

Thursday, November 10, 2011

2:00-4:00 PM

Minutes

GATEWAY CITIES SERVICE COUNCIL

Regular Meeting

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

Call to Order

Council Members:

Wally Shidler, Chair

Lillie Dobson, Vice Chair

Richard Burnett

Josue Barrios

Sergio Infanzon

Cheri Kelley

Cynde Soto

Officers:

Jon Hillmer, Director, Regional Councils

David Hershenson, Comm. Rel. Mgr.

Henry Gonzalez, Council Comm. Rel. Mgr.

Suzanne Handler, Council Secretary



Los Angeles County
Metropolitan Transportation Authority

Metro

Please turn off cell phones or put them on vibrate

1. **PLEDGE** of Allegiance
2. **ROLL** Call -
3. **APPROVE** Minutes from October 13, 2011 meeting
4. **SAFETY** Tip, Lt. Obenberger

Handed out News Alert showing the LASD Special Problems Unit (SPU) were one of the three Thomson Reuters Awardees. There were 21 finalists as of June 2011. The team has been recognized for their investigations and innovative approach to taggers/graffiti. The safety tip for this month is 8 things you should shred right away before throwing into the trash: 1) old tax returns 2) bank statements 3) credit card offers 4) old photo ids 5) pay stubs 6) convenience checks sent through the mail 7) canceled checks and 8) canceled credit cards. Eleven million people are affected by ID theft every year to the tune of \$54 billion dollars.

Chair Shidler: We seem to have an abundance of vendors once again on the Blue Line. In the afternoon, we now have an accordion player to entertain us. It's unfortunate it is a young couple with a baby she holds the baby and cup and he plays the accordion. It is a shame that they are forced to do this. Between Washington Station and the Green Line. I've also noted sheriff deputies on the Blue Line and fare inspectors at Willow Station. This morning I had to get off at Willow I noticed we had three undercover officers arresting some one. Is there something going on in Long Beach or do we have a problem?

Lt. Obenberger: Not specifically, I know that they instituted a matrix where we have a deputy stationed at particular times during the day based on crime trend. The undercover operation could have been my team; I had a team today working the 40 line that were having problems with students.

Vice Chair Dobson: who do you call regarding homeless sleeping on the benches, people complain. One particular is at El Segundo and Avalon.

Lt. Obenberger: It is a very touchy situation, obviously you don't want to infringe on their rights. If you call our 563-5000 line we will send someone over there. What we try to do is move them on to the shelters, unfortunately, some of the shelters are not open right now because the weather is still OK. We send out our mental evaluation teams often times they can talk these individuals into finding other places to be.

5. **PUBLIC** Comment (end of meeting)
6. **RECEIVE** an update on Artesia Blue Line Station, David Hershenson, Community Relations Manager

Mike Sieckert and I have been working closely with this, we reported last month that we went to the station with council member Lillie Dobson and the City Manager Willie Norfleet who is no longer the city manager. We were talking about opening that gate. It has gone back to our attorney's office, and they have just recently in the past few days issued a ruling that the MOU is between the city of Compton and Metro and that the Casino is not bound to it. So we have to go back to the drawing board. I did have a discussion with the new City Manager, Lamont Ewell, he is interested in pursuing this. We will meet with the city manager and set up a meeting with Casino owners. Two other things about the Artesia blue Line station, the condition of the station we were asked to do something about the landscaping. Art Leahy, Paul Taylor and few others went on a tour and noticed the same things and asked for immediate action to get these stations cleaned up. I am happy to report that the station has been cleaned up and looks very nice. We cleaned but the graffiti is back. Lastly, there was some contaminated water under the station it's nothing dangerous as remediation effort, Boeing will be drilling on our lot testing the water to clean through a purification system. We are working closely with Boeing and will continue to keep you apprised.

Vice Chair Dobson: The new City Manager has his hands full with unfulfilled projects in Compton, one of which holds the new Compton Station, which should be done in December.

7. **DISCUSS** line 102/42 reconfiguration, Scott Page, Service Development and Planning Department

This is an update to a minor change we made to previously approved route change that is associated with the upcoming Expo Line opening which should open in the Spring of 2012. When we had the public hearing we proposed canceling line 102, at the end of the public hearing we decided to keep the 102 operating from the Jefferson Park station (Vermont/Exposition) down to Huntington Park and Walnut to Palm and Seville, where it operates today. In the meantime in the south Bay Line 42 LAX transit center through Inglewood, through Leimert Park and Stocker to MLK, was approved by the South Bay Service Council to end at the Expo Line station at Western. Staff started to look for places to turn around a bus, there was nothing at Expo and Western, nothing at Vermont and Expo, on Jefferson however we had a turnaround loop for the LA railway streetcar (10th/Jefferson). One of the schedule makers showed that it would be easier to join the lines instead of trying to find turnarounds. We save a few revenue hours,

Chair Shidler: When was this going to be done? Headways?

