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WESTSIDE/CENTRAL SERVICE COUNCIL
REGULAR MEETING AND PUBLIC HEARING

WEDNESDAY, AUGUST 13, 2014
5:09 P.M.

LA CIENEGA TENNIS CENTER
325 SOUTH LA CIENEGA BOULEVARD
BEVERLY HILLS, CALIFORNIA 90211

1 WESTSIDE/CENTRAL SERVICE COUNCIL REGULAR MEETING AND
2 PUBLIC HEARING, before Natasha M. Kaupanger-Swacker, CSR
3 No. 13545 for the State of California, with principal
4 office in the County of Los Angeles, commencing at 5:09
5 p.m., Wednesday, August 13, 2014, at 325 South La
6 Cienega Boulevard, Beverly Hills, California 90211.

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8 APPEARANCES:

9 COUNCIL MEMBERS:

10 JEFFREY JACOBBERGER - CHAIR

11 PERRI SLOANE GOODMAN

12 GLENN ROSTEN

13
14 OFFICERS:

15 JON HILLMER, DIRECTOR, SERVICE COUNCILS

16 DOLORES RAMOS, COUNCIL ADMINISTRATION ANALYST

17 HENRY GONZALEZ, COUNCIL COMMUNITY RELATIONS MANAGER

18 JODY LITVAK, COMMUNITY RELATIONS DIRECTOR

19 CAROL SILVER, TRANSPORTATION PLANNING MANAGER

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1 BEVERLY HILLS, CALIFORNIA; WEDNESDAY, AUGUST 13, 2014

2 5:09 P.M.

3
4 MR. ROSTEN: We can go ahead and have the
5 general session. We'll hold on the public comments so
6 that -- unless it's on something we're talking about so
7 that you can have the benefit of everyone being here for
8 your comments. But we'll go ahead with the agenda,
9 which I haven't really looked at.

10 MEMBER OF THE PUBLIC: When is the last time
11 you did this?

12 MR. ROSTEN: Got to be six or seven years ago.
13 I need my glasses to be able to see. We'll call it to
14 order. We'll waive the reading of the minutes
15 temporarily so that can be when we have a quorum. And
16 roll call, we will also wait on.

17 We would have public comment -- what we can do
18 if you want, I'll leave it up to -- I guess we have
19 three people that want to make public comment, which is
20 going to go into the record irrespective of who is here.
21 If you want, we can do that. The first one is Ken.

22 MR. RUBEN: I'm here.

23 MR. ROSTEN: All right. Go ahead and do it.

24 MR. RUBEN: Ken Ruben from Culver City,
25 immediate past vice president of Southern California

1 Transit Advocates. I want to make an announcement here,
2 and I told my friend John Finel (phonetic) here that a
3 bunch of us are going to meet with David Sutton. He's
4 the head of TAP. And I phoned him just to make sure
5 everything is hunky-dory.

6 A year ago, we had about 12 people who were
7 very interested in TAP who were regular Metro riders,
8 and we had a very good meeting with him. We're going to
9 do it again one more time before the fares go up. And I
10 look forward to that.

11 If anybody has any questions about it, it's
12 sort of informal through Transit Advocates, but I made
13 the arrangements. And Dana Gabbard, our treasurer,
14 former executive secretary and now treasurer of Transit
15 Advocates, sent me an e-mail to remind people, and I
16 did.

17 So anybody that is interested, there's a lot
18 to TAP. And David Sutton, since he took it over, in my
19 particular humble opinion, has done a great job of
20 putting things together.

21 I'll give you one example. When you go on the
22 Gold Line, there were stand-alone validators to the
23 side. Now, they are right in front of the elevator.
24 You would be surprised how many people miss the
25 validators.

1 I also, even with a Senior EZ Pass, I still
2 got checked in Culver City. I think it was yesterday.

3 MR. ROSTEN: I'm surprised they don't know you
4 by sight.

5 MR. RUBEN: No. Unfortunately, they don't
6 know me by sight. In Culver City, they know me by
7 sight. That's a different story. I wanted to mention
8 that.

9 I know my friend here, John, has a question
10 for Big Blue Bus if Mr. Feinberg shows up.

11 Those are my comments. And you have known me
12 long enough to know my interest in transit and still
13 riding. And that's it. Thank you.

14 MR. ROSTEN: Just for my edification, even
15 though the time is up, we'll extend it a little bit. Is
16 it mostly good things you have to say about it? Or do
17 you have suggestions? Or are there problems?

18 MR. RUBEN: It's a mixture. I'll tell you,
19 some of the people last year -- one, unfortunately,
20 passed away. David Snowdon, a very good friend of mine.
21 Went to his memorial some months ago. There were a lot
22 of suggestions. And David Sutton really is on the ball,
23 in my opinion, with TAP. Thank you.

24 MR. ROSTEN: Thank you.

25 Next is Wayne Coombs.

1 MR. COOMBS: I'm going to report on some line
2 rides I did this month from one end to the other -- 78,
3 79, 10, 48, 35, 37, 38, and half of 534 and 2.

4 Most riders this time did pay their fares,
5 which is different than I reported on last month. And a
6 couple drivers challenged nonpayers, but no results from
7 that.

8 Now some issues that I ran across. On line
9 48, at the Green Line Station, there are two bus stops
10 about a hundred feet apart showing 48, and the bus isn't
11 going to stop at both of them. So one of those signs
12 needs to be removed.

13 On lines 10 and 48, I went to Temple and
14 Figueroa to wait for the 48. Unknown to me, the 48 and
15 the 10 are the same bus. So a 10 comes by, and I didn't
16 look and get on. And I waited 20 minutes, and a 48
17 still didn't come by. And then I checked, and the next
18 48 was going to be another 25 minutes. Then I found out
19 10 and 48 were the same bus. Something needs to be done
20 about marking those buses so they show 10 and 48 at the
21 same time if they are going to be combined.

22 So let's see. On line 10, the stop signs
23 still say 7th and Maple, but the bus no longer goes
24 there. And I think that was a long time ago.

25 On lines 35 and 38, the door announcement is

1 very confusing. It says it's going Downtown after
2 leaving Downtown. It's going to the end of the line at
3 Washington and Fairfax, but both of them go down
4 different streets.

5 Then a very bad situation for your riders
6 occurred. A bus was marked line 38 on the head sign
7 going to Washington and Fairfax, when it was line 35
8 going to the same location via different route. The
9 destination was correct. The line number was wrong.

10 And this was at the terminal at Broadway and
11 Venice. And the driver told me it was a 35. So I went
12 to, you know -- I got on the 38, which is the one I was
13 going to take.

14 But when we got to one of the stops past that
15 point, one of the people said, "When is the 35 coming
16 by?" Then I determined that driver never changed the
17 sign to 35 from 38. But I noticed that when he left the
18 terminal it still said 35.

19 MR. ROSTEN: Did you report who it was?
20 Because that's serious.

21 MR. COOMBS: No, I didn't. The line rides
22 aren't to report people. The line rides are to
23 investigate what is happening.

24 So I'm hoping that something will be done
25 about these combination lines because they are causing

1 problems. And it caused a problem for me, and I know
2 how to ride the buses.

3 MR. ROSTEN: Thank you.

4 Jon, is there somebody that watches those
5 signs and is responsible for that?

6 MR. HILLMER: Yes. There are vehicle
7 operation supervisors who monitor that, as well as our
8 control center in Downtown Los Angeles actually can have
9 the data showing what head sign is on those buses.

10 It is a problem if operators don't put the
11 proper destination up. They will confuse people.

12 MR. ROSTEN: And the route because if someone
13 is going, they know that's the destination of the bus
14 they want, but they don't know what the stops are and
15 it's not where they want to go.

16 MR. HILLMER: Right. If we get the line
17 number and date, we can -- I should say the bus number
18 and date, we can deal with the training problem that
19 might be there.

20 In the future, I believe in about a year from
21 now, I'm told that we will be using our own Hastus,
22 which is a scheduling program, to actually set the head
23 signs and line numbers automatically. So when the bus
24 reaches a terminal, unless the bus has been redirected
25 by a supervisor, when the bus starts in the other

1 direction, the head sign will change automatically.

2 MR. ROSTEN: I would imagine with technology,
3 you can do all of that, which is probably very helpful
4 to people.

5 MR. COOMBS: I don't have the bus number
6 because I wasn't taking that bus.

7 MR. ROSTEN: Next is Hillary Andrews.

8 MS. ANDREWS: Hello. I just came to attend
9 this meeting. I have been a bus rider for over a year
10 now. I commuted from a three-mile radius to now a
11 one-mile radius.

12 And I wanted to give you some feedback. I
13 already e-mailed and called for months in the beginning,
14 I just gave up because I feel like the feedback is not
15 well received and nothing is accomplished. And I had a
16 combination of horrible to great experiences on the
17 Metro.

18 And just from my opinion, and the other
19 coworkers and friends who ride the bus, it just feels
20 like you can't trust the schedule, and you don't know if
21 it's coming in half an hour, ten minutes, five minutes,
22 if you just missed a bus. And I'm talking the 705 and
23 105 on a main road. And I have bus envy of the 720,
24 which comes every five seconds.

25 But that being said, I wish there was better

1 spacing between buses. When you see them all come at
2 once and leave and you are left to wonder when is the
3 next bus coming, you just don't know. That's an issue I
4 have.

5 Also, it's just frustrating. I'm embarrassed
6 when I have to call in late to work because I missed a
7 bus. And I'm a top producer at my job, but how many
8 excuses can you give before they finally say, "That's
9 too bad"?

10 I don't even ride it that far; so I know if
11 I'm having these issues, there's other people that are
12 having even more. I used to have to connect for two
13 buses. That took like an hour to an hour and 15 minutes
14 to go 3 miles.

15 So I'm actually trying to promote bus riding.
16 I don't even have a car. And for me, it's very hard to
17 do that because if we can't trust it's coming in 10 to
18 15 minutes, then it deters people from riding it. And I
19 want more people to ride it because it is efficient when
20 it works.

