

Wednesday, June 8, 2011

5:00-6:30PM

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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 May 11, 2011 meeting - approved
2. PUBLIC Comment

- Jane Edwards: June service changes. Line 205 takes one hour to get to San Pedro from the Artesia Transit Center. Took the Silver Line to Artesia Transit Center arrived at 1:45pm. Tried to get to San Pedro and waited with a group of people until 2:35pm. These small changes are not making the system more effective. How about continuing the Silver Line to San Pedro making it a one-seat ride. Prefer to ride the trains, they are more frequent and effective.

Wayne Wright: Would like to see Temescula Canyon and Marquez served by the Santa Monica bus line 9. (Wayne mentioned two other lines 37 and 733 with some variations to their schedule, unable to decipher exact meaning of changes).

3. RECEIVE Director's Report, Jon Hillmer

- Performance Report for April
  - On time performance: Metro Bus System 76.2%; Westside/Central 75.1%
  - Complaints per 100,000 Passengers: metro Bus System 2.28; Westside/Central 1.88 (target 2.50)
  - Miles Between Mechanical Road Calls: Metro Bus system 3,595; Westside/Central 2,815 (target 3,460)
  - Accidents per 100,000 Miles: Metro Bus System 2.73; Westside/Central 4.58 (target 3.58)
  - Monthly Ridership: Metro bus System 30,450,000; Westside/Central 17,560,000 (target 16,470,000)
  - Clean Bus Program: Goal is 8.0; Westside/Central 8.2
  - Weekday bus and rail ridership: System total 1,490,000 up .3%; Metro Bus 1,900,000 down .9%; Metro Rail 300,000 up 4.9%
  - Red/Purple Ridership: Weekday 150,000; Saturday 100,000; Sunday 80,000
- Work Plan for FY 2012
  - Expand public outreach; enhance programs to increase Council understand; Increase interaction on service development; enlarge role in reviewing service quality and safety; continue review of operation performance.
- Workshop in October so we have a better idea of what is being planned in the long run, also get the council's input. Include Orange Line Extension and regular bus system interacting with the extension.
- Metro Budget for FY 2012

- Budget is framed around 9 themes: 1) enhance bus and rail system, 2) restore our key transportation assets, 3) clean our stations, fleet and roadways, 4) deliver rail, highways and private sector jobs, 5) provide the right information, right now, 6) prepare tomorrow's workforce today, 7) spend wisely and frugally, 8) help customers cope with rapidly rising gas prices, and 9) maintain and enhance a truly sustainable transportation network.
- Metro FY 2012 Budget Assumptions: Revenue assumption sales tax grow by 2.6%, fare revenue increase by .8%; Service assumption bus service decrease by 5.2%, rail service increase by 16%; Labor assumptions no wage or salary increases, reduction in UTU to be managed through attrition.
- Areas of Risk: Budget contains no wage increases in collective bargaining; budget assumes 2.6% sales tax increase; no reduction in STA; inflation greater than 2%; and timely issuance of Prop 1B bonds.
- Budget by all Department totals to \$4,145,306,000 with a 6.3% change
- Metro Board Actions in May
  - a. Approved Doran Street crossing separation in Glendale
  - b. Disapproved underground (48<sup>th</sup> – 59<sup>th</sup> street) but approved Leimert Park Station (Crenshaw Corridor) if it can be built within project funding
  - c. Certified final EIR/EA for the Wilshire BRT for 7.7 mile project excluding “condo canyon”. LA City Council will vote on the project.
  - d. Approve conversion from monthly and weekly passes to rolling 30 and 7 day passes
  - e. Approve temporary roll back of day pass from \$6 to \$5 for one year  
If you do not have a TAP card it will initially cost \$6 the bus operator will have them on the bus. Subsequently the day pass will be \$5 using the TAP card in the future.
  - f. Approved Metro FY12 Budget
  - g. Approved nominee to SFV Service Council, Maribel De La Torre
- Meet and Confer for June 30 at 2:30pm Union Station Conference Room
- Closure of I-405 July 15 9pm through July 17 12 midnight – 53 hours
- Service Changes effective June 26, 2011

**Representative Petty:** What do we anticipate as an impact on the closure of the I-405 on buses?

Jon Hillmer: It will either be a disaster or no change. Sepulveda will be open during this time and will either be crawling along, or wide open. No way to tell.

**Chair Bator:** Will there be a change to the 761?

Jon Hillmer: Yes there will be change the current thought is we will run the valley portion by itself and end at Ventura Blvd. We will run a short 761 version from the Westside along Sepulveda Blvd.

**Representative Capone-Newton:** It seems like there should be a specific plan. Are there opportunities to make or suggest alternatives? I presume there will be provisions for emergency vehicles.

Jon Hillmer: Sepulveda Blvd. is narrow and restrictive. Theoretically you could have blocked that off for public and only allowed for emergency vehicles. That is not the decision that was made. I don't have the exact plan, it is still being worked on, but I will bring it back to the council or e-mail it to the council members.

