

Minutes

Wednesday, March 9, 2016
5:00PM

WESTSIDE/CENTRAL
SERVICE COUNCIL
Regular Meeting

Metro Headquarters Building
1 Gateway Plaza
3rd Floor Union Station Conference Room
Los Angeles, CA 90012

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Rail Red, Purple and Gold Lines; Metro Local Lines 40, 68, 70, 71, 76, 78, 79, 378, 485, and 489; Metro Rapid Lines 704, 728, 733, 745, 770 and Metro Silver Line. Also served by LADOT, Foothill Transit, Santa Monica Big Blue Bus, Orange County Transportation Authority, Torrance Transit, Santa Clarita Transit and Antelope Valley Transit.

Called to Order at 5:05 p.m.

Council Representatives:

David Feinberg, Vice Chair
Martha Eros
Perri Sloane Goodman
Jeremiah LaRose
Elliott Petty
Maria Sipin

Officers:

Jon Hillmer, Executive Director
Gary Spivack, Deputy Executive Officer
Eric Geier, Community Relations Manager
Carol Silver, Transportation Planning Mgr.
Dolores Ramos, Council Admin Analyst
Henry Gonzalez, Council Comm. Rel. Mgr.

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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. RECOGNIZED Jeffrey Jacobberger for his service as a Westside Central Service Council Member, Gary Spivack, Deputy Executive Officer, and Councilmembers

Mr. Jacobberger was honored by staff and Councilmembers for his years of service by staff and Councilmembers. Vice Chair Feinberg commented that his vast knowledge of cycling and traffic issues had been very helpful. Mr. Jacobberger shared that the reason for his resignation is that he has accepted a position as a Deputy for Councilmember Bob Blumenfield.

3. APPROVED Receipt of Transcript of February 10, 2016 Meeting and Public Hearing
4. RECEIVED Presentation on FY17 Budget Development, Conan Cheung, Executive Officer, Office of Management and Budget, Luke Klipp, Transportation Planning Manager, Alex Sanchez, Transportation Planning Manager

Metro's FY17 budget is being developed through a zero based budget process. The process is being used to determine agency priorities and critical program funding. A Risk Allocation matrix (RAM) and an internal savings account have been developed as strategies to secure Metro's financial stability to delay the projected deficit from FY18 to FY20.

An interactive online application is being used to engage the public in the budgeting process. The online budget tool allows the public to prioritize agency goals, reallocate funding among modes, and propose specific programs and services to be funding. The tool will be available in April 2016 with FY 17 proposed budget data.

Councilmember Sipin asked for more information regarding the online tool and its features. Mr. Sanchez replied that the tool will be laid out with specific costs. There will be descriptions of programs and there will be questions with answer choices. The tool will use visuals and drop down menus. The program data within the tool is all based on estimates and will provide feedback on transit services and the general user experience.

Councilmember Petty asked if the tool will allow the public to express their preferences and see the budget impact. Mr. Sanchez replied that the tool is being used to collect feedback but also to educate the public. Councilmember Sipin asked if there will be demonstrations on how to use the tool once it is launched. Councilmember LaRose added that it would be helpful to give examples within the tool or what is affected when particular budget decisions are made.

Councilmember Sloane-Goodman asked how the Risk Allocation Matrix recommendations were developed and what will be done with the funds. Mr. Klipp replied that each department was tasked with submitting recommendations. Some of the suggestions included charging for parking and increasing advertising. Funds will be set aside in a reserve or used on programming.

Councilmember Feinberg asked about the status of support of the agency core goals through Metro Blue Line maintenance and purchase of new buses. Mr. Klipp replied that the agency is

supporting those goals. The agency has a source for bus replacement which is ongoing. Metro is trying to keep a constant flow to meet demand with existing capital dollars.

Councilmember Feinberg asked what headways are included for the Gold Line Foothill Extension and the Expo II Extension in the service assumptions. Mr. Cheung replied that they were estimated at 12-minute headways until more rail cars are received.

Councilmember Sipin asked how the public can advocate for more active transportation spending. Mr. Klipp replied that they can talk to their representative on the Metro Board of Directors and participate through the online budget tool. Mr. Cheung added that the draft will be taken to the Board in May, so the best time to submit comments would be between now and then.

5. RECEIVED Report on Proposed Service Changes for June 2016 or Later, and APPROVED Changes to Westside Central Service for June 2016 or Later, Carol Silver, Transportation Planning Manager, Service Council Members

B. Timberlake asked why the San Fernando Valley Service Council approved the extension of Lines 734 and 788 when the portion to be extended falls within the Westside Central region. He questioned the extension of Lines 233,234, 734, and 788 when services such as the Blue Line and other lines are being cut. He has ridden Line 460 from Cerritos and finds that it primarily carries low income workers who are riding to work. To force them to transfer at Norwalk will extend their trips by a lot; that's why they signed a petition against the change.