21 It's kind of like I know it's not a perfect
22 world. And I'm excited for the new rails coming about
23 and I think it's going to be great. But if we could
24 have a few more buses in the rush-hour times on La
25 Cienega and maybe other main streets, that would be

1 great.

2 And also, another way to not have to like only
3 have \$1.50 or \$1.75 change. A way to just not always
4 have to have quarters because that becomes a huge issue
5 of going to the bank to get exact change for the bus.

6 MR. ROSTEN: Are you familiar with the TAP
7 cards?

8 MS. ANDREWS: Yeah. But it is not -- for me,
9 it would be more expensive to buy a monthly TAP card.
10 So that's another issue.

11 MR. ROSTEN: Thank you. They do -- by the
12 way, there are headways that are very carefully looked
13 at. Unfortunately, sometimes with traffic or one thing
14 or another, it's unavoidable. Maybe there's an accident
15 or something in the road. But we look, as you'll see if
16 you stay at the meeting, at on-time performance and
17 always try to make it better.

18 MS. ANDREWS: Thank you.

19 MR. HILLMER: Mr. Chair Pro Tem, a couple
20 things. On the TAP card, you can have stored value.
21 You can put cash on that TAP card and then use it as
22 cash. If you get on the bus, you can TAP, and it will
23 take the \$1.50, or starting September 15, it will take
24 \$1.75 off that stored value so you don't have to have
25 quarters or cash.

1 The next thing is there is a program, an app
2 called Next Trip for Metro. So -- it doesn't work for
3 you? I have used it on a regular basis, and it seems to
4 work very good, at least in my area.

5 And I do know about the delays on La Cienega.
6 I actually drove that line before you were born. It was
7 a long time ago. But I do know, even back then,
8 congestion -- it's a long line, and congestion can cause
9 buses to bunch up a little bit.

10 MS. ANDREWS: To be honest, it sounds like an
11 excuse. Add more buses. I know it's a work in
12 progress.

13 But I'm not aware you can store money on the
14 TAP card. That's huge.

15 MR. HILLMER: Yeah. You can load that at any
16 of the TVMs that we have out there or at any of our
17 outlets. You can actually put stored value on a TAP
18 card.

19 MS. ANDREWS: Then it will just take off 1.50,
20 1.50 as you ride?

21 MR. HILLMER: Yeah. It takes off a 1.50. And
22 if you hang around here for my report on the next fare
23 structure, you'll see it will come with two hours of
24 free transfers.

25 MS. ANDREWS: Great. Thank you.

1 MR. ROSTEN: That's actually what I was
2 referring to. You were thinking of the monthly pass.
3 When I said TAP card, I thought --

4 MS. ANDREWS: Why don't the bus drivers tell
5 the people? Is that new?

6 MR. ROSTEN: It's been around for a while.

7 MEMBER OF THE PUBLIC: Go to Wilshire and
8 Vermont, and they can explain it to you.

9 MS. ANDREWS: Thank you.

10 MEMBER OF THE PUBLIC: You can't do it on the
11 bus. That's why they don't tell you.

12 MR. ROSTEN: Not seeing any additional
13 requests to speak, we'll move to the next item, which is
14 to receive an update on the Purple Line extension and
15 utility relocation process. Michael Cortez and Mindy
16 Lake are here to tell us.

17 Perri, you want to come here? And then at
18 least that way they'll be facing one direction.

19 MR. CORTEZ: Good evening, Council Members in
20 attendance, Metro Staff, and attendees.

21 My name is Michael Cortez, and I'm the
22 construction relations officer for the Purple Line.
23 This is my colleague, Mindy Lake, who is a senior
24 construction relations officer for the Purple Line. We
25 are glad to be here to provide you an update on the

1 project, which is probably considered, if it's not, the
2 largest subway extension work on the West Coast.

3 We're going to go over a few slides. We're
4 going to go over the project overview and schedule.
5 What you are seeing is the approved project map for the
6 Purple Line extension project. Currently, the Purple
7 Line ends at Wilshire and Western. This takes the
8 Purple Line all the way to Westwood VA Hospital, and
9 having stops along the way.

10 The project will be broken -- will be
11 constructed in three phases. The first section, which
12 is fully funded, will be 3.9 miles, and will have stops
13 at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La
14 Cienega.

15 Currently, there is preconstruction activities
16 under way, which is utility relocation work. And then
17 construction will follow right afterwards underground.
18 And that first phase will be operational by 2023.

19 The two phases are, as you will see on the
20 screen, are not funded yet. They are currently seeking
21 funds for those two sections of the project.

22 Here is a project update, which is now
23 ongoing. We are currently doing preconstruction work,
24 which is utility relocation work, at Wilshire/La Brea.
25 And we just started at the Wilshire/Fairfax area. And

1 we are also acquiring properties in areas that we needed
2 to build stations.

3 We did receive funding, as I mentioned, for
4 the first section of the project, which is a
5 \$1.25 billion full funding grant agreement, and an
6 \$856 million loan from the Transportation Infrastructure
7 Finance and Innovation Act.

8 In July of this month, the Metro Board did
9 approve the design builder contract for the Purple Line
10 project. And in the fall of this year, they will be
11 able to proceed.

12 This is the first section that will be built,
13 the Wilshire/La Brea Station. It might be hard to see,
14 but the entrance of the La Brea/Wilshire Station will be
15 at the northwest corner on Metro-owned property, which
16 will be at the former customer service center site.

17 And both the northwest and southwest corners
18 will be needed for construction staging. And that's
19 where the tunnel boring machines will be launched at
20 this location.

21 MS. LAKE: As Michael said, I'm Mindy Lake.
22 Michael is handling the east segment of the phase one
23 project; so he will be handling the Crenshaw Yard, the
24 Western/Wilshire Station where we have to go back in to
25 start the tunnel boring machine, and the La Brea

1 Station. I am picking up the Fairfax and La Cienega
2 areas of the phase one project.

3 So for the Wilshire/Fairfax Station, we are
4 currently starting the AUR process, which is the
5 advanced utility relocation. And we have two
6 construction staging sites. One is already in place.
7 It's now known as the exploratory shaft. That's where
8 the station will actually be built once it's completed.

9 And we will soon be taking an area on the
10 northwest corner of Wilshire. But the station itself
11 will be at Orange Grove, between Orange Grove and Ogden
12 on the south side of Wilshire. We're also in discussion
13 with a portal that might open into LACMA at the same
14 time that we open this station.

15 So we are moving forward to the La Cienega
16 Station. This station will be on the northwest corner
17 of La Cienega and Wilshire. We have just --

18 MEMBER OF THE PUBLIC: Northeast.

19 MS. LAKE: I'm sorry. Forgive me. Thank you.
20 Northeast corner. It's been a long day.

21 We have just begun the fiber work at La
22 Cienega. We are waiting for the permits to move forward
23 with the AUR on La Cienega and Wilshire. That station
24 will be from La Cienega on the west to Tower Drive on
25 the east. And that is just right before San Vicente, if

1 you are familiar with the area. It's right over here.
2 And we look forward to getting our permits to move
3 forward with that hopefully within the next few weeks.

4 This is a visual of what the stations will
5 look like, more or less. It's a kit-of-parts design.
6 There's not a lot of alteration to it. But this is a
7 really clean, sleek look we have incorporated in the
8 existing stations, and we're going to continue to go
9 through with that design factor.

10 MR. CORTEZ: This is just a rendering of the
11 advanced utility relocation work that is currently under
12 way and happening. So when we talk about utility
13 relocation, what needs to be relocated is water lines,
14 electricity lines, gas, and then the fiber-optic work
15 that is happening at Wilshire/La Brea and
16 Wilshire/Fairfax.

17 The Wilshire/La Brea utility relocation work
18 started August 2013 and is currently under way and
19 should be completed by the end of this year.
20 Wilshire/Fairfax started in June of 2014. And we will
21 go over the next two slides, which will tell you that
22 time line. And then Wilshire/La Cienega.

23 You see the La Brea utility work that started
24 in 2013. That's the remaining work that's left.

25 For those in the audience who might wonder

1 what those blocks say, the water contract work is the
2 first bar that's on top. The LADWP cable pulling is the
3 second. AT&T construction is the third. And finally is
4 the SCG Construction, which takes you to the end of the
5 year for the utility relocation work at Wilshire and La
6 Brea.

7 MS. LAKE: At Fairfax, right now we're working
8 on the fiber construction work, which started the
9 earlier part of this year. And now we are moving into
10 the electric and gas and the balance of the fiber work.
11 So as you can see, third quarter and fourth quarter of
12 this year will be handling fiber and AT&T.

13 And then we'll move into 2015. And by the
14 third quarter of 2015, we should have three quarters of
15 the work done, with the cable pulling being done by the
16 second quarter of 2016.

17 All of this work is done in preparation of the
18 actual station build. So all of this is underground
19 moving the cables and all of the lines out of the way so
20 they can actually build the station and not disrupt any
21 of the utilities, which takes us to this.

22 I'm going to talk about this. This is a
23 visual of what you are going to be looking at as they
24 are dealing with the station construction. Once the
25 AUR, the advanced utility work, is done, they will start

1 the work of actually doing the piling and the digging
2 and the excavation of the station.

3 So as you can see in the layers, all of the
4 elements in the slide to the left are all of the things
5 that have to be moved out of the way so that when they
6 start the actual trenching and digging, they have an
7 open space to work on. And you can actually see the
8 piling on the back end of the slide on the right. And
9 all of that is underground.

10 MR. CORTEZ: As Mindy mentioned, after the
11 utility relocation work is the second phase, which is
12 the pile installation. And that's for the actual
13 construction of the station boxes.

14 And so quickly, you will see that after
15 utility relocation, the time line for this portion of it
16 at Western is two to three months because the station
17 has already been built there at Wilshire and Western; so
18 the time line is shorter. La Brea is six to eight
19 months. And Fairfax is 10 to 12 months. And La Cienega
20 is six to eight months.

