

Thursday, March 10, 2011

2:00-3:45 PM

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# Minutes

## GATEWAY CITIES SERVICE COUNCIL

### Regular Meeting

Salt Lake Recreation Center  
3401 E. Florence  
Huntington Park, CA 90255

### Call to Order

### Council Members:

Cynde Soto, Chair  
Wally Shidler, Vice Chair  
Josue Barrios  
George Bass  
Richard Burnett  
Sergio Infanzon  
Cheri Kelley

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### Officers:

Jon Hillmer, Director, Regional Councils  
David Hershenson, Comm. Rel. Mgr.  
Suzanne Handler, Council Secretary



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

## **Please turn off cell phones or put them on vibrate**

1. PLEDGE of Allegiance
2. ROLL Call
3. APPROVE Minutes from January 13, 2011 meeting - approved
4. SAFETY Tip, Lt. Obenberger
  - Crime stats for 2010 relatively low in the Part 1 crimes. Specifically put in Part 2 crimes less serious crimes, we have vandalism and vehicle law violations topping the part 2 crimes.

**Representative Kelley:** Are these the statistics from just the bus? Do these include city statistics?

- These statistics are based on what the sheriffs department is responsible for or what our responsibilities are, which is the crimes that occur on the buses and rails and metro property.
- Enforcement statistics for 2010; total arrests in Gateway Cities was 130 vs. South Bay at 527; calls for service 611 in Gateway and 1007 in South Bay;
- Part 1 crimes per 1 million bus riders system wide: in 2010 1.2 ridership 336 million; Part 1 crimes on rail system per 1 million riders; Blue Line 11.7 with 25.1 million riders; Green Line 23.4 with 12.2 million riders; Red Line 2.8 with 47.5 million riders; Gold Line 5.9 with 10.8 million riders; and Orange Line 6.4 with 7.1 million riders.
- Part 1 crimes decreased by 8% over the previous year. In the past 5 years it has decreased by over 23%. In violent crimes it decreased by 12% in 2010, in 5 years it's decreased by 25%.
- In the system overall with 1 million riders 2.79 crimes. Less than 3 people experience a serious crime on any of rails or buses.

**Representative Kelley:** These statistics versus what we are hearing from people who have written letters or come to our meetings, there is a huge perception that there is crime when there isn't crime, and they are safer on the train where there is more crime.

- The Green Line is going through a crime laden area, where the crime ends up coming on to the rail system and they use the rail as a means of transportation.
- South Bay wanted crime reports from neighboring cities, we do not have access to those and I cannot tell you what crimes occurred after people got off the bus or rail.

- The crimes we are responsible for in terms of policing pertain to the system itself, metro property. We certainly help out other agencies if we are in the area.
- Train stations we number, this is our tracking system. Obviously with 25,000 or more bus stops in LA County the best we can do is the crimes that occur on the system.

**Representative Shidler:** What I am hearing is some people are willing to pay more for the commuter buses rather than take the green or Blue Lines to downtown they are telling me we are not going to ride the Blue Line because all of the stuff going on with the vendors, shopping carts with recyclables. I showed my pictures of the Blue Line vendors to a deputy on the Gold Line and said you really should be concentrating on the Blue Line. Deputy responded the customers on the Gold Line do not want this going on so we have it contained on the Blue Line.

- This is one of the reasons I've asked Commander Jordan to come speak with you and I've also asked Lt. Jenny Bethune to be here as well. They are very active in keeping the crime down; the perception like you said of the criminal activity that occurs on the lines certainly does not meet the numbers. One of the tools that we are working on now, with Metro and LASD is to change that perception. We have one of the safest transportation systems in the country.

**Representative Kelley:** Wally shared the photos with me prior to the meeting, what he showed me even though it was not a part 1 or 2 crime; it's just that when you look at that people with their shopping carts and bags. That is a perception that this is not a safe place.

- It is a quality of life issue. We talk about that on a regular basis at briefings with our deputies to explain to them not only to take care of the crime issue, but the quality of life issues, too. One of the things that we have to work with is the homeless population who have a tendency to hang around under freeway overpasses which also have bus stops.

**Representative Shidler:** I don't want to belabor this but I've been on all four rail lines, but only see the vendors on the Blue Line. Seldom see it on the Red Line and have never seen it on the Gold Line or Green Line.

**Representative Burnett:** What about the accident rate on the Blue Line?

- I don't have those figures with me, anytime you put a rail system that shares the same rail space as cars, there will be accidents.

