

# Minutes

Wednesday, May 11, 2016  
5:00PM

WESTSIDE/CENTRAL  
SERVICE COUNCIL  
Regular Meeting

Metro Headquarters Building  
1 Gateway Plaza  
3<sup>rd</sup> 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 5:02 p.m.

Council Representatives:

Dr. Randal Henry, Chair  
David Feinberg, Vice Chair  
Martha Eros  
Jeremiah LaRose  
Elliott Petty  
Maria Sipin  
George Taule

Officers:

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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Для получения информации о Metro на русском языке, пожалуйста, позвоните по указанному ниже телефонному номеру: 323-466-3876

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สำหรับข้อมูลเกี่ยวกับรถโดยสารเมโทรเป็นภาษาไทย กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง: 323-466-3876

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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. APPROVED Minutes from April 13, 2016 Meeting
3. RECEIVED Update on Purple Line Extension Wilshire Boulevard Weekend Closure Plan, Kasey Shuda, Community Relations Manager

The first three stations in Section 1 of the Purple Line are fully funded and under construction. The Section 2 bids are due end of this month, utility relocation will start in June in Century City, and funding should be in place by the end of this year or early next year. Recently the Metro Board directed staff to get Section 3 shovel ready so that if funding is secured through a Public-Private Partnership, the potential ballot measure, or if Los Angeles is selected to host the Olympics, Metro will be ready to proceed with construction.

At La Brea, the first station is under construction. There are two staging yards with 20 ft. high sound walls and sound blankets. Large pieces of equipment are also wrapped to muffle the noise. Over each weekend of the closure, a small portion will be dug out 10-11 feet down and a temporary cover will be placed over the opening. This allows access of the construction area from staging yards. Closures will start at 10 am after Friday morning peak traffic and the noisiest work will be completed during Friday afternoon in an effort to make less noise over the weekend. Lanes will be opened again by Monday 6 am.

The project website is now live and has maps of closures. In mid-May, the closures will start to be advertised online and in newspapers, and outreach will continue until end of decking. A meeting will be held on June 2nd for all businesses in the area. A community meeting will be held next Thursday; approval from Public Works is pending and anticipated in mid-May. Postcards are being sent to over 50,000 residents and businesses in the surrounding area. Trifold brochures with all the detour maps will be mailed to 30,000 residents and business, and will also be published in local papers.

Chair Henry asked what the public response was to the proposal of a 6-week full closure vs. 22-weekend closure. Ms. Shuda replied that the weekend closures were what were detailed in all of the plans and the EIR, but as the project progressed, the contractor floated the idea of a full 7-week closure vs. the 22-weekends closure. Staff brought a tentative plan to the community for input. At first they were supportive. As a part of the analysis, they completed a traffic management plan with the Department of Transportation to get a real idea of the impacts. On Sundays there is 60% less traffic and on Saturdays there is 40% less traffic than on weekdays. Once that information was shared, community feedback was that the impact was too much to residents.

Chair Henry commented that the Crenshaw community adjusted very well to the permanent closure. It worked out much better to have the full closure. There were some complaints initially, but overall people adjusted quickly. Ms. Shuda replied that a similar plan may be floated again in around 6 years, when it is time to close the street. Beverly Hills is bringing the option to their Council when arrives in their area.

#### 4. RECEIVED Presentation on FY17 Budget Development, Luke Klipp, Office of Management & Budget

Metro's FY17 budget was balanced through use of Zero Based Budgeting with a Risk Allocation Matrix (RAM) and cost controls. A net reduction of \$137 million includes absorbing greater than CPI cost inflation and new services. There will be a midyear budget process to true-up budget requests in addition to an Annual Program Evaluation with construction cost reviews. Performance measures will ensure accountability and establishing a separate RAM savings account will improve the bottom line through fiscal discipline. The FY17 budget is a decrease of 2.4%, or \$137 million, from FY16. Without RAM, cost control and other expense reduction efforts, FY17 would have shown an increase of 3.1% or \$179 million from FY16.

Revenue assumptions include an FY17 sales tax growth increase of 3.3%. Estimated sales tax is \$2.8 billion and only 32% or \$908 million is eligible for Metro Operations and state of good repair. Two new sources of funds programmed for Metro Operations for Gold Line Extension 2A and Expo Extension to Santa Monica are Cap-and-Trade Funding and CMAQ.