21 I'm just going to say there is no overnight
22 work, when possible. Piles are drilled, not driven, to
23 reduce noise. And again, the noisiest activities
24 include saw-cutting and pile-drilling.

25 MS. LAKE: And then we get to the pretty part.

1 This is where after the drilling and the piling have
2 been put into place, we do the staging and the decking.
3 And this is the fake street that goes on top of all that
4 work so we can go underground and work for five years
5 without you ever really knowing we are there.

6 The only things that will allow you to know we
7 are there is when we have to take the materials in or
8 take the hauling out at night, you'll know something is
9 going on there, but you won't be as impacted.

10 This is a really interesting activity. It
11 normally is a weekend-to-weekend operation because the
12 City doesn't really like us to shut down the street
13 entirely from curb to curb for a lot of time. But we're
14 hoping that maybe they'll see the value in doing that
15 and we can just shut it down for two weeks and get it
16 all done and over with. But that's a longer
17 conversation. That's just a pipe dream for us. But
18 this is the projected time line. And it's a weekend
19 activity from Friday night to Sunday night to get the
20 decking in place.

21 And then once the decking is in place, this is
22 a visual of what our construction guys will be seeing
23 underground. All of the station, all of the excavation,
24 everything that has to happen will be underground for
25 the projected duration times that you see listed there.

1 At La Brea, it will be ten months. At Fairfax, it will
2 be 17 months. And at La Cienega, it will be 20 months.

3 And that will get us through the 3.9-mile
4 construction zone that this project is intended to be.

5 And then we have the station construction. So
6 once all of that is done underground, we come back up,
7 and we have to build the station aboveground. So you
8 will see construction once again at the surface. And
9 once this is done, after the testing and everything
10 else, we will actually have a station with a functioning
11 subway.

12 This work, however, takes quite some time.
13 The La Brea duration is considered to be about 61 months
14 of station construction. Fairfax, 46 months. And La
15 Cienega, 44 months.

16 And you may ask why La Brea is longer in terms
17 of a year and approximately three months longer than the
18 other stations. That's because La Brea is where the hub
19 of the tunneling will take place. And they can't
20 complete it there until everything else is built around
21 it because the tunnel boring machine will undoubtedly be
22 coming up there at that end of it, and they have to
23 build that station after it comes out of the ground.

24 As you can see, it's a pretty complicated
25 process. But we will have what we hope will be the most

1 transformational transportation project in Los Angeles
2 at least since I was born.

3 And if you are interested in following all of
4 our progress, this is the way to do it. You can reach
5 us online. You can reach us by phone. You can reach us
6 by Twitter. You can see us on Facebook. All of those
7 options will give you a heads up on what is happening.

8 And if you want to reach us directly, this is
9 our construction relations team. Kasey Shuda is the
10 construction relations manager. I'm a construction
11 relations officer for the west segment. That's
12 Wilshire/Fairfax, Wilshire/La Cienega. So I'm your
13 person if you have problems, issues, or complaints about
14 that. And Michael is the construction relations officer
15 -- I'm sorry?

16 MR. CORTEZ: I said I'm the east segment for
17 Wilshire/La Brea, Crenshaw Yard, and Wilshire/Western
18 area.

19 MS. LAKE: Now we will open the floor for
20 questions because we did the speed reading.

21 MR. ROSTEN: I have several. One of them is
22 the idea of not working late on Wilshire Boulevard,
23 which is probably the most heavily trafficked street,
24 certainly in the area, if not in the country. And it is
25 the biggest bus route as well. Why not work late at

1 night? There's very little residential on Wilshire
2 until you get into West L.A.

3 MS. LAKE: Would you like to start a
4 letter-writing campaign? That is the big debate. There
5 are some people who want us to work at night, and there
6 are some who want us to work during the day. We have
7 differing opinions. And I suppose depending on the
8 scope of the project in different areas, you are
9 absolutely right.

10 Around La Brea, we happen to have much more
11 residential. We have apartment buildings that were
12 built directly on Wilshire Boulevard facing --

13 MR. ROSTEN: Those areas are more --

14 MS. LAKE: That's a little sketchier. Fairfax
15 is a little more conducive to night construction.
16 There's a more limited amount of residential right
17 there. I happen to live right there, but we won't
18 consider that an issue.

19 It's a big debate whether it's a bigger issue.
20 But right now, most of our construction for the AUR work
21 is at night. We try to do the noisiest amount of
22 construction during the day, but there's always somebody
23 that's going to be put out one way or the other.

24 MR. ROSTEN: The concern I have -- and this
25 will go into the next segment of my questions -- is the

1 traffic on Wilshire as to what happens?

2 MS. LAKE: Traffic? What traffic?

3 MR. ROSTEN: I think the idea of closing it
4 during that whole period would make the jam on the 405
5 look like nothing.

6 MS. LAKE: It will never be closed entirely.
7 There will always be at least two lanes of traffic open
8 on Wilshire, with the exception of the time that we use
9 to do the decking that I was explaining that it will
10 have to be closed from curb to curb over the consecutive
11 weekends. Our objective is to keep traffic moving.

12 That said, most people that have driven in
13 this City and know their way around will more than
14 likely avoid Wilshire whenever they can. And depending
15 how long they have to stay on it, they will find ways
16 around it.

17 We are in serious conversations right now
18 about traffic mitigation and how to deal with it. It
19 won't be under construction at the same level at all
20 three stations at the same time. It will be a bit
21 staggered.

22 MR. ROSTEN: One thing would be to make sure
23 the other streets take off parking, any parking on
24 streets like Venice, Pico, Olympic.

25 MS. LAKE: That's a conversation we're having

1 right now, especially with Olympic, especially within a
2 certain area so --

3 MR. ROSTEN: And then I have two more. One is
4 my understanding is Beverly Hills was fighting this.
5 And then I didn't hear anything. Have they acquiesced?
6 Or is that fight still --

7 MS. LAKE: I would like to turn this over to
8 the Director of Community Relations, Jody.

9 You may take the hot potato.

10 MS. LITVAK: We are continuing to work with
11 the City of Beverly Hills on getting a memorandum of
12 agreement for the utility relocation at La Cienega and
13 the permits to do more of the work there. We are going
14 back to the Council next Tuesday. We continue to
15 negotiate with them, and we are hopeful things will be
16 able to move forward.

17 MR. ROSTEN: They haven't approved the whole
18 thing yet?

19 MS. LITVAK: They gave us some permission, a
20 little bit, to do some cable work. But to do -- we have
21 a master cooperation agreement with the City of Los
22 Angeles, which is not a blanket, "Okay. You can do
23 whatever you want," but it sets the parameters by which
24 the permits are approved.

25 And we would like to have the same thing with

1 City of Beverly Hills. But they have chosen to do this
2 in, I guess what they felt for them were digestible bite
3 sizes. So rather than a cooperative agreement for the
4 utility relocation and construction for both of the
5 stations in the City of Beverly Hills, here and the
6 Rodeo Station, they have decided to start off just with
7 the utility relocation at La Cienega.

8 MR. ROSTEN: But they have accepted the idea
9 of the subway going through the City? I mean, they can
10 relocate the utilities. That doesn't mean they --

11 MS. LITVAK: They have publicly continued to
12 say they are supportive of the subway. They are still
13 -- the lawsuit -- how do I say this? The State lawsuit
14 that the City and the school district filed against us,
15 the State judge ruled on that very favorably toward us.
16 They have appealed that.

17 And the separate Federal lawsuit by both the
18 City and the school district, which is against the
19 Federal Transit Administration, not us, has still not
20 had its day in court. Those lawsuits are still going
21 forward.

22 MR. ROSTEN: The last question, and it's kind
23 of timely, given what happened around UCLA, is what
24 about -- we are relocating all these utilities, but I
25 didn't hear anything about water mains. What happens if

1 a big water main breaks?

2 MS. LITVAK: Water will be one of the
3 utilities that --

4 MS. LAKE: And it will come back better than
5 it was. The good news about our water work is that when
6 we go in there to move the lines, we are also replacing
7 them. So they will be new and improved and better.

8 MR. ROSTEN: So water mains on that --

9 MS. LAKE: Yes. Where our construction is,
10 they will be new pipes. I can't speak to what they are
11 connecting to on either end of the construction zone.

12 MS. LITVAK: I want to be clear. We are just
13 talking about the utilities where the station box is.
14 Whatever utilities are under the street between the
15 stations, the tunnel boring machines are beneath those,
16 and we won't touch those.

17 MR. ROSTEN: As a practical matter, what about
18 that? As this progresses, you have built a new subway,
19 and then you have a flood the size of the one in
20 Westwood, you have a lot more damage.

21 MS. LITVAK: We have all kinds of things in
22 place to look for that, and we'll deal with stuff as it
23 happens. Hopefully not that.

24 MR. ROSTEN: Yeah. And I say that only
25 because I keep hearing all this about how the whole

1 system is in bad shape and needs to be replaced.

2 MS. LITVAK: This is a big, complex project,
3 and we are building it in a dense, built-out, urban area
4 with old infrastructure. And, you know, construction
5 goes forward. The City doesn't stop.

6 MR. ROSTEN: Questions? Okay. Thank you very
7 much.

8 MR. JACOBBERGER: I have one quick comment.
9 Sorry I missed your presentation. One thing about the
10 hours of construction, just to note, is if we reduce the
11 hours of construction, we increase the length of
12 construction.

13 And as -- sort of speaking as a bicyclist and
14 someone who supports bicycling and multimodal
15 transportation, the people who are opposing the
16 nighttime construction are also opposing any sort of
17 installation of bike infrastructure in this area until
18 all of the construction is done.

19 So it sort of becomes a cascading thing of,
20 you know, if everything is about we can't disrupt the
21 car, then no other mode gets to move forward quickly.
22 And I think just that should be kept in mind as well.
23 You know, caving on the nighttime construction is very
24 bad for bicyclists and pedestrians.