5. PUBLIC Comment – no comments at this time
6. SWEAR in Sergio Infanzon to Metro Gateway Cities Service Council, Suzanne Handler, Executive Secretary to the Regional Councils - done
7. RECEIVE Director's Report, Jon Hillmer

- Performance Report for January 2011
  - On-Time Performance: Metro system 77.1%; Gateway Cities 75.1%
  - Complaints per 100,000 passengers: Metro 2.71; Gateway Cities 3.23
  - Miles between Mechanical Road Calls: Metro system 3,939; Gateway Cities 4,895
  - Accidents per 100,000 miles: Metro system 3.13; Gateway Cities 1.86
  - Monthly Ridership: Metro System 28,540,000; Gateway Cities 5,660,000
- Metro Board Actions in February
  - Adopted Transit Service Policy led by Conan Cheung
  - Regional fare system update on the TAP programs where it should be in three years as a regional fare product.
  - Expo LRT Phase 2 funding of 1.5 billion was approved
- Meet and Confer with Art Leahy March 31, 2011 at 2PM in the Union Station Conference Room, prior to the meeting an orientation tour for the new members will be held beginning with a tour of a division maintenance and transportation, BOC and customer relations
- Line Rides, we have a form which at this time is in draft form, and is a suggestion that when you ride a transit service we would like you to fill out some information and provide us with your feedback. If it is a commendation or recommendation. If you have a problem or issue, I want to personally track these issues, and get back to council representative. Strictly voluntary.
- FAP, FY 2011 transit funding allocations: Metro receives about 28% of its operating cost through the fare box. About 1-2% through advertising revenue and leases; the bulk of our operating dollars come from subsidies from the state and federal government. Mostly from local sales tax, Prop A and C and R.

One of the key elements on how that subsidy is distributed is called the “formula allocation procedure” or FAP. It’s a document the board adopted for allocating 1.3 or 1.4 billion dollars last June.

This is how the money was distributed: FAP allocates money to transit operators and to all the cities, funds come from a certain portion of Prop A/C/R. For the current year about \$33 per resident based on population FY 2010. For the transit operators, funds are allocated from all those sources as well as on a formula based on 3 different classification of operators: Those that have been in operation before 1980; what it does not include are the relatively new operators LADOT, Foothill Transit, Santa Clarita and Antelope Valley, they get \$\$’s but not from the main pot they are funded from a discretionary pool.

New class of operators is the Tier 2 operators i.e., Glendale, Burbank, Pasadena along with LADOT they currently are receiving \$6 million a year which is allocated out to them. After 3 years they will be eligible for the FAP formula only for what’s called 95% of the 40% over inflation. It is really the portion of the funds that come in from year to year over inflation and also,

funding is allocated out to the operators on two factors one is based on the miles of the operator, and the other fare units.

All of your passenger revenue you have received is divided by your cash base fare. So if you have a \$1 cash base fare you get an allocation equal to how many dollars you have collected in revenue. If your base fare is \$2 you basically get half of it. Metro with a \$1.50 fare gets less in this element of the FAP. Now the board has recently adopted a change, which allows operators to raise their base fare upwards, without being penalized. That is to encourage operators to collect more revenue. This information is based on audited data, that means you operate one year it is audited the next year and the following year the monies are allocated based upon your operation, there is a 2 year lag. There are exceptions to that as well, if you assume service from another carrier you can actually be eligible for instant FAP which would be the dollars that the prior operator was earning for that line.

**Representative Infanzon:** What is Metro's annual operating budget?

Jon Hillmer: I don't know what it is exactly, but for bus operations it is approximately 1 billion dollars.

**Representative Barrios:** \$33 per resident? Per person?

Jon Hillmer: It's per capita, per resident that lives within the city.

**Representative Kelley:** Based on the most recent census?

Jon Hillmer: Correct. Even if you don't ride transit you are still paying for it.

- CEO's Advisory Group
  - Transit advocates and those that have significantly good ideas on how to modify it and evaluate. The CEO wanted to hear from them not only on the service changes on the process itself. We had identified 12 individuals 5 from our service councils. Met on February 25, 2011. Emphasis is on service quality. When we were on consent decree we had to grow the bus service to comply, emphasis was on quantity not necessarily on quality. Our on-time performance was 57% - 60% and our miles between road calls was quite low. Restructure the system to carry the most people further and using the rail system BRT and Rapid buses as spines to feed. Working closely with other transit operators. Making sure we don't compete with one another that we work together and try our best to schedule service that meets well together. One of the results is we have quarterly meetings with other transit operators.