Councilmember Sipin asked if people can select the language to view the tool and materials in. Mr. Klipp replied that the online tool does not have accessibility features. It is a pilot and staff first wants to gauge how it gets used before spending time to adapt the tool to alternative formats. People with other language preferences can view the site through Google Translate which will allow them to view in the language of their preference, though the translations are not 100% accurate. Apple Safari has a tool that can read everything out loud. Staff is looking into ways to make access easier.

Vice Chair Feinberg asked how the data will be quantified and communicated to the metro Board. Mr. Klipp replied that it will be included in the budget presentation and presented in summary form. If a lot of comments are received, they will need to find a method to effectively tally the remarks. The tool provides an initial set of questions; staff is planning to make enhancements to it based on interest. The tool also may change based on the public areas of interest.

Vice Chair Feinberg asked how the public can access the survey and by when they should submit comments. Mr. Klipp replied that the survey will be available on the metro.net website. There will be an outreach campaign promoting use of the tool after the May 26 hearing.

Councilmember Sipin asked which part of the budget deals with transit policing and how has it changed in comparison to previous budget cycles. Mr. Klipp replied that around \$130 million is spent annually on LA Sheriff's Department and Metro policing. The contract is being restructured and Metro is bringing more security in-house to check fares while keeping overall transit policing costs constant or even potentially reducing them while improving policing services.

Chair Henry asked if the term service improvement is synonymous with faster service. Mr. Spivack replied that it refers to basic service improvements made using a variety of techniques to improve reliability and performance without impacting the budget, such as the all door boarding pilot. Service Planning has taken some reductions in service and is converting those hours to on-street supervision in hopes of smoothing out bus bunching. Altogether, bus hours are reduced by around 70,000 hours. It is a trade-off, and Metro expects to dovetail more service into stations as new rail stations open.

Chair Henry asked if there are tools in the budget that can help address bus stop quality issues. Mr. Spivack replied that cities are typically responsible for bus stop improvements. There are a number of Rapid bus shelters being replaced or built using a kit of parts. Metro is not expanding the Rapid system, so there won't be many new stops, but Metro is looking for easily expandable tools to enhance the Rapid stops. For the most part, the locations where stops can be established, where buses are permitted to stop, where shelters are installed is controlled by cities themselves. Cities generally contract with advertising firms to install shelters and benches with advertising to pay for the improvements. A portion of Local Return funding goes to the cities, which can decide how to spend the funds, on filling potholes, street repairs, or other needs.

Chair Henry asked where a local group can go to advocate for improvements at Crenshaw/Expo. There is not a shelter at the corner of what is a premiere light rail line; even basic amenities are not available. Given the billions of dollars spent on the Expo Line, the amount that would be needed to provide some shade is minuscule. Lack of amenities such as bus shelters is impacting community perception for Ballot Measure R2. He is a transit advocate, but he cannot advocate in good faith for an extension of Measure R if the neighborhood can't even get a bus shelter. Putting in some bus shelters may go much farther in gaining community support than coming out and telling them what Measure R2 would do for them. The proposed measure will not build another rail line to South Los Angeles, so they're wondering what is in it for them. The most obvious manifestation of the inequity is that they can't even get a bus shelter in their neighborhood. He is also concerned that the way the questions are formed doesn't allow the type of input that people have regarding their needs.

Mr. Spivack replied that he completely understands the concerns. What Metro tries to do is provide the service. He recommended taking the concerns first to the local City Council; the City selects a contractor with advice from the city. If Metro makes a change in the route, such that the shelter is no longer in service, the City has to pay to remove the shelter. There are some local allocation funds to the cities that can be used for some needs, but the demands are great and varied. Mr. Spivack added that Metro is working on a project to buy solar powered lights for use at the Stations which does not require electrical work to be completed.

Mr. Klipp added that local return dollars are allocated by a formula; Metro cannot direct the cities to tell them what to spend their money on.

Councilmember Taule asked if there is a comment section in every part of the budget tool. Mr. Klipp confirmed that there is.