25 MS. LITVAK: Thank you for pointing that out.

1 MS. LAKE: If I take this -- how do I take
2 this off there?

3 MS. LITVAK: Don't worry.

4 MR. ROSTEN: I will hand the reins over to
5 you, Jeff.

6 MR. JACOBBERGER: Thank you. And then next is
7 the update on fare restructuring implementation from
8 Jon.

9 MR. HILLMER: Thank you, Mr. Chair. Today,
10 we're going to look at the fare structure that was
11 approved by the Metro Board.

12 As you may recall, in January of this year,
13 the Metro Board decided they were going to, in fact,
14 entertain the concept of increasing the fares or
15 changing the fare structure. So as you may recall, we
16 had our own listening program here, where people came in
17 and told us what they would like to see, in terms of a
18 modified fare.

19 The Board did hold its public hearing for
20 fares in March. It was very well attended. We had well
21 over 120 people who came and spoke. Probably closer to
22 300 people who were there. It filled up the Metro
23 boardroom plus overflow. Very popular.

24 In May, the Metro Board did, in fact, approve
25 a fare increase. You may recall that the staff, our

1 staff, had proposed a three-step fare increase over a
2 six-year period. The Metro Board chose to approve only
3 the first phase of that, the first step, with a caveat
4 that the student fares, K through 12, would be frozen at
5 its current rate.

6 And they also directed that American Public
7 Transit Association, which is the business association
8 for public transportation agencies, should come in and
9 provide us with some guidance.

10 I'll quickly go over this. There's a lot of
11 numbers on this graph here. But it was prepared by our
12 Office of Budget and Management, and they like numbers,
13 particularly dollar signs.

14 So what we have here is the fare structure,
15 the current fare structure and the fare structure that
16 will go into effect on September 15 of next month. They
17 approved a fare increase for base fare of \$1.50 to
18 \$1.75. That base fare, if it is paid with a TAP card
19 that has stored value, that will allow you to have two
20 hours, 120 minutes, of free transfers from the time you
21 TAP until 120 minutes has expired.

22 So in essence, you could actually ride for
23 much longer than the two hours because if you TAP, after
24 you have TAPed the first time, at two hours, you are on
25 the bus or train, and you can ride for another hour or

1 however long that bus or train takes to get you to your
2 final destination.

3 MR. JACOBBERGER: Get on the 2.

4 MR. HILLMER: It's a tremendous bargain. And
5 we believe it will be used tremendously by our very
6 knowledgeable transit riders.

7 The Day Pass, which is the pass that a person
8 could purchase to ride on any bus or train that Metro
9 operates, would go from \$5 to \$7. My belief is that the
10 Day Pass will probably become more of a tourist pass
11 because the stored-value \$1.75 fare is such a good
12 value, I think most of our riders will opt for that
13 instead of a Day Pass.

14 The euphemistically called Monthly Pass, which
15 is actually good for 30 days, is going to go up from \$75
16 to \$100. And the EZ Pass -- EZ Pass is the pass that is
17 accepted by, I believe it is, 14 transit agencies in Los
18 Angeles County. It's the way really to get around L.A.
19 It is a very unique structure of bus routes in the
20 country in that we have so many vibrant other transit
21 operators, including Big Blue Bus, LADOT, Foothill
22 Transit. They all accept the EZ Pass as payment. It's
23 a great way to get around if you have to transfer to
24 other operators.

25 And I won't go through all of them. You have

1 them written down in here. You can see that the Metro
2 to Muni Transfer will go from .35 cents to .50 cents.
3 And that is if you are paying with cash and you want to
4 transfer to a municipal operator, now you have to put in
5 .50 cents and get a transfer that is good on virtually
6 all of our municipal partners.

7 On the next slide, page four, deals with the
8 senior and disabled passes and fares. It will go up.
9 There was a rumor, a very vibrant rumor, that was around
10 saying that the Board would not raise the senior or
11 disabled fares. There was discussion on the Board to
12 consider it, but it was never taken forward to the Board
13 for action. So the Board, in essence, has approved the
14 fare increase.

15 Seniors and disabled, for cash fares, have an
16 off-peak discount. Peak periods, weekday peak periods
17 from 5:00 o'clock in the morning to 9:00 o'clock in the
18 morning and then again from 3:00 o'clock to 7:00 o'clock
19 in the afternoon are considered peak periods. During
20 those high-demand periods, the fare will go from .55
21 cents to .75 cents for the seniors.

22 During off-peak period, weekends and those
23 other time periods, the fare will go from .25 cents to
24 .35 cents. So it's an increase. Proportionally it's
25 fairly high, but it's relatively a small amount.

1 The 30-Day Pass will go from \$14 to \$20.
2 That's another fairly hefty percentage-wise increase,
3 but it's a \$6 increase.

4 You can see all the rest of these as they go
5 down. It's pretty self-explanatory. The only change --
6 I should go back one. The very bottom one, in terms of
7 Express fares, Metro has a handful of Express lines,
8 including the 534 line. These are lines that get on the
9 freeway for a distance. The largest one is the Silver
10 Line, which is on the El Monte busway from El Monte to
11 Downtown Los Angeles, through Downtown Los Angeles, and
12 out the Harbor Transitway, all the way to the Artesia
13 Freeway, which is the Harbor Gateway Transit Center.

14 Presently, we have two zones. The longer the
15 Express line, the higher the fare. The Board has opted
16 for a single zone for simplicity. So all Express lines,
17 individuals on the freeway would pay this extra bump-up
18 in fares. It would be \$2.50 for the cash fare.

19 Transfer policy. I mentioned this. A person
20 who pays with a stored-value TAP card would have two
21 hours to transfer. They can load these cards, these TAP
22 cards, at a whole host of locations, but they will not
23 be able to load these on the bus. And there's good
24 reason for that.

25 It takes a long time for us to put cash in our

1 farebox. We really need to put a Las Vegas-style slot
2 machine up there because they seem to take my money very
3 quick. Our machines are a little more fussy about it.
4 It takes a long time to load them up.

5 My experience riding the Silver Line on a
6 regular basis is it takes six minutes to load up 40 or
7 45 people onto the Silver Line at the El Monte Station
8 in the morning, even though two thirds of the people use
9 a TAP card for a pass. It just takes a long time to get
10 the money in the farebox.

11 Now, there is one major caveat to the use of
12 the stored-value card for transfers, and that is you
13 cannot use that TAP on the same line consecutively. So
14 if you got on the 2 line from Downtown Los Angeles
15 headed out towards Westwood but got off someplace in
16 between because you wanted to get a cup of coffee or a
17 bagel, you could not come back and get on the 2 line
18 again. It would not accept that as a transfer.

19 If you did this -- let me back up and pick a
20 line that is a little bit easier. Santa Monica
21 Boulevard, the 4 Line. If you did that on the 4 Line
22 from Downtown Los Angeles and you get off, you can't get
23 back on the 4 Line. However, you can get back on the
24 704 Line.

25 So you could ride the 704 out to Westwood.

1 And if you could get there -- it almost takes two hours
2 on the local to get to Westwood. But you could actually
3 come back by TAPing on the 4 Line. So long as you
4 didn't TAP on the same line number twice, that thing is
5 good for two hours. That's one major caveat, but
6 there's little ways of getting around it on some of our
7 corridors.

8 In terms of the impact of total revenue, staff
9 is projecting that this fare structure will generate
10 about \$28.6 million of additional revenue. Also, it
11 estimates we will lose about 3 percent of our riders
12 because of this fare increase on many of the areas.

13 The fare structure was put together and tested
14 by TranSystems that has done numerous other transit
15 agency fare structures and has a very good track record.
16 So Metro is fairly confident about the 28.6 million and
17 the loss of some of our riders.

18 However, they are projecting that because
19 their model was only looking at current riders, we
20 actually may get more riders and more revenue because
21 the stored-value TAP card will be so popular. We can
22 only hope.

23 And looking at the implementation, it will go
24 into effect Monday, September 15, next month. And the
25 two-hour window, everything, goes into effect.

1 One thing, if you wanted to buy the 30-Day
2 Pass on the 14th, the day before the fare increase goes
3 in, you can do that, and it's good for the entire 30
4 days that you purchase. So wait until the 14th to buy
5 your monthly or weekly pass because then you will avoid
6 the fare increase for a little while, at least seven
7 days or 30 days.

8 There will be extensive marketing that is just
9 now going out to advertise the new fare structure. It's
10 quite complicated. We're looking at posters on the
11 trains and buses and stations. There will be decals on
12 all of our ticket vending machines as well as all of the
13 fareboxes on all 2,600 buses that Metro operates. There
14 will be a decal on there explaining the fare structure
15 in some detail.

16 And there's also -- the Board has directed
17 Metro staff to become more aggressive in marketing and
18 reaching out to the public in terms of the Rider Relief
19 Transportation Program. This is a subsidy program for
20 people of low income. It's a minor subsidy, mind you,
21 but it's still valuable. And it's based upon the HUD
22 Poverty Guidelines.

23 Individuals who have households of a certain
24 number and annual household income at or below these
25 values then is eligible for this discount of \$10 for a

1 regular pass and \$6 on a senior pass.

2 And this Rider Relief Transportation Program
3 was, as I mentioned, was pushed by the Metro Board that
4 Metro should become more aggressive in marketing and
5 reaching out to the public. They also directed that
6 this be in multiple languages, which is actually a
7 requirement by Federal Law. And Metro has very high
8 grades from the Federal Government on our programs in
9 reaching out.

10 This will be also advertised on our TAP
11 machines and all outlets that sell TAP cards for our
12 individuals. And we are doing this in partnership with
13 numerous other community organizations.

14 Finally, I should say Metro also directed that
15 we work with the American Public Transit Association in
16 looking at alternatives, basically to provide guidance
17 to us relative to different types of restructuring of
18 fare strategies designed to optimize revenue but
19 minimize impact to our low-income riders, things that
20 might generate more revenue other than fare increases
21 and optimized ridership levels. This will come back to
22 the Metro Board sometime before July 2015.

