

# Minutes

Wednesday, February 11, 2015  
5:00PM

WESTSIDE/CENTRAL  
SERVICE COUNCIL  
Regular Meeting

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

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Local Lines: 20, 28, 105 and Metro Rapid Lines: 705, 720, 728.

Called to Order at 5:07 p.m.

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Council Representatives:  
Dr. Randal Henry, Chair  
Perri Sloane Goodman  
Jeffrey Jacobberger  
Elliott Petty  
Glenn Rosten  
Maria Sipin  
George Taule

Officers:  
Jon Hillmer, Director  
Ms. Litvak, Community Relations Director  
Dolores Ramos, Council Admin Analyst  
Henry Gonzalez, Council Comm. Rel. Mgr.  
Carol Silver, Transportation Planning Mgr.  
Deanna Phillips, Office of the Board Secretary

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Para más información de Metro en español, por favor llame al número que aparece a continuación:  
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Մետրոյի մասին հայերեն լեզվով տեղեկություններ ստանալու համար, խնդրում ենք  
զանգահարել այս հեռախոսահամարով՝ 323-466-3876

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ниже телефонному номеру: 323-466-3876

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สำหรับข้อมูลเกี่ยวกับรถโดยสารเมโทรเป็นภาษาไทย กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง: 323-  
466-3876

ដើម្បីនិយាយជាមួយអ្នកបកប្រែ Metro ម្នាក់ សូមទូរស័ព្ទតាមលេខ 323.466.3876។

메트로(Metro) 정보를 [한국어]로 알아보시려면, 아래 번호로 전화하십시오: 323-466-3876

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Los Angeles County  
Metropolitan Transportation Authority

**Metro**

1. ROLL Called.
2. APPROVED Minutes of January 14, 2015 Meeting
3. RECEIVED Presentation on Metro FY16 Budget Process, Conan Cheung, Deputy Executive Officer, Performance Management, Luke Klipp, Budget Analyst

The FY16 Budget will emphasize safety and security, transit service quality improvement, new bus and rail vehicle purchases, delivery of rail and highway projects, bike programs, technology enhancements, opening of EXPO II to Santa Monica and Gold Line Foothill Extension, state of good repair, Union Station, potential transportation ballot measure, and other new initiatives such as first/last mile and active transportation.

The FY15 sales tax budget is assumed to grow 2.4% above the FY14 actuals. Given that FY15 first quarter actual revenues are only slightly above budget (1.3%) and a drop in revenue growth from FY12 to FY15, the FY16 sales tax growth rate is assumed to continue growing at 2.4% over FY15 Budget in order to provide a conservative approach to revenue projections.

Metro's budget is allocated to Capital (41%), Operations (26%), Subsidy Funding (23%), Debt Service (6%), General Planning and Programs (3%) and Congestion Management (1%).

The budget development timeline begins in December with budget development strategies. Sales tax and expense assumptions are tackled in January and the Capital Program is handled in February. March's categories are full-time equivalents, subsidies, operating and agencywide expenses. Everything comes together in April and a proposed budget is released for review and Board Adoption occurs in May. Outreach to key stakeholders for the budget process include the Board of Directors, Executive Staff, Service Councils, Citizen Advisory Council, Technical Advisory Committee, Bus Operations Subcommittee as well as the use of electronic media. Once a budget has been developed, it will be presented to the Service Councils in April prior to prior to adoption by the Board.

Chair Henry asked if the bus replacement program will cause a net increase or loss in the number of buses that Metro owns. Mr. Cheung replied that the bus replacement program is to replace existing buses that are in the network, not grow the fleet. The CNG tanks of some of the buses are expiring so those buses will be replaced. Growth in the fleet is not anticipated unless a Board motion to provide new services is approved. Chair Henry asked if a credit card will be required to load value over the phone via the mobile applications being developed or for bike share facilities. Mr. Klipp replied that an RFP to create a mobile app has been released; he will share information regarding payment specifications with the Council.

Councilmember Jacobberger expressed concern about fare box revenue and asked if a status quo budget will lead to severe changes in a couple of years. Mr. Cheung replied that based on current estimates, if Phases 2 and 3 of the fare changes are approved, there will be a balanced budget. Phase 1 was the only one approved. While it was enough to push out the budget deficit to FY18, budget issues beyond that will still need to be addressed for sustainability.

Chair Henry asked what percentage of the budget that is allocated to First Mile/Last Mile improvements. Mr. Klipp replied that Bike and Active Transportation programs make up a portion of the 3% that's allocated for General Planning and Programs.