Steve Mayor asked if he understood the turnaround on Line 16 correctly that it goes up Santa Monica then comes down. Ms. Silver confirmed that to be correct. He thinks the turnaround is in the wrong direction. Line 16 terminates at Cedar Sinai Hospital and turns right and goes north on George Burns, east on Beverly and then south on San Vicente. The turnaround/layover is actually at Beverly and San Vicente. He suggested that Line 17 should turn left instead of right to avoid eliminating the 2 stops on Robertson. One of the aspects of this line was to increase ridership by having Little Tokyo and Robertson on the route. He added that there is nowhere to place brochures in the new buses and that he did not see a public hearing notice until 6 days after the deadline for comments had passed. He noted that people also ride Line 460 to get to downtown, and asked if a stop could be added to Line 704 at Doheny.

Wayne Wright commented that the changes to Line 788, 734, and 234 were not listed by service development staff. He thinks it would be very helpful if Metro would bring up changes several months before they are implemented to better inform riders. He suggested holding off on making changes to Line 175 because it duplicates Sunset and Western lines. He suggests running the bus on Virgil to as far south as the Wilshire/Westwood station since the old Line 26 was discontinued a few years ago. He thinks the lines would be used better that way. Ms. Silver replied that Valley Lines 734 and 788 will be routed on Wilshire Blvd. and Sepulveda Blvd. to Sepulveda Expo station.

Council discussed the additional transfer time and difficulty in navigating a new route that Line 460 patrons would face if changes were to be implemented. Councilmembers also noted the strong public response against implementation of the proposed change to the service.

Council APPROVED receipt of staff recommendations and the Title VI report. The following service changes were approved by the Council:

- APPROVED Combination of Lines 16/316 and 220 to form new branch route Line 17
- APPROVED Combination of Lines 51/52/351/352 to create new Line 352 to Compton Station
- APPROVED Lines 68 & 620 reconfiguration to create new Line 106
- APPROVED discontinuation of two underutilized afternoon trips on Line 175
- APPROVED permanent addition of service to Line 704
- DENIED Proposal to discontinue portion of Line 460 between downtown Los Angeles and Norwalk Green Line Station.

6. RECEIVED Report on Regional Service Performance, Gary Spivack, Deputy Executive Officer

- Metro Bus Cleanliness Ratings: Westside/Central: 8.23, System, 8.75, Goal: 8.0
- Bus On-Time Performance: Westside/Central: 73.6%, System, 76.3%, Goal: 80%
- Complaints Per 100,000 Boardings: Westside/Central:3.57, , System 4.37, Goal: 3.59
- Bus Traffic Accidents per 100,000 Miles: Westside/Central: 4.45, System: 3.76, Goal: 3.69;
- Mean Miles Bet. Mechanical Road Calls: Westside/Central: 4,466, System: 5,149, Goal: 4,169;
- Average Weekday Bus Ridership: Westside/Central: 558,454, System: 941,984

Councilmember LaRose commented that he has frequently seen incidences where the fare box on board the bus is not operational. If capturing fares is a priority, this seems like a missed opportunity. He asked if these incidents are included in the fare evasion statistics. Mr. Spivack replied that they are not, but that he will attempt to get more information regarding how frequently that occurs.

Councilmember La Rose asked what the process is for take-ones to be placed on buses and trains. He noted that the new buses don't have a convenient place for the materials as compared to the old buses, where they were very visible to patrons behind the driver's seat. Now they are easily missed if the patron does not see them as they enter the bus.

Mr. Spivack replied that information is assembled for the operators to take out and place on the bus as they start their shift. It is the responsibility of the operator to place take-ones on their buses when they roll out in the mornings and afternoon. They are constantly resupplied by the operators, and the operators are urged to assist in getting all time-sensitive materials out to the public.

Councilmember Sipin noted that operators are sometimes missing the reinstated bus stop on Sunset, which is causing complaints. She understands that it will not be included in the timetables or the on board announcements until the next shakeup, but it seems the operators also use the announcements as a reminder to stop, which may be contributing to the problem.

7. PUBLIC Comment for items not on the agenda

Wayne Wright asked that the Council consider breaking up Line 102 and bringing back old Line 42 instead of riding to downtown, run as far as Broadway/Venice and have it run up from

Jefferson via Grand Ave. so it can serve the Blue Line station. Until the LAX/Crenshaw Line opens up, it is the only line from near downtown/USC to LAX. The line has infrequent service; it runs 30/35 minutes on peak hours and 50/60 minutes off-peak. The last bus from USC leaves at 10:26 p.m. The service needs to run until at least until 11:00 p.m. and to the Expo Line until midnight. The eastern portion of Line 102 to Huntington Park will be split off to another line. The problem is that the ridership on Line 102 is between LAX and Figueroa. He added that the Metro Board issued a statement that surfboards will be allowed on the Expo II extension to Santa Monica. That will cause problems. Ridership is going to soar and the trains are going to be extremely crowded. If surfboards are allowed on the trains, people will begin bringing them on buses as well. He asked that Board not allow surfboards on the train.

8. CHAIR and Council Member Comments

Councilmember LaRose commented that Line 704's headway was recently approved, but there are sections of the Line that have stops that are very close together. He requested staff report on stop thinning.

ADJOURNED at 6:42 p.m.