23 And with that, that ends this presentation.

24 MR. ROSTEN: Great. Thanks. We have a couple
25 of speaker cards. Eugene Salinsky, and then Wayne

1 Wright.

2 MR. SALINSKY: First of all, I personally
3 think that Metro may lose money on this new fare
4 structure because people are going to transfer that are
5 paying higher fares now will be paying lower fares. So
6 in a sense, the current fare structure may actually
7 provide more revenue than previous ones.

8 It's too bad the Munis aren't represented here
9 because I don't think -- I wonder if the Munis have
10 thought this through because people are going to -- in
11 some cases, ridership will be more. In some cases,
12 ridership will be less, specifically, on Santa Monica.

13 I think their operating costs are going to go
14 up. People are going to transfer. For example, they
15 will have to add service to Wilshire, Santa Monica,
16 Olympic, and a bus Downtown, maybe the 7 Rapid.

17 They are going to have to -- people who are
18 currently perhaps going to Century City might use
19 Olympic instead of the 704 from Downtown Santa Monica.
20 People will -- in the case of the 10 bus going Downtown
21 Santa Monica, they might very well have ridership
22 standees like the last Metro strike. And I did that,
23 rode that bus.

24 They might have sardines. They may have to
25 increase frequency and added service and span of service

1 for that line. Because people -- an \$80 pass is a lot
2 cheaper than 100 for Metro. And as people realize that,
3 a lot of people are going to change habits.

4 I personally will not have a pass anymore.
5 And I will probably end up having to walk here to avoid
6 having to pay extra, where if I have a pass, I can ride
7 wherever I want and whenever I want. But I will
8 reconsider that. But that's the way it's going to be.

9 And as I said, I think that Metro will
10 probably have a large -- further reduction. They may
11 not lose too many customers, but further reduction in
12 ridership than what they propose and further reduction
13 in their revenue. And I mean revenue below what they
14 currently have. Thank you.

15 MR. WRIGHT: Yeah. What I wanted to know,
16 what is the new situation going to be between the joint
17 effort between Foothill Transit and Metro regarding
18 Silver Line and Silver Streak? Are they going to adopt
19 to the new fare structure or what? You know, I need to
20 know what is going to be what on that, if you can answer
21 that.

22 MR. HILLMER: The nickel increase from 2.45 on
23 Metro to 2.50 actually matches Foothill Transit's cash
24 fare. And we are continuing the Silver to Silver
25 Program, where an individual who has a valid Metro Fare

1 Media Pass can use it on the Silver Streak and vice
2 versa. A Foothill Transit rider can also -- who has a
3 Foothill Pass can use it on the Silver Streak.

4 MR. JACOBBERGER: Thank you.

5 Any other questions? Comments?

6 Great. Thanks, Jon.

7 Next is the -- did somebody else?

8 MR. LEONARD: I didn't make out a card.

9 MR. JACOBBERGER: If you could fill out a card
10 later so we have it, but go ahead and speak now.

11 MR. LEONARD: My name is Art. And several
12 years ago, I brought up the question about divided
13 stops, you know, where the Rapid stops on one side of
14 the street and the local stops on the other. And I
15 brought up the question that it's really difficult.

16 For example, for those who don't know what a
17 divided stop, take an example. Suppose you are at
18 Wilshire and La Brea and you are westbound and you are
19 willing to take either the 20 or the 720. Well, now,
20 I'm not sure. I haven't looked at Wilshire and La Brea
21 recently, but it used to be that a lot of stops were
22 divided, meaning that the 20 stopped before La Brea, and
23 the 720 would stop after La Brea.

24 Well, the trouble is you have no way of
25 knowing whether a 20 or a 720 is going to come by first.

1 So you have no way of knowing where you should be
2 waiting. If you are waiting for the 20 and that passes
3 you up -- strike that.

4 If you are waiting for a 20 but you are
5 standing in the place for the 720, you are going to get
6 passed up. So the divided stops, I know there is a lot
7 of other places where they have them.

8 And I have spoken to the customer relations
9 manager. I had a series of e-mails with him. This is
10 several years ago. I don't know. I was told that the
11 divided stops are necessary because -- his reason was
12 that there isn't enough room in case two buses happen to
13 arrive at the same time.

14 But this really ought to be looked into again
15 because I know there's a lot of divided stops in various
16 places. To me, the benefits of having the divided stops
17 are much less than the detriments because it does cause
18 people to have to wait much longer.

19 MR. JACOBBERGER: Right. And I know that
20 Metro has looked at that, and I think where there is
21 room -- part of it is when you have too many buses
22 trying to stop at the same place at the same time, it's
23 hard and you need a certain length of curb.

24 I think Metro is actually -- Jon, correct me
25 if I'm wrong -- looking into trying to consolidate where

1 there is curb space to do that precisely for that
2 reason. Yeah. There's nothing more frustrating than
3 having the bus come and you are facing a red light and
4 you have to run across the street to try to catch the
5 first bus coming.

6 MR. HILLMER: We agree. When the Rapid Bus
7 Program was first initiated about eight to ten years
8 ago, it was a policy that where possible, to split the
9 stops so the Rapid would always be on the far side and
10 the local bus would always be on the near side. The
11 philosophy was the Rapid bus should be as fast as
12 possible; so you don't want to get stuck someplace.

13 When our new CEO, Art Leahy, came on board, he
14 said that was not only poor customer service, but could
15 be very dangerous to individuals who try to run back and
16 forth to try to catch those buses. Since he has been
17 here, we have been combining those stops where we can.

18 Several, however, cannot be simply because, as
19 was explained, there is so many buses, for example, on
20 Wilshire Boulevard, the 720 Rapid runs every four
21 minutes during certain rush-hour periods. And I know
22 for myself, standing at Vermont, waiting for the Rapid
23 bus, you can easily get two and, unfortunately,
24 sometimes three or four of those Rapid buses at the same
25 time at the same stop.

1 There is just not enough room to put those two
2 articulated Rapid buses at the same stop with the local
3 20 Line. The 20 Line runs every 10 to 12 minutes. It's
4 also relatively frequent. So the reason is, as was
5 explained, too many buses into one stop would create
6 congestion and also create a hazard for our riders.

7 MR. JACOBBERGER: And, sir, do you have a
8 smart phone?

9 MR. LEONARD: No. I have a cell phone, but
10 not a smart phone.

11 MR. JACOBBERGER: I think if you use the Next
12 Bus Service, 511 on your cell phone, they will actually
13 tell you which is the next bus coming. If you are at a
14 stop where it faces that, you can always call 511 and
15 find out, you know, which stop to be waiting at to get
16 on the next bus, which is the first one that's going to
17 be coming.

18 MS. ANDREWS: But you don't know when the
19 actual bus is coming. I have tried that.

20 MR. JACOBBERGER: It isn't perfect.

21 MS. SLOANE: It's pretty good.

22 MR. JACOBBERGER: So the Director's Report.

23 MR. HILLMER: Thank you. This is the
24 performance report of Metro bus service. It will cover
25 up to June 2014. And the format is what we have been

1 going through for the past few months where I have three
2 months, the most recent information, which we'll get to
3 it. The most recent information for us -- April, May,
4 and June of this year. And then for comparison, giving
5 it sort of a midline trend line, I'll go back a full
6 year to April, May, and June 2013.

7 For on-time performance, on-time performance
8 is defined as a bus that is not more than a minute ahead
9 of schedule or not more than five minutes behind
10 schedule. At high points, we are at 78.4 percent on
11 time. That's not quite up to our goal of 80 percent.

12 But what is really remarkable for us is we
13 have the Westside, which has traditionally been the
14 worst on-time performance, primarily because of all the
15 congestion, has popped up to where it's actually above
16 the system average at 78.7 percent on time.

17 MR. ROSTEN: Wait until they start working on
18 the street.

19 MR. HILLMER: I guess it's because much of the
20 405 Freeway construction is gone.

21 And we do have significant problems with
22 Wilshire Boulevard now putting in the what is
23 euphemistically called the Bus Rapid Transit Lane in
24 there. They have actually closed off bus stops for
25 about half a mile in stretches. We have issues there

1 going on. But that allows the buses to go by very
2 quickly. Not a good thing.

3 And this is a trend line of our on-time
4 performance, going back to January 2008. In February of
5 2008, we were at 62 percent on time. Now we are at
6 78.4 percent on time.

7 MR. JACOBBERGER: Jon, real quick, how much of
8 that is because of adjusting timetables to reflect
9 reality as opposed to improved actual performance?

10 MR. HILLMER: What is that?

11 MR. JACOBBERGER: In terms of the on-time
12 performance, how much of the improved on-time
13 performance is because there has been adjustments to
14 timetables to reflect reality as opposed to buses
15 running faster?

16 MR. HILLMER: We did implement service changes
17 in late June, but the June changes only had a small
18 piece of it. I think our improved on-time performance
19 was unfortunately because we had fewer people riding the
20 buses.

21 All of the schools were out of session in
22 June. In the past, we have had some schools still in
23 session early June. Now, virtually no school is in
24 session in June. They are out earlier. So we had fewer
25 riders. I think that contributed to it.

1 But I'm serious about the 405 Freeway
2 construction being far less of an impact. That had a
3 tremendous negative impact, not only on our east/west
4 services, but also on our north/south services on the
5 Westside that just went through.

6 This graph just indicates we have done much
7 better at driving down our trips being ahead of
8 schedule. Those being late have improved a bit. But
9 our biggest improvement has been reducing that. It
10 needs to be down to virtually zero. 4.7 percent is
11 still way too high, way too high.

12 In terms of our customer complaints, you can
13 see systemwide, 3.5. Westside was at 2.6 complaints per
14 100,000 riders. That's been -- we have gone up
15 significantly from last year.