**Representative Wright:** If we can get this information by the meet and confer June 30, that gives us a little more time to look it over.

**Representative Capone-Newton:** It just seems we need to provide people with legitimate alternatives. Develop some advantage for people using our service during this detour time.

Jon Hillmer: There is discussion about increasing service on some of our parallel bus lines emphasizing using the orange line to the red line as a travel alternative.

**Representative Rosten:** It's only two days. The biggest amount of traffic will be those who are traveling on weekends to San Francisco or San Diego. Most people will simply not go from the city to the valley and vice a versa on those two days.

Scott Page: Actually we are offering free rides on the red line and running a weekday schedules for those two days. Increasing service on the San Fernando Valley Lines, Ventura Blvd service, Sunset service, Santa Monica service. We are having a meeting to discuss the closing.

Jon Hillmer: As soon as I get that information I'll send it out to you.

4. a. DISCUSS Service Changes in December 2011, Scott Page, Service Development and Planning

Scott Page: We have no major changes for December 2011. Most of the small changes are coming from other council regions that also have their routes in Westside/Central. We have a very small program, some service councils will not have a public hearing at all. I will show you what will be happening in the Gateway Cities Council area, because it involves the 200 and 102 lines. These are on the edge of Westside's service area. We are eliminating the 102 line on

Exposition which went all the way down into Huntington Park. We will extend the 200 Line which is on Alvarado down to Hoover, over to Vernon Yard. Mr. Jerard Wright asked that we look at the 55 line and the 355 which is not in the Westside but since he is a representative of the council. We had line 102 on exposition blvd., we had proposed originally to extend the 200 on Hoover. There was concern regarding the Santa Fe rail tracks. The 200 line has great on-time-performance, and concern with extending the line was not a benefit for people who ride Alvarado and Hoover. Gateway wanted us to look at this further and extending it into Huntington Park via Santa Fe. The line 200 would have been longer. New line 102 will start at the Expo station and go into Huntington Park. This will be a one-seat ride for most riders to the Expo Line.

Line 611 and 612 which operate in the Huntington Park area they are two circular lines that do not do much. One of the things they did was cut the 105 line off at Vernon Yard and people have to transfer. The 105 used to go Atlantic Blvd., and that replaces a piece of 611. Replacing all the service with extensions of existing lines. The 102 line will come to Palm and Seville extend down to the east lower line of the 612. Patrons will still have a connection to the Green Line Station as well as the new Jefferson Expo Station. The 254 line serves two blue line stations, and we still have the west side of the 612 to cover, so by extending the 254 down it will now connect to the Green Line station.

Meanwhile there is a part of Compton Avenue of the 611 it is duplicated by the 55 line. We are reestablishing the 102 and extending it from Huntington Park to the USC Exposition Park area.

The 105, 102 254 lines are reverting back to their original routes, that were changed a few years ago. The 611 and 612 will be terminated. Now there will be a one-seat ride again to the Green Line, Expo Line or Blue Line.

The 200 and 102 were to be implemented when the Expo Line begins service.

55 Line comes up Compton Avenue, across Adams, Grand, 17<sup>th</sup> street, Main Street, 5<sup>th</sup> Avenue, Flower, Cesar Chavez, Sunset, Figueroa, trying to straighten out the line and have the route along Grand and Venice. We have cut back service on Main Street over the years. We'll look at this line again, little concerned though with all the ridership on Main and 5<sup>th</sup> and 6<sup>th</sup>.

- b. APPROVE Date and Time of Public Hearing – date of public hearing August 10, 2011, at Beverly Hills Tennis Center, 325 S. La Cienega Blvd.

**Representative Rosten:** Move that we set the public hearing for August 10.

**Chair Bator:** Can we combine this with a regular meeting?

Jon Hillmer: Yes, we can.

5. REPORT on Safety at the Expo Start Up, Barbara Burns, Community Relations Manager, Transit Education Programs
  - Transit Safety is based on the three “E’s” of Safety: Engineering, Education and Enforcement
  - History of education programs began with the Gold Line to Pasadena in 2003. It has continued with the 2005 Orange Line, 2009 Eastside Extension and 2011 Expo Phase 1
  - There is a continual outreach program with the schools and community throughout the region. Any school within 1.5 miles of a rail transit, receive safety training once per year. All schools within a .5 mile radius receive safety training twice a year. All community organizations receive safety training. All senior, recreation and religious groups receive safety training.
  - The expo outreach began in March 2010 with schools K-12 (86), Senior Centers (9), Recreation Centers (14), Religious Centers (72), Libraries (9) and business/community organizations (37).
  - Rail Safety Ambassadors are stationed around the Expo Line to assist the community to ensure safe passage and recommend safety enhancements. These are retired operators who observe and report safety issues to Metro.
  - Metro has an interactive safety education website for students and teachers [222.metro.net/ridesafely](http://222.metro.net/ridesafely).

**Representative Wright:** Great presentation. Is it possible to have schematics with the safety ambassadors for handing out?