4. RECEIVED Presentation on Potential 2016 Ballot Measure and Long Range Transportation Plan Update, Jody Feerst Litvak, Community Relations Director

There is ongoing discussion regarding taking a new ballot measure to voters in 2016 to fund transportation improvements but no decisions have been made. Metro is working on updating the Long Range Transportation Plan (LRTP) that projects revenues from all sources that can reasonably be expected over a 25-30 year horizon and plans for transportation during that period. The first part of the money is used to operate and maintain the current system of buses, trains and roads. Then money goes to new projects and programs from the prior plan that have not yet been implemented. Any money after that may be dedicated to new commitments. Staff has been tasked to get input from various stakeholder groups including working with cities through the Councils of Governments on the Mobility Matrix effort.

Metro not only operates bus and train service, but also contributes to carpool, highway, bike and transit infrastructure. Metro operates the greenest bus fleet in the nation and LA County has the largest vanpool network in the US. LA County's highway system is improving and expanding and Metro Bike Sharing is on the horizon.

Seven years ago, there was continued congestion and aging infrastructure. Key projects were being studied but long term funding was limited. Metro was primed for change to grow our rail and HOV network. Measure R approval by voters in 2008 began transforming Los Angeles by securing \$35 billion in funding over 30 years. There are 12 transit and 16 highway projects in the works with record levels of Federal matching funds and \$5.2 billion in local return to cities over the life of the measure. The projects that are funded by Measure R will create 400,000 new jobs.

Several transit projects are currently under construction including the Purple Line Extension, Expo Line Phase 2, Gold Line Foothill Extension, the Regional Connector Transit Project, and the Crenshaw/LAX Transit Project. Also in the works are the Sepulveda Pass Transit Corridor, South Bay Metro Green Line Extension, Airport Metro Connector, West Santa Ana Branch Transit Corridor, East San Fernando Valley Transit Corridor, and the Eastside Transit Corridor Phase 2.

Beverly Hills City Council member and Vice Chair of the City Selection Committee John Mirisch commented that there are some underlying problems in going to voters that do not live in the City of Los Angeles. In 2016, there may be a number of tax measures on the ballot such as Prop 30 and Tobacco Tax. If there's going to be a transportation measure on the ballot in 2016, it will need the support of the entire county. L.A. County has over 10 million residents; 3.9 million of those are in the City of Los Angeles. Aside from the County Supervisors who represent the entire county, 4 of the Metro board members are from the City of Los Angeles; the other 4 from the other 87 cities. There's no equality in representation. There is an opportunity, if there is a ballot, to include changing the structure of the Metro Board.

Councilmember Rosten asked how much ridership has increased in the last 25 years in proportion to the population increase. Ms. Litvak will get answer to the question.

Councilmember Jacobberger encouraged potential ballot measure outreach to include discussions of growing the transit system to become robust enough to attract choice riders. Chair Henry added that the system already attracts choice riders where the system travels to destinations they want to travel to, such as LA Live.

Councilmember Sloane-Goodman commented that when the general public and typical voter thinks about Metro, they think about orange buses. They don't realize how much more the agency does. She is impressed by the way Metro has been able to coordinate its projects. It's not just about getting people into the buses but about moving people around Los Angeles County. She added that if you look at any of the maps, West Hollywood is being left out. She's aware that there's a strong interest in bringing a link to the area. Ms. Litvak replied that a connection to bring the Crenshaw Line north to Wilshire, West Hollywood and Hollywood is being discussed. The last LRTP did not include funding to build this project however, there is funding for a preliminary study and it's currently being discussed to get started sometime in the new fiscal year.

Councilmember Jacobberger commented that rail is very expensive; the Council is the voice of the bus riders. A lot of money is being spent on expensive capital projects. He would like to see a real commitment to an exploration of BRT projects and bus service as opposed to the projects that are exciting to people that don't ever take transit. He added that he would also like to see a real commitment to First/Last Mile connections.

Councilmember Petty commented that the system does not have enough Park and Ride lots or enough security at the stations which can be a disincentive for choice riders.

Councilmember Taule echoed Councilmember Jacobberger's comments regarding a need for more BRT projects. He thinks the population is changing; that while people are not ready to leave their cars altogether, they may choose to leave them in some situations.

Chair Henry lives around Crenshaw/Expo area and commented that it has been amazing to witness how the neighborhood has been changed by rail. It has brought investment and planning for the businesses and uses. He added that he would like to see projects similar to the pedestrian safety projects that have been done in West Hollywood be completed in other areas where appropriate.

