

**Representative Wright:** when you have the arriving, will this be connected to the bus maintenance or bus supervisors in case an operator runs hot and its supposed to show arriving one minute earlier. Will that be connected to the supervision? If we are going to using this tool will it assist in on time performance?

- Al Martinez: We still have ATMS and it is still being used for fleet management which is our orbital ATS product, and that is what we use to manage the fleet and that is what is used for running hot or not, there is the plus/minus 1 minute window. The Nextrip is not focused on management it is focused on the customer service angle. Providing the information to the public.

**Representative Wright:** you mentioned earlier the most it will show is 99 minutes. After that it will say not available. At this interim phase, within a 2 hour time frame when you are riding at night, that information can be very useful.

**Chair Bator:** I agree you might be doing this at home and want to know if there is one more bus before the service ends for the evening.

- Al Martinez: I guess that is valid and we'll have to wait for the feedback.

**Representative Petty:** impress upon the developer challenger for the smart phone application it has tremendous potential if I am driving in my car and I have an application for GPS it can save what my destination trips were that can be real helpful. Everyone does not have an Iphone.

- Al Martinez: the developer challenge is going on right now and we will be receiving those, and the product of that developer challenge is going to be an app. We know app fever is everywhere. It is an app that is focused on the apple product as well. The blackberrys and others what we will find is the percentage is on those two, again we are going to focus on the majority.

**Chair Bator:** What you have now is an app.

- Al Martinez: The challenge we have to the app developers is not to give us what we have but give me some bright things that you can do with what I am giving you. Connect this to the closest gas station or the best food locations or whatever makes sense. Or connect to other data sources. I do know the room was filled with USC and Cal Tech students.

Jody Litvak: for all these good ideas and cannot wait to use it, Representative has been on this council the longest, he is the one we first heard this idea from, Representative has always been our techie. I met with someone while I was on the East coast recently I met with a wonderful post-doc student who is actually doing work on all of this transit agencies all over the country. This is very interesting to see how this all develops through communities, different educational/ethnic backgrounds on how to use this technology.

7. RECEIVE update on change of venue for Westside meeting, Catherine Bator, Chair Westside/Central Service Council

My update on change of venue for our meeting I've been working with Greg Angelo, Director of Property Management Development, is working with Yung Oak Kim School. He has not made a lot of progress but is in the middle of closing escrow for Union Station. He was involved in developing the transit oriented development and the school was built with the idea they would have an auditorium specifically for meetings. He really thinks he will have some success in scheduling our meetings, and not in 3 month increments, either but for at least a one year period.

8. Council Members and Chair comments

- Line Rides
  - a. Representative Rosten: I've been riding on the 2 to the Canyon where I take a hike. I put my TAP in my wallet and wallet in the back pocket and went on a hike. Realized after that my wallet was missing. I thought back and it probably dropped on the seat. Called Suzanne who located the Division and found it was turned in the evening before by the operator. I thought it was remarkable.
  - b. Representative Capone-Newton: I don't go down Wilshire as much as I used to, but having ridden it over the years, I must say it is horrible. I can just imagine this for maintenance, but it's worse for passengers.
  - c. Jody Litvak: it is an issue all the way around. Hopefully with the FEIR/EA coming out soon for the bus lane, these problems may be resolved.
  - d. Representative Jacobberger: If the elected officials kill the bus lane west of Beverly hills that means that portion will not be repaved?
  - e. Jody Litvak: If the portion west of San Vicente is not included in the project some of the signal improvements might happen.

- f. Elliott Petty: March 26 in the afternoon, a large rally/protest in downtown created a cut in service at the blue line 7<sup>th</sup> street station. Metro shuttled patrons to the Washington Station. There could have been a better job of signage and more buses for the bridge, it was standing room only and packed in. Reminded me of the old RTD days.
  - g. Representative Wright: how many more of the weekend disruptions do we have left? It would be an opportunity to suggest the Silverline or 749 Rapid are running to the Green Line and get some of the passengers out of the blue line shuttle bus.
  - h. Chair Bator: Meet and Confer. I think the meetings have gotten so much better and informative I really appreciate all the ideas that are discussed at those meetings.
- Action Item

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Council; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Council subsequent to the posting of the agenda.

## ADJOURNMENT