16 But as I mentioned before, one of the better
17 correlations here is how many telephone information
18 operators we have on duty. If we are fully staffed, we
19 tend to get more complaints because people don't have to
20 wait as long to get their complaints in.

21 In terms of mechanical reliability, this is
22 another area of remarkable improvement. Systemwide, up
23 to 4,438 miles between road calls. Our goal is 4,000.
24 Westside was over 4,000 for the first time I can ever
25 remember the Westside having that good of a mileage.

1 Partly, again, I think it's due to relatively
2 mild weather in June, but we have over 200 new buses in
3 service now, replacing our oldest 14-year-old buses.

4 In terms of the Westside in the cleanliness
5 rating, we are at 8.5. Systemwide is 8.59. It's been
6 very steady in terms of the cleanliness of our bus
7 fleet. Actually, that's a very good score compared
8 to -- or on our scale of zero to ten, with ten being a
9 brand-new bus, we are at 8.5. Not bad with the age --
10 with the average age of our fleet still around seven
11 years.

12 In terms of accidents, our goal is 3.1
13 accidents per 100,000 miles. Systemwide, we are at 3.6.
14 Westside, 4.47. It has traditionally been the highest
15 area, again, because of the congestion and traffic and
16 so forth that are involved here. But we are -- Westside
17 is below the South Bay and not very far away from the
18 Gateway Cities, in terms of the accidents per 100,000
19 miles.

20 This chart here is too busy, but we do
21 categorize our accidents onto 50 different categories.
22 And I was just showing one snippet of that. What I find
23 interesting is the top two accident categories, a bus
24 being sideswiped by another vehicle and a bus being hit
25 while standing in a traffic zone account for about

1 29 percent of our accident types.

2 However, offsetting that, the next one, 11.1
3 percent of our accidents are a bus striking a fixed
4 object. So that's not -- 11 percent hitting something
5 that's there. That does include trees and other things
6 that overhang the street a little bit. But that's not
7 good.

8 On the 29 percent for a bus in a zone or a bus
9 being sideswiped, we could actually charge the operator
10 for that accident, even though it may be legally the
11 fault of somebody else. If an operator is not following
12 procedures, then they may be charged with that accident
13 as being they're responsible for that. We hold our
14 operators to very, very high standards in terms of
15 customer safety and vehicle safety.

16 Moving on quickly now in terms of bus station
17 cleanliness. We had a nice upsurge in the Westside in
18 cleanliness. This is primarily due to the Patsaouras
19 Plaza, which has been undergoing a very major rehab
20 that's about 90 percent complete now. So I put it back
21 into our mix, and it looks pretty good. That's why it's
22 pushed up there very nicely.

23 Ridership is down, as I mentioned before.
24 Systemwide, we are at 1.06 million. Last year, we were
25 at 1.1 million. We are down about 4 percent systemwide.

1 Westside is down a little bit more than that 4 percent
2 from last year, from 637,000 to 584,000. That's a
3 decline.

4 Taking a look at our biggest bus line.
5 Systemwide, 720 is a huge bus line for us. We have 68
6 buses in service during peak hours. It came down just a
7 little bit below 40,000 riders on an average weekday.
8 Still not too bad. That's almost as much as our Green
9 Line or our Gold Line light rail lines.

10 Next page, I just brought some comparison
11 numbers. Ridership, you may recall, several months ago,
12 we were looking at potential modifications to our Santa
13 Monica Boulevard services. This is a local on top. The
14 4 Line trend line is up, moving up nicely, very slowly,
15 but moving up.

16 The Rapid Line 704, which is on the same
17 street, follows the same route, except that the 704 goes
18 all the way to Santa Monica during rush hours, and when
19 the 704 is doing that, the 4 Line does not go into Santa
20 Monica. It stops at Westwood. The 704 ridership is
21 slowly sinking, going down. It's at 10,500 for last
22 month.

23 Then the 16 Line, that's on 3rd Street.
24 That's a very powerful bus line. It runs service about
25 every four to five minutes during rush hours, every

1 eight minutes midday, every eight minutes on Saturday
2 and Sunday. It's a very vibrant bus line. I want to
3 take a look at maybe improving on that a bit.

4 Also, there's an option of possibly taking it
5 just a little bit more through Downtown Los Angeles and
6 going through the Arts -- going up to the Arts and
7 Little Tokyo area.

8 And then finally, the 220 Line on Robertson,
9 this is our perpetual poorest performing bus line on the
10 Westside. It's down to 277 riders. It runs once an
11 hour. It's in need of rehab. It needs to run much more
12 frequently, or we won't be able to support it.

13 And then finally getting to our bus ridership
14 trends, I'm going to skip through this. This is just
15 the bus has been fairly steady, going down slightly.
16 Rail has been going up very nicely, except for the past
17 year. It's starting to come down a bit, bouncing back
18 up a little bit.

19 That corresponds to when we starting latching
20 our gates on the Gold Line -- little bit on the Gold,
21 but on the Red, Purple, and so forth. I think that
22 drove down ridership a little bit, people who didn't
23 want to pay. Put those together, and we are still doing
24 fairly good.

25 We had a peak of 1.6 million riders on an

1 average day, buses and trains in 2007. And in May, we
2 are at 1.4 million. So it's down a bit.

3 The last slide. We are going to implement the
4 788 Rapid Express Line from the San Fernando Valley to
5 Westwood and the VA, Westwood VA. This says October.
6 It's going to be now done in December, primarily because
7 we don't feel we have enough time at this point to do
8 adequate marketing to get that thing rolled out and
9 people understanding.

10 It will replace the Van Nuys Rapid Bus that
11 currently runs over the hill. It will replace that.
12 And Sepulveda Rapid will be the one that goes over the
13 hill. We want to make sure we have that fully marketed
14 before we roll it out.

15 We talked about the fare structure being
16 changed September 15. We are directed by the Board to
17 evaluate conversion of the Orange Line to rail, the
18 light rail, and also taking a look at BRT route, Bus
19 Rapid Transit route on Vermont, and also one that could
20 possibly link the Orange Line with the Gold Line, and
21 also touch bases on the Bob Hope Airport. There's a new
22 transit center there.

23 And finally, we are in receipt of our first
24 two new light railcars. They were built in Japan by
25 Kinki Sharyo. And they were brought to our port, put on

1 trucks, taken up to Palmdale where they will be
2 assembled. And we will have 200 of these, I believe,
3 over the next couple of years. These will be placed on
4 all of Expo and on the Gold Line, its extension on
5 Foothill out to Azusa.

6 And with that, that ends this very long
7 report.

8 MR. ROSTEN: Great. Thank you.

9 We do have one public comment card by Wayne
10 Wright.

11 MR. WRIGHT: Two matters that I want to note.
12 First, in the future, if you can bring, Staff, any
13 details regarding the possible BRT service on Vermont,
14 where it is going to run, from what point to what point,
15 how this would work. That would be helpful.

16 Then, the second, with the light railcars, we
17 just saw a picture of that. If they could get somebody,
18 Staff, to take real pictures or videos of it, what it's
19 going to look like and what features it will have, that
20 would also too be helpful. Thanks very much.

21 MR. HILLMER: Good points. We will bring back
22 some photos of the light railcars. I particularly don't
23 like the paint scheme they are in, but we will bring
24 those anyway.

25 And on the BRT on Vermont, that's really a

1 study. More than likely from the Green Line all the way
2 up into Hollywood, which is basically the entire route
3 of the 204/754.

4 MR. JACOBBERGER: Yeah. It would be great, at
5 some point when it's appropriate, to have a presentation
6 here because I know Vermont carries, I mean, over 40,000
7 bus riders a day, or something, on that corridor. It's
8 probably the second busiest --

9 MR. HILLMER: Yes. They are over 40,000.

10 MS. ANDREWS: Sorry. I had another comment
11 card real quick. I don't know if it's over there. It
12 was just a quick question.

13 MR. JACOBBERGER: Sure. Go ahead. And if you
14 could fill out a card just so we have a record of who
15 speaks.

16 MR. GONZALEZ: It was a written comment card.

17 MS. ANDREWS: I'm so excited for the rail.
18 And I just looked at the map. Is there a projected rail
19 that will go north to connect over on the Westside so
20 you don't have to go all the way down the Red Line and
21 then go up like that? Because this Purple --

22 MS. LITVAK: Can I talk to her off-line?

23 MR. JACOBBERGER: You can talk to her. The
24 short answer is there's no money for it now.

25 MS. ANDREWS: Yeah. I know it's in the far

1 off. But hopefully eventually they have something.

2 MR. JACOBBERGER: You look young enough that
3 you might be able to --

4 MS. ANDREWS: I'm 42. Okay? So like, you
5 know, I'm old enough.

6 MR. HILLMER: You were alive when I was --

7 MS. ANDREWS: I know. I fool people. I'm
8 excited for it. I just wondered if we can still get
9 the --

10 MR. JACOBBERGER: Jody can talk to you.

11 MS. LITVAK: I can talk to you off-line.

12 MS. ANDREWS: Thank you.

13 MR. JACOBBERGER: Great. We can't do number
14 seven; right? Because we don't have a quorum.

15 So we did miss -- I'm sorry -- Eugene
16 Salinsky. You had filled out a general comment card. I
17 apologize.

18 MR. SALINSKY: I got here late. There's two
19 things. First of all, and this is to Jon, I think
20 there's a problem with security on the new buses. And
21 the reason for that is the tinted windows. This also
22 applies to the 3100 series and some of the 45-footers,
23 non-Rapid. They all have tinted windows. You cannot
24 see in or out.

25 And if you remember, Jon, the RTSSs, those were

1 built for the Olympics in '84. And Ken would remember
2 those. Those buses had tinted windows. And they
3 decided for security reasons so people could see in --
4 for example, if there's some problem at the back of the
5 bus, the driver might not know, but somebody on the
6 street might see it. And when you can't see in, you
7 don't know if there's standees. They replaced those
8 windows on those buses for clear windows. And I think
9 there's a security problem.