5. RECEIVED Director's Report, Jon Hillmer, Director

On-time Performance: Westside/Central: 71.2% Goal: 80%, System: 73.9%  
Complaints Per 100,000 Passengers: Westside/Central: 4.05%, Goal: 3.46%, System 4.50%  
Miles Between Mechanical Road Calls: Westside/Central: 4,378, Goal: 4,169, System: 4,193  
Bus Traffic Accidents per 100,000 Miles: Westside/Central: 4.68, Goal: 3.38, System: 3.82  
Metro Bus Cleanliness Ratings: Westside/Central: 8.34%, Goal: 8.5%, System: 8.51%  
Bus Average Weekday Ridership: Westside/Central: 551,284 System: 1,006,344

Councilmember Rosten asked if accidents could be separated by operator fault/not at fault. Mr. Hillmer replied that operators are not at fault in 75% of accidents. Approximately 65% of breakdowns are due to engine issues.

Councilmember Jacobberger commented that some streets that have heavy bus traffic have more wear and tear which in turn affects the quality of the bus ride. He asked if all transit infrastructure including roads that buses travel on is being maintained adequately. Mr. Hillmer replied that part of Propositions A and C is allocated to local cities. They can use those funds to fix those streets that have transit service. Councilmember Jacobberger replied that any future ballot measures should include rules to encourage cities to invest funds on repairing streets that are used for transit.

#### 6. RECEIVED PUBLIC Comment for items not on the agenda

Valley Village resident Ralf Quint is having ongoing problems with Line 720 from Commerce to Santa Monica. It's an increasingly long bus line. He asked if any thought has been given to splitting up the line to make it more efficient and making all trips travel all the way to Santa Monica instead of shortlining some trips to end in Westwood. He regularly gets passed up especially at Wilshire/Fairfax, as the bus stops to release passengers before the bus stop to avoid picking up passengers at the stop. Taking the bus from Santa Monica to Westwood to catch the bus going to San Fernando Valley is also a problem as the buses are frequently early, causing missed connections.

Eugene Salinsky shared an update on Ken Ruben. Ken is slowly getting better but looks lonely. He encouraged everyone to visit him. He commented that the buses on Melrose (Lines 733 and 70) that come from Downtown have deadheading issues. He suggested that buses originating on the Westside going to Downtown and should end their trip on the Westside. Restructuring the services will save a ton of money.

Wayne Wright commented that Line 83 service from Downtown to Eagle Rock has been getting worse for the past 12 years since the opening of the Gold Line. This line does not stop at Eagle Rock Plaza and it should to connect with Lines 180,181 and 780. Service connections are poor; he suggested expanding service to Eagle Rock Plaza and tying service to Line 28. He also suggested that night service of Lines 4/704 be reviewed. Since the expansion of Line 704, Line 4 was reduced from 15 to 20-minute headways and it is constantly late, sometimes so late that it shows up at the same time as Line 704.

Council member Taule commented that to get to Eagle Rock Plaza after 9 p.m., patrons must take Line 83 or wait for a Line 28 bus which is not very frequent. It makes little sense to have more service in the evenings to that location during non-commuter hours.

Chair Henry requested to hear a little bit more about the Lines 4/704. Mr. Hillmer said that a presentation can be done about that service.

## 7. CHAIR and Council Member Comments

Councilmember Sipin shared suggestions and conversations recently raised via social media. One suggestion is for Metro to consider placing window/door badges on the businesses that participate in the Metro TAP card perks, similar to those issued by local public radio stations. This will bring awareness to which businesses are offering a discount/upgrade/freebie to TAP card holders. She also shared the conversation about “manspreading” in public transit. New York recently launched a campaign to raise awareness. She asked if Metro has plans for a similar campaign. Mr. Hillmer responded that while Metro doesn’t have a specific “manspreading” prohibition, Metro has a Customer Code of Conduct which includes prohibition against taking up more than one space.

Councilmember Taule added that in his experience, people more frequently occupy seats with their bags or belongings.

Chair Henry commented that people sitting on the stairs at 7th/Metro Station are creating a safety hazard, especially during rush hours. He suggested that security do something about this. Councilmember Sloane-Goodman added that there is a lack of seating at the stations especially for the elderly and/or disabled. Councilmember Taule commented that the ones that are sitting down are not the elderly and/or disabled. Mr. Hillmer added that sitting on the stairs is not just a safety hazard but a fire code violation as well.

Councilmember Jacobberger commented that there is severe overcrowding on Lines 734 and 788, especially during a.m. hours. He asked why there are so many people boarding Line 734 at Sepulveda, if they don’t know about the change. He asked how long it takes for people to know about line changes. Mr. Hillmer responded that service has been added to Line 734 and converting the bus stops on Sepulveda to accommodate articulated buses is in progress.

Councilmember Jacobberger asked if there is a way to examine the effects of service changes after they have been implemented to see what effects they have had and understand if the changes made any difference. Mr. Hillmer replied that staff would bring back service changes approximately 6 months after approved by the Council to see what the effects of implementation have been.

Chair Henry shared that Metro is hosting a Bike Workshop downtown on February 12 from 6-7:30 p.m.

**ADJOURNED AT 6:49 p.m.**