Barbara Burns: There will be many pieces of safety material in the next few months and one of them will be material showing the schematics.

6. APPROVE change of venue to Young Oak Kim Middle School for Westside meeting, Catherine Bator, Chair
  - We had the tour of the school in May. It was very thorough. It was impressive. The room where we would meet is very large, multi-purpose room. Own screen, restrooms, outside door with ramp. They appeared to very enthusiastic about having us use their room. Did emphasize that the students and teachers take buses. The Principal suggested an exchange to show our appreciation in using their room, they would like members of Metro staff especially in engineering to come speak to the kids. Which I thought was a very good suggestion and it would make it beneficial to all of us.

**Representative Capon-Newton:** It is a new facility built in the last few years with a big multi-purpose room. The way the room is designed it has public access without going through the school. Underground parking with elevator access, height requirements for the van are adequate. Nice facility statistics-wise in terms of ridership, the stop at Vermont/Wilshire has more boardings and alightings than any other stop in the entire system. From that perspective it is very good

**Representative Rosten:** Is there a cost involved? Is it the same that we pay here?

**Chair Bator:** There has been no mention of cost.

Jon Hillmer: We made clear to the school and real estate that our budget is \$200 per month.

**Representative Capone-Newton:** They did mention a small incidental cost but no actual dollars were discussed.

**Chair Bator:** We can approve Greg Angelo going ahead with the paperwork.

**Representative Wright:** I would approve that keeping the process moving.

**Representative Rosten:** What we are voting on at this moment is keeping the process going?

**Chair Bator:** Yes.

**Representative Wright:** For Greg Angelo the liaison who is handling this process to continue negotiations on this matter and report back to us in 30 days.

**Representative Capone-Newton:** We can approve doing this contingent upon it being within budget and within standard operating procedure for our meeting. If it does not meet those requirements, then we continue meeting here.

Jon Hillmer: We asked for September due to the August Public Hearing.

**Representative Rosten:** Have we heard any comments from our public attendees?

**Representative Wright:** the language approving the change of venue contingent on the budget parameters set price if it does not come within that budget we stay at the Beverly Hill Tennis Center, starting September or October.

**Representative Capone-Newton:** I move that we approve a meeting venue change contingent that it is within our budget of \$200 per month and meets standard operating criteria.

**Chair Bator:** All those in favor – carried 6 Yes, 1 No, 1 Abstention

7. ELECT new Chair and Vice Chair for July 1 – June 30, 2012, All Members
  - **Representative Rosten** nominated Joe Sticher for Chair, he accepted the nomination board voted to approve, all approved – motion passed
  - **Representative Capone-Newton** nominated Jeff Jacobberger as Vice Chair, he accepted the nomination, board voted to approve, all approved – motion passed

## 8. Council Members and Chair comments

- Line Rides
  - a. **Catherine Bator:** I was on a bus yesterday where the TV system was very loud, is there some way that the bus drivers can turn this down? They have told me in the past they do not have control of it.
  - b. **Jon Hillmer:** Technically, no, practically, yes. There is an access panel behind the operator where this volume can be adjusted. This is a union contract on who can adjust equipment. On some buses for whatever reason they cannot be adjusted, but the majority yes they can be adjusted. It cannot be turned off.
  - c. **Jerard Wright:** It would be interesting to have a representative of the union. Could this be a workshop?
  - d. **Jon Hillmer:** I would be reluctant to do this while we are in the middle of negotiation. As far as a workshop, probably not. But as a way of exchanging information and ideas and concern it is very valid.
  - e. **Glenn Rosten:** Why don't we plan it after the contract negotiations.
  - f. **Joe Stitcher:** Wouldn't it be better to have someone from labor relations? It puts the UTU or ATU representative at kind of an odd situation.

**Jon Hillmer:** Frank exchange of ideas you will get that from our labor relations person. The Union Rep however would represent their clientele, they are part of Metro but have a fiduciary to protect their union members.

**Joe Stitcher:** Used the 704 to get to Beverly Hills. Very impressed the bus arrived on schedule. Clean bus and you could barely hear the TV.

**Glenn Rosten:** The Santa Monica buses are better than the Wilshire buses at least they have been for my purposes.

**Jerard Wright:** On the night service of Line 40 the operators are not coming in on-time or they are not starting on time. They are leaving 5 to 10 minutes late from Union Station terminal 31 consistently.

**Jeff Jacobberger:** The Dodger Express works great getting to the Stadium, however, returning that is a whole different matter.

- Action Items
  - a. Report on miles between road calls of Artics vs standard
  - b. I-405 transit plan – email add to meet and confer
  - c. Public hearing prior to regular meeting In august
  - d. Potential union representative coming to our meetings after negotiations are over.
  - e. Line ride, adding line report to meet and confer
  - f. Line 40 late departures at night from Union Station
  - g. Layover zone at Santa Monica and Vermont for Line 704 (july)

## ADJOURNMENT