10 The other thing is I'm finding that -- I find
11 there's very little represented -- people on -- that
12 make decisions. Staff doesn't hear them. People that
13 represent the bus users. There's nobody from the --
14 from the Council that represents the bus riders union or
15 Southern California Transit Advocates, or the Transit
16 Coalition, minus Bart Reed, or any other group that
17 represents the bus riders or the rail riders, the people
18 that depend on the service.

19 The Board doesn't hear from them individually.
20 The Service Councils don't. The CAC meeting. They
21 represent -- even though some of them are 100 percent
22 transits users, they represent the management. They
23 don't represent the public or the people that use it.

24 And I think if Staff had -- could hear from
25 the public, talk to people on the buses or the customers

1 that decisions such as tinted windows or for that matter
2 the fare restructuring would be different. Thank you.

3 MR. RUBEN: Jon, I'll fill out another form,
4 but I want to follow up to Eugene's comments.

5 MR. JACOBBERGER: Sure. Go ahead. We do have
6 a public hearing we have to do on the service change.
7 We do want to respect people's time.

8 MR. RUBEN: I have to agree with Eugene. He
9 and I here are regular transit riders day in and day
10 out. Me, Metro, Culver City, and Santa Monica. I'm
11 sorry Dave Feinberg is not here for John Finel's
12 comments that he had to me earlier.

13 I didn't pay attention to what -- until Eugene
14 just spoke about the windows. You are including the 56-
15 and 5700s?

16 MR. SALINSKY: I'm including all the new buses
17 and some of the 45-footers, non-Rapid buses, and I'm
18 including the 3100s --

19 MR. RUBEN: I know what you are talking about.

20 MR. SALINSKY: -- the 218 has.

21 MR. RUBEN: I know what you are talking about.
22 The point is I think Eugene brought up good points. I
23 have been on the 56- and 5700s, which have what the
24 drivers are calling the ironing board. Have you been on
25 some of the new buses?

1 MR. JACOBBERGER: I have been on it but not
2 ridden on it.

3 MR. RUBEN: Well, inside, they have this board
4 in front. I just rode one, I think, today or yesterday.
5 And the wheelchairs are supposed to ride backwards, but
6 according to what Eugene has told me, some of the people
7 are riding forwards.

8 MR. SALINSKY: All of them are.

9 MR. RUBEN: All of them are. All right.
10 That's what he said. I haven't seen any on the ones I
11 have ridden. They are nice buses. They look good. But
12 the problem about, like he said, security.

13 One of the things that Metro improved after
14 the fare increased, when you get on the bus, it tells
15 you how much it is, all the different fares, the
16 different times. That's something that happened almost
17 right after the fare increases were concerned.

18 A minor nonitem involving Metro, Culver City
19 Bus has six small buses with no rear door. The drivers
20 told me they are eventually -- I haven't talked to Art
21 or Samantha, the top two people at Culver City Bus,
22 since the blind fare hearings. But they are going to
23 get rid of those buses eventually because they bought
24 six new buses because I could tell by the numbers on the
25 buses.

1 Thank you. Those are my comments.

2 MR. COOMBS: I would like to make a really
3 quick comment.

4 MR. JACOBBERGER: We really do need -- we have
5 people who have been waiting --

6 MR. COOMBS: They need to get rid of the
7 ironing board. You can't see out of the front of the
8 bus. It's really irritating to ride those buses.

9 MR. JACOBBERGER: Are there any Council Member
10 comments?

11 Okay. Then we will adjourn the regular
12 meeting and then call to order the hearing on the
13 December 2014 proposed service changes.

14 Just so you all know, no decisions will be
15 made today regarding the service changes. The proposed
16 service changes have been publicized by take-ones
17 distributed on the buses, public notices, and on Metro's
18 website.

19 The San Fernando Valley hearing for proposed
20 changes there was held last Wednesday. There was a
21 hearing Downtown for all the proposed changes last
22 Saturday, August 9th.

23 A report from Staff with all comments
24 submitted on the proposed changes will be heard in the
25 San Fernando Valley at their September 3rd meeting and

1 here in the Westside Central Service Council Meeting on
2 September 10th.

3 If you would like to speak on any of the
4 proposed service changes, please fill out a comment
5 card, if you haven't already done so. I have comment
6 cards from Andrew Wang, Ricky George, and Kevin Devlin,
7 I believe.

8 MS. RAMOS: I need to read the notice of
9 intent.

10 MR. JACOBBERGER: And Dolores will read the
11 notice of intent.

12 MS. RAMOS: The notice of intent to hold this
13 public hearing was published in the following
14 publications: Armenian Media Network, Crescenta Valley
15 Weekly, The Daily Breeze, Daily News Los Angeles,
16 Eastside Sun, the Korea Times, Los Angeles Sentinel, La
17 Opinion, Panorama Russian Newspaper, Rafu Shimpo
18 Japanese Paper, San Fernando Sun, Siamtownus, Southwest
19 Wave, Watts Times, and World Journal Chinese Daily News.

20 The notice was also posted on the Internet and
21 distributed via take-one brochures aboard Metro buses
22 and trains.

23 Affidavits of publication are filed with the
24 Metro Secretary and are available in the Secretary's
25 Office for review.

1 This concludes my report.

2 MR. JACOBBERGER: Thank you, Dolores.

3 And now Carol Silver will make a presentation
4 regarding the proposed service changes for December 2014
5 or later.

6 MS. SILVER: Good evening, Members of the
7 Service Council and Members of the Public. I'm Carol
8 Silver. I'm Transportation Planning Manager, Service
9 Planning and Scheduling. The subject of tonight's
10 public hearing is Line 534.

11 Line 534 operates between the Washington and
12 Fairfax transit hub and Malibu, primarily via Venice
13 Boulevard, the I-10 Santa Monica Freeway to Downtown
14 Santa Monica and Pacific Coast Highway to Malibu.

15 The proposal is to discontinue the segment of
16 Line 534 operating between Washington/Fairfax hub and
17 Downtown Santa Monica to reduce duplication with Expo
18 Phase II when light rail service is extended to Santa
19 Monica in early 2016.

20 As some of you may recall, Metro held a public
21 hearing on this same subject a few months ago. The
22 approved recommendation is to reduce service along the
23 segment on weekdays only. At tonight's public hearing,
24 however, Staff would like to reconsider the original
25 proposal to discontinue the segment between the hub and

1 Santa Monica to reduce duplication.

2 Line 534 is 34.4 miles long, and only an
3 8.1-mile segment of the route is proposed to be
4 discontinued. The 6.1-mile freeway portion of the route
5 will be duplicated by the Expo Line, and there are
6 several alternate services available on the 2-mile local
7 portion of the route proposed to be discontinued.

8 A review of recent TAP card data indicates
9 that the transfer rate on Line 534 is different than on
10 most other local lines. On most local services, the
11 majority of patrons are traveling to and from
12 destinations along the line.

13 On Line 534, however, only 30 percent of the
14 patrons have origins and destinations along the line,
15 while the majority of patrons are transferring to and
16 from other lines. The data indicated that the highest
17 number of transfers are occurring between Line 534 and
18 Expo.

19 Currently, the Expo Line ends at the Culver
20 City Station; so patrons traveling to Santa Monica are
21 transferring to and from Line 534. When Expo is
22 completed, patrons will be able to stay on the Expo Line
23 and travel directly to Santa Monica without transferring
24 and paying the additional Express Fare.

25 The data also indicated that a large number of

1 patrons are transferring between Lines 33 and 733 along
2 Venice Boulevard and from Line 720. And patrons will
3 still be able to transfer directly to these lines at the
4 Culver City Expo Station or to Line 720 in Downtown
5 Santa Monica when the terminal for line -- where the
6 terminal for Line 534 is proposed to be located.

7 This is kind of hard to see, but one concern
8 with this proposal was for patrons accessing Line 534 at
9 the Washington/Fairfax hub. This slide shows that there
10 is a number of replacement services in the area.

11 And patrons that are transferring to Line 534
12 at the hub to access Kaiser Hospital will still be able
13 to do so on Lines 105 and 705. It's the green line on
14 the map there. You can hardly see it.

15 In addition, patrons on Lines 38, 105, 217,
16 and 705 -- and these lines operate east-west and
17 continue past the Washington and Fairfax hub. Patrons
18 on those lines, instead of transferring at the hub, will
19 be able to stay on those lines and travel directly to
20 the La Cienega/Jefferson Expo Station to complete their
21 trip to Downtown Santa Monica. And the Washington -- I
22 mean the La Cienega/Washington Expo Station is only
23 about six-tenths mile from the hub.

24 Patrons on Lines 35 and 37 will be able to
25 take these lines to the La Cienega/Jefferson Station as

1 well by transferring to any of the lines that are
2 through lines.

3 In summary, it is anticipated there will be a
4 shift in transfer patterns when Expo is completed since
5 Expo is going to provide more frequent service, operate
6 longer hours, and provide improved access to Downtown
7 Santa Monica and line 534 via existing and new stations.
8 This concludes my presentation.

9 MR. JACOBBERGER: Great. Thank you.

10 We will now proceed to public comment. Andrew
11 Wang, then Ricky George, then Kevin Devlin. And each of
12 you will have two minutes.

13 MR. WANG: Good afternoon, everyone. I'm
14 Andrew Wang. And I am here representing LACBC again.
15 And I just like wanted to mention -- this is not
16 something that's going to be like that much. I look
17 forward to these improvements that are currently
18 happening. But I do want to also bring up one thing
19 that possibly you guys can probably also look into is
20 like at those major park-and-ride stations that possibly
21 consider installing TVM machines. That's pretty much
22 it.

23 MR. JACOBBERGER: What kind of machines?

24 MR. WANG: TVM.

25 MR. JACOBBERGER: Okay. Thank you.

1 Ricky George.

2 MR. GEORGE: Okay.

3 MR. JACOBBERGER: And then Kevin Devlin.

4 MR. GEORGE: I'm Ricky George. I'm a driver
5 for Metro out of Division Seven. I'm here today to talk
6 about not cutting the service for 534 until you get the
7 Expo Line up and running. The reason is a lot of these
8 patrons that ride the bus, when it comes from Santa
9 Monica, it is always full. And they need -- still need
10 to get that. Some of them, you know, I don't know if
11 they know they can get the 733 or other ones.