## 7. ADOPT Revised Service Change Proposals, Scott Greene, Service Planning Department

At the public hearing we had 9 people speak, we received via e-mails and faxes 130 individual comments on the Gateway Cities Lines. Line 460 received the most public comments since we were asking people to transfer at Norwalk Green Line Station we would not run the line 460 from Disneyland to downtown LA. We revised that proposal.

**Representative Shidler:** Since we are discussing the 460 I would make one comment, last Sunday I was out there on the 12:34 trip from Norwalk we had 22 on that trip alone, riding from Norwalk to Downtown. My comment on this, several years ago, I suggested that the 460 be truncated in Norwalk and allow the passengers to ride parallel service on the Green Line to the Blue Line. However, after polling some of the customers I am being told, and we had testimony here, that there is a perception the Blue Line is unsafe. If people would have transferred from Norwalk to Green Line/Blue Line they would have transferred 3 times because the Blue Line was only operating to Washington. Because of this perception, and since there is also a perception on the 442 line. I am proposing that the 460 line be maintained on its present schedule making all trips to and from Downtown LA to Disneyland.

Public Comment:

- Jasen Moirse: Wally made the comment on the 460, I think it should be kept as is until the Blue Line is cleaned up; no one is going to transfer from the 460 to the Green Line and hoping that the Blue Line is safe. The 611 and 612 are not worth keeping as separate lines, combine the lines.
- Judy Mitchell: There is a time element here on the 460, the commuter bus. I will read the letter that I sent to Metro. In regards to public hearing comments, the one consistency seemed to be that during the prime time the 460 was at full capacity load and everyone agreed they were willing to compromise as long as prime time would run. I was concerned when you gave the time 6-9a; most of us have to be at work before 7am. I actually thought taking the 5:20p but it was so full, the 5:50p allowed me a seat. That is something to consider also. There is always the handicapped to consider and that to me is the crux of the matter. Save time without having to transfer so much more worthwhile. I appreciate at least you considering the compromise. You questioned why the crime seems to be more on the Blue Line you have to consider some of your riders have not been exposed to certain elements and may be afraid of what they see. Their exposure to the fighting on the train and the vendors, they use it once and say they won't get on it again.
- Robert Hernandez: I appreciate all you do. The 760 is the bus I ride the most. I go to the Norwalk Station every night and catch the 121, there were people trying to get to Anaheim on the last bus, the operator on the 121 called to see what happened and found out the bus had broken down.

**Representative Kelley:** I've heard it today again, "when you make the decision" well, we don't make the final decision, this board is an advisory to the board downtown we only make our recommendations to them.

Jon Hillmer: As it stands today, council is responsible for all service change proposals, Tier 1 service changes need to be approved by the Metro Board. The smaller routes are fully within the council's purview, however, with that being said, the Metro Board ultimately has final approval.

Jon Hillmer: The Westside/Central Service Council voted last night on Line 26 that will affect this council, too. Westside voted to approve the cancellation. Lines 102/200, 102 lines is on Coliseum and Exposition through the USC area to Exposition Park. Proposal is to cancel that line but to extend the 200 line which is on Alvarado to USC and extend the route using the 102 route to Pacific and Vernon. Westside voted to cancel the 102 part of the Expo light rail, they deferred action on the 200 to Gateway Council simply because that extension is within the Gateway Service area.

Scott Greene asked for approval of the findings of the public hearing. Wally Shidler approved.

Representative Kelley questioned why we are approving something we never saw, which were the e-mails, petitions and letters.

Scott Greene: What you are approving is the summary of the public comments, we did not list all 130 of them, but you can look at the individual lines and see the magnitude of different types of comments whether they were opposed, supported or modified. For example, we had 64 who opposed the 460 line truncating at the Green Line station, plus a petition which I have right here. It's just a simple matter of approving our staff findings of the public hearing.

Jon Hillmer: I don't believe there is any statutory requirement to approve the findings it is just a tradition.

**Representative Kelley:** I understand, but from my perspective I do not have a comfort level that we know what all those comments were. It would be helpful if we had that information, it is obviously too late for today.

Jon Hillmer: What I propose we do in the future is filter the comments through the council. When we have very large numbers you may not want to see a thousand faxes or e-mails that can be too cumbersome, but if we have a few we can e-mail those to the members.

**Representative Shidler:** I agree with Cheri, one thing I would like to see when we have these lines like the 460 and 102 all of us ride these lines at various times and see what our customers are seeing.