Scott Page: This will not occur until the Expo Line opens. I don't know if they have the schedule complete.

Chair Shidler: Update on the service standard policy that will come before the ops committee next week.

Scott Page: I don't know too much about it.

Chair Shidler: I understand they are going to a 10 minute headway at night yet they have a 12 minute headway base service. What is the rationale behind this? Since we have been trimming revenue service hours on the bus system, where are funds coming from?

Scott Page: It is not supposed to cost significantly in adding this service. They are actually cutting the trains in half. There will be no additional equipment just additional operators. This is only run through the Christmas Holidays now. This is just a gauge/demonstration to see the demand.

8. **RECEIVE** report on Air Quality Action Plan 101 on the I-710, Andrew Papson, ICF International

I am speaking today on the Gateway Cities Air Quality Action Plan to improve the air quality throughout the region. The primary goal of this plan is to build a toolkit of strategies that we can use in the local cities and throughout the state and federal level.

The AQAP is a region wide plan focusing on strategies within the region using 3 components: Compendium of measures already in place; Emission inventory for air quality and health risk for future strategies. AQAP has been in place throughout 2011 and will continue through 2012 with our final plan published in 2013. The AQAP is an offshoot of the I-710 project, during the I-710 planning community members felt there needed to be more region-wide analysis, key component is the AQAP focuses on the entire Gateway Cities region and not just limited to the I-710. Toolkit components include the Compendium Measures, Early Action Items and New Measures. Portion of our project is the technical exercise looking at pollution and air quality. Really doing cutting edge modeling to figure out where the impacts are and who is being impacted. However, the technical aspects just inform our selection of the new measures.

Compendium we have developed is an update to the work underway since 2006, 2007. One Hundred fifty-four strategies were identified, 106 have been fully implemented, 31 have been partially implemented and 17 have not been implemented. One of the examples is we can bring in updated locomotives to clean up the air around the freight rail tracks and stations.

Early Action items are a key component of this exercise partly because it specifies items that the cities can implement on their own rather than items under the jurisdiction of regional or state authorities. Local ordinances to reduce truck idling; conditional use of permits for new warehouses or modifications; green construction; retrofitting to reduce exposure of sensitive populations.

Last component are these new measures for the future. When we look at the future we are talking 2035. Identified a pool of strategies and we quantified the total emissions that will result and the cost effectiveness and who has control, who can implement, and where will the financial burden lie. This allows us to

choose the high priority items that we think will have the greatest effectiveness 10-20-30 years down the line. Potential new measures upgrade trucks to cleaner fuel, provide incentives for zero-emission electric trucks, develop alternative-fuel infrastructure for trucks and implement truck inspection and maintenance program.

Why are we doing this project? The growth charts need to be revised one goal is to make new projections for the future based on the recession and what the effects will be. So instead of just identify general strategy that would be helpful we are specifically specifying who is in charge of a strategy what can a local city do and how can a city advocate or influence the new strategy.

Representative Kelley: Who is going to pay for this?

Andrew Papson: There are no requirements these are opportunities we are identifying. That is the hope that we can put these strategies on the table. There are many pathways for implementation. 1) Framework of committees and commissions that work with us that examine new projects and to provide guidance on how we want to develop this plan moving forward. This involves local community environmental group representatives from cities. 2) The plan is being funded by both LA Metro and Gateway Cities COG and the two organizations and public participants that they bring in does a lot to publicize the AQAP.

Next Steps: We have completed our compendium of existing strategies and we have completed the protocol on how we are going to set up all of our analyses. Currently we are developing the early action plan with the local cities near term strategy and we are beginning the technical analysis inventory of the work done in the past years by the AQMD. The final plan should be published in 2013.

Are there any questions?

Representative Barrios: Would it be advisable to build an early education center adjacent to the freeway?

Andrew Papson: That is a good idea, which fits in well with the early action plan. Your early education community center is a great fit for the early action plan.

Representative Brrios: In regards to what I heard people within an ¼ mile or xxx amount especially children are more exposed and susceptible to cancer and other health risks.

Andrew Papson: They are definitely exposed to more pollution and part of our project and the I-710 environmental study. They are both trying to quantify exactly what the health affects are, all that information is public information.

Representative Kelley: it depends on who you listen to.

Representative Soto: Do you study land use?

Andrew Papson: Yes, that is part of what we are looking at. You get into the most trouble when you have a residential community right next to the freeway or a rail yard, refinery. When we look at a map of where the pollution falls, look at how that overlaps with the population, that helps us identify “hot spots”. We can improve the land use by grouping them together.

9. **RECEIVE** Director’s Report, Jon Hillmer, Director
With the councils indulgence I would like David Hershenson to give an update on our new council member and the SFV COG meeting.

David Hershenson: Last Wednesday, November 2, 2011 the