12 When I leave Santa Monica, the bus is full
13 most of the time. I know they probably get off at
14 the -- most of them get off at the Expo Line, but I
15 still got enough on the bus that goes all the way to the
16 end that they are on there. And I would at least like
17 to keep the service from being cut for six months past
18 the proposed cut.

19 I believe we carry 80 percent of the workers
20 that work from West L.A. to the Trancas Canyon where it
21 ends up at. And most of them depend on the 534 to take
22 them to their jobs. We also take a lot of students to
23 Palisades and Malibu High School. I believe if you cut
24 the service, it will make it more difficult to get there
25 on time and put a strain on other bus lines.

1 How many transfers to other lines do patrons
2 need to take? I vote that you keep one set trip on the
3 534 until the Metro Expo Line. And I would vote "no" on
4 the item.

5 MR. JACOBBERGER: Thank you.

6 Jon?

7 MR. HILLMER: Thank you for your comments.
8 Actually, the proposal is not to shorten the 534 until
9 after Expo Phase II is actually up and running. How
10 much time afterwards, not sure. Right now, it looks
11 like the Expo Phase II will be up sometime late next
12 year. So we'll run the Express portion of the 534 at
13 least until after that.

14 The 534 is a very vibrant bus line. It has
15 heavy busloads every ten minutes in the morning going
16 outbound. Little less ridership on the way back in
17 because it's spread out every 12 to 15 minutes coming
18 back.

19 MR. GEORGE: But in the evening, it's coming
20 the other way.

21 MR. HILLMER: Right. But a little bit less.

22 MR. ROSTEN: Seems like that's a really good
23 idea that not only should it be overlapping but enough
24 that people will know it's going and they have gotten
25 the bugs out of it so that doesn't happen where, you

1 know, people don't know how they are going to get where
2 they are going. I agree with that.

3 I think the idea of cutting it is good, but
4 the timing is really important.

5 MR. HILLMER: I agree. I'm not quite sure how
6 long after the Expo Phase II is up and running. It may
7 be a month or a few weeks, but we'll find out.

8 MR. JACOBBERGER: And so Kevin Devlin and then
9 Zachary Strom and then Wayne Wright.

10 Go ahead. And if you could speak into the
11 mic.

12 MR. DEVLIN: I can do it from here. I have a
13 good voice.

14 MR. JACOBBERGER: We need the audio. We are
15 recording it, and so the person typing up the comments,
16 it's better if they can hear you on the mic. Thanks.

17 MR. DEVLIN: I urge you to vote "no" on this.
18 You should keep the 534. There is a tremendous amount
19 of people that get on each morning at West L.A. Transit
20 Center, so aptly named, on Venice Boulevard. You also
21 pick up a big load in Santa Monica. These folks deserve
22 a one-seat ride. You also got Kaiser Cadillac, the
23 hospital there.

24 Making people take the Expo Line when it
25 finally gets up and running down to Jefferson Boulevard,

1 that doesn't make any sense. You are taking two or
2 three seats when you can get a one-seat ride.

3 Also, if you so desperately believe in the
4 rail, why don't you allow rail to stand or fall on its
5 own merits? Why every time do you open a rail line do
6 you cut a bus line and force the people to get onto the
7 rail line to pump your numbers up? If you really
8 believe in the billions of dollars we are spending on
9 rail, let it be a choice for the people for six months
10 or 12 months after the rail line opens and see which one
11 they want to choose, whether it's the rail or bus.

12 You should also give some consideration in
13 doing the 534, which was originally what it did, to run
14 to Downtown L.A. selected trips, and give people a
15 one-way seat from Malibu all the way to Downtown.

16 I urge you to vote "no" on this.

17 MR. JACOBBERGER: Thank you.

18 Zachary Strom, then Wayne Wright.

19 MR. STROM: Good evening. I am here to speak
20 about the service change on Line 534. I do want to
21 point out that while it may be inconvenient to cut the
22 line back, that it is a line that is affected by both
23 traffic and weather conditions. So while it might hurt
24 to transfer to the Expo Line, I do envision that the
25 line will probably turn around more on time, given the

1 traffic conditions on the 10 Freeway, as well as the
2 weather conditions along the PCH.

3 There is one loose end, however, in terms of
4 connectivity that I am in disagreement with, which is
5 how to handle Line 37 because at present it's not
6 connecting directly with any of the Expo Line Stations.
7 And because it would require a forced transfer, as I
8 like to call it, on La Cienega, then it would be a
9 detriment to the passengers.

10 However, I do have a couple of solutions, a
11 couple of ideas here, both in visual and writings, that
12 could potentially mitigate any of the impacts to
13 passengers transferring from the 37 to the 534. So that
14 way, they can use both the Expo Line and the 534 with
15 success.

16 One particular option I'm in favor of is to
17 extend Line 37 south on La Cienega and have it turn
18 right to the turnoff on National, which would connect it
19 directly to Culver City. This way, any individual who
20 is aboard the Expo can jump on the 37 from there. And I
21 believe it's a 1.6-mile distance from the intersection
22 of Adams and Fairfax to Culver City. It's approximate.

23 I also have the other alternative here. I
24 don't want to take up too much time, but I'm happy to
25 turn it in for consideration. Thank you.

1 MR. JACOBBERGER: Could I ask a clarifying
2 question?

3 MR. STROM: Sure.

4 MR. JACOBBERGER: You are saying you would
5 propose that the 37 continue down Adams to --

6 MR. STROM: It would go down Adams, except
7 instead of making a right to the Transit Center, it
8 would make a left and continue down La Cienega wherever
9 they intersect to Jefferson, which at just a couple feet
10 down has a turnoff to National Boulevard.

11 MR. JACOBBERGER: It would also connect to the
12 Expo Line there?

13 MR. STROM: Yes. It would connect the two
14 stations.

15 MR. JACOBBERGER: Great.

16 MR. ROSTEN: Can I make a comment?

17 MR. JACOBBERGER: Yes.

18 MR. ROSTEN: Zachary, you have been here a
19 number of times before and always have intelligent,
20 well-thought-out comments. And I would encourage you --
21 I don't know if you are still in school -- if you are,
22 when you get out, consider a job with Metro. And I urge
23 Metro to recruit him.

24 MS. LITVAK: Way ahead of you.

25 MR. JACOBBERGER: Mr. Wright, go ahead.

1 MR. WRIGHT: Thank you. This is kind of a
2 love and hate thing with the 534 extension. And if the
3 freeway portion goes away to West L.A. Transit Center,
4 it would require forced transfers either from the 733 or
5 the Expo, particularly the Expo because West L.A.
6 Transit Center basically doesn't serve and -- the rail
7 station at La Cienega and Fairfax -- excuse me --
8 Jefferson only services one bus route. That's the 217.

9 38 is served, as well as 705 and 105. Left
10 out is the 35, the 780, which hasn't really been talked
11 about. If you want to connect to the 534 from the 35 or
12 the 780, something has to be done with those two routes
13 to connect them to Expo.

14 Hopefully Service Development can come up with
15 a solution between later this fall and next year to how
16 they are going to handle this after -- when the 534
17 going to West L.A. goes away because this is going to be
18 a problem here. And the 780, they couldn't expand
19 because it would put too much on the line. And that's
20 why it stops at West L.A. Transit Center.

21 All I can say is hopefully Service Development
22 come up with something in the future. This will be
23 continued by the time Expo comes to those in Santa
24 Monica.

25 And that concludes my comments. Thank you.

1 MR. JACOBBERGER: Thank you.

2 Ken Ruben.

3 MR. RUBEN: Thank you. I originally wasn't
4 going to speak on this, but after hearing some of the
5 other comments from Kevin, I agree not only to have the
6 534 continue because you don't know if there might be a
7 problem on the rail line, mechanical or otherwise,
8 electrical, where the service might be stopped. At
9 least you have an alternate with the 534.

10 And I also like the old idea -- because I
11 think it was a different number at the time -- and
12 Eugene can probably tell me later -- but have the 534
13 not only go to the West L.A. Transit Center -- and I
14 actually followed one on the 105 coming here today. I
15 didn't see how many people it had on it, but it's a
16 popular bus at Expo. And have it on some trips go all
17 the way Downtown. I don't know exactly --

18 MR. SALINSKY: 439.

19 MR. RUBEN: The old 439 route basically.
20 Anyway, I agree with Kevin and his friend who also
21 testified about keeping it. And originally, I didn't
22 have any comment one way or the other, but I think it
23 should remain whether -- whenever Expo starts. And I
24 like the idea of at least try it for a year to see,
25 compare it to the other comments that were made by the

1 previous speakers. Thank you.

2 MR. JACOBBERGER: Great. Thank you, everyone,
3 for coming and offering your public comment. As I said,
4 we're not making -- we're here today just to listen to
5 you. And at our meeting next month, we'll actually make
6 our decision.

7 If there's nothing else, then we are
8 adjourned.

9 Thank you, all.

10

11 (The meeting was adjourned at 6:44 p.m.)

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6 I, the undersigned, a Certified Shorthand
7 Reporter of the State of California, do hereby certify:

8 That the foregoing proceedings were taken
9 before me at the time and place herein set forth; that a
10 verbatim record of the proceedings was made by me using
11 machine shorthand, which was thereafter transcribed
12 under my direction; further, that the foregoing is an
13 accurate transcription thereof.

14 I further certify that I am neither
15 financially interested in the action nor a relative or
16 employee of any attorney of any of the parties.

17 IN WITNESS WHEREOF, I have this date

18
19 subscribed my name _____.

20 NATASHA M. KAUPANGER-SWACKER

21
22 Dated: _____

23 Certificate Number 13545