Councilmember Petty asked whether the cleaning of the bus stops is also the responsibility of the cities. Mr. Spivack replied that it is, though Metro also has a program, Metro Clean, through which people who have to serve community service can complete their time by cleaning bus stops and graffiti. Bus shelter providers generally have a cleaning service.

Councilmember Petty commented that Los Angeles has a large population that speaks Spanish. The budget website should be made more accessible to Spanish speakers.

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

- Metro Bus Cleanliness Ratings: Westside/Central: 8.64% System, 8.68, Goal: 8.0

- Bus On-Time Performance: Westside/Central: 70%, System, 72.8%, Goal: 80%
- Complaints Per 100,000 Boardings: Westside/Central: 4.75, System 4.75, Goal: 3.59
- Bus Traffic Accidents per 100,000 Miles: Westside/Central: 4.20; System: 3.61, Goal: 3.69;
- Mean Miles Bet. Mechanical Road Calls: Westside/Central: 4,571, System: 5,015 Goal: 4,169;
- Average Weekday Bus Ridership: Westside/Central:,580,990 System: 993,103

Mr. Spivack announced that Westside Central Service Planning Manager Carol Silver is retiring. Carl Torres will be assigned to the region. He has significant planning experience, having previously covered the San Gabriel Valley area.

William Arndt lives in the City of Compton. He gets up at 4 am to go to work. When he goes to the Line 53 stop and looks down the street, it is dark. There is no lighting at that stop. Solar lighting at the stop would be great. He sometimes takes the train for a portion of his trip, but Line 125 doesn't run until 5:12 a.m. The train would be more efficient but the first bus doesn't match the times that the train operates. When he comes back in the evening, it is already dark at Compton Station. There is also trouble with the lighting at that location. In the morning, there are people hanging around, sitting on the turnstiles. He loves the Red and Blue Line, but when gets up in the morning, he doesn't want to see people with feet up on the seats. These things affect ridership, if Metro could work on improving them, that'd be great. It seems like the budget is built for people who have the option of taking transportation, not those who rely on it. Lighting is needed at the bus stops. He has the same issue with Line 230. The connections are not good. He requested that Metro fix the lighting issues and improve bus connections.

Hank Ramrayan has been a bus rider for 15-16 years, and a cyclist for 8-9 years. He frequently rides Line 90/91. As someone who uses a bus line that goes up a hill quite a bit, as happens in a lot of areas on the Westside, he would like to see those buses with the 3-bike racks allocated to buses that go uphill and downhill, especially during later hours when service is more spread out. It would make a big difference and be much less of a gamble for people with bikes to not wait for a bus only to find the bike rack is full. Line 90/91 is not a 24-hour service; it cuts off neighborhoods of Montrose and Tujunga from 11p.m. until 5 am. If there was at least one or two more buses at 2 or 4 am, the entire neighborhood would be able to be service. He is an advocate in the Skid Row neighborhood, which is cut off from LADOT service. He would love to see an LADOT line that goes down San Pedro and, that doesn't circumvent a neighborhood that needs the service.

Mr. Spivack replied that staff is currently completing a review of owl service. He will share the concerns raised with service planning. In terms of the three bike racks, that is an issue that affects multiple lines, not just Lines 90/91.

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

## 7. CHAIR and Council Member Comments

Councilmember Petty commented that for some of the comments regarding service in the South Bay, members of the public may want to attend the South Bay Service Council meeting which is held at 9:30 a.m. on the second Friday of each month at Inglewood City Hall. Vice

Chair Feinberg added that for changes to the bus stops in city of Compton, such as lighting, it may be best to approach the City of Compton as they have direct local jurisdiction.

Councilmember Sipin is in complete agreement with comments made about the importance of lighting around bus stops, especially for safety. It definitely goes in conjunction with Metro's anti-harassment campaign. She thanked the public for their comments regarding buses and bike racks. Lots of people are fans of 3-bike racks. It would be great to know in real time if a bike rack is full.

Councilmember Sipin shared that Metro is sponsoring a mural tour bike ride on Saturday in Boyle Heights. The ride begins at Mariachi Plaza on Saturday at 9 am. It is a family friendly ride, and free helmets and lights will be available if needed.

**ADJOURNED at 6:27 p.m.**