Public hearing findings were approved and seconded, again

Line 26 – Hollywood/Compton/Artesia Transit Center via Avalon Blvd.  
Discontinue service on Virgil Avenue and reallocate resources to  
enhance Lines 51/52/352. – **Approved** 7-0

Line 102 – Baldwin Village/South Gate via Coliseum Street  
Cancel the line when the Expo rail opens

**Representative Shidler:** Take the 102 via Santa Fe which there is now  
no service, Santa Fe to Broadway, Broadway to Seville, Seville to Palm,  
or extend the 105 line which terminates at Vernon Yard. Or extend the  
headway on the 611. Why don't we take a look at this again in  
November when the Expo Line opens? Return to us with an option for  
continuing the 102 in South Gate. **Approved** 7-0

Line 200 – Echo Park/Exposition Park via Alvarado St. & Hoover St.  
Extend line 200 trips over East Jefferson Blvd. to Vernon and Santa Fe  
Avenues via route of Line 102 – **Approved** 7-0

Line 254 – Boyle Heights/103<sup>rd</sup> Street Station via Lorena St. and Boyle Ave.  
Discontinue Saturday Service – **Approved** 7-0

Line 460 Downtown LA/Disneyland via Harbor Transitway & I-105 Fwy.  
Discontinue service from Downtown LA to Norwalk Green Line.  
Alternate service provided by Metro Blue Line, Green Line and  
Silverline service – **Not approved** 7-0 keep original schedule and run  
every hour from 7p-12 midnight

**Motion by Representative Shidler:** Several years ago I suggested line  
460 be truncated at the Norwalk Green Line station as parallel service  
was operating by the Green Line and Blue Line Stations and  
downtown. Polled some of our customers at the Norwalk Station and  
on the 460 bus and was told the Blue Line trains were perceived  
unsafe, also that the elevators at Norwalk Station and Imperial/Rosa  
Parks Station are sometimes inoperable and making it impossible for  
disabled people to circumvent the line. Four years ago line 442 in the  
South Bay was subject to cancellation and because the riders perceive it  
to be unsafe and did not want to transfer, the line is still operating.  
**Therefore,** I propose we maintain the 460 as originally scheduled, 7  
days a week 24 hours a day.

Line 577 – El Monte Station/Downtown Long Beach via I-605 fwy  
Move southern terminal to Long Beach VA hospital. Alternate service  
is provided by Long Beach Transit – **Approved** 7-0

Line 611 – Huntington Park Shuttle  
Operate hourly service – **Not Approved** 7-0 – maintain 45 minute  
headways

Line 612 – South Gate Shuttle  
Operate service hourly – **Approved** 7-0

Line 760 – Downtown LA/Artesia Station via Long Beach Blvd.

Discontinue service south of Metro Green Line; Discontinue Sunday service and augment Line 60 – **Approved 7-0**

**Representative Shidler:** How much service are we going to replace on the 60 line between those points or are we?

Scott Page: We'll do a ridership analysis like we do on any line to determine if any of those services needed south of the Green Line. South of the Green Line is a short line now.

Line 751 – Cypress Park/Huntington Park via Soto Street

Discontinue Saturday service and reallocate resources to enhance Line 251 service. – No Vote – will go with San Gabriel Valley's decision

**Representative Shidler:** Municipal operators meeting and 117 line was going to be cut back from Lakewood Green Line Station to Rancho Los Amigos now I understand this does not meet the 25% criteria, but I would like to know why that was not brought to our attention.

Scott Page: Actually we are coming back in April with the 117 line we are going to all the service councils with the small changes that did not require public hearings.

**Representative Shidler:** I think the councils would like to weigh in on the small changes too.

Jon Hillmer: The revised bylaws that will be going to the board this month will require that staff bring to council minor changes to the lines that are under \$100,000 to be approved.

## 8. CHAIR and Council Member Comments

- **Representative Barrios:** The only thing that really came to mind was making the buses a uniform color. Is there any update on how that is going?
- Jon Hillmer: The Metro board presently likes 2 colors, so we are staying as is.
- **Representative Bass:** The last few weeks I've had a lot of comment from people regarding the 460 line mainly along the lines of "if it isn't broke don't fix it".
- **Representative Infanzon:** I want to thank the public for coming and participating. I think it is important and your comments are welcome. Looking forward to working with everyone on the council.
- **Representative Burnett:** Second the remarks made by Sergio.

Chair Soto adjourned meeting at 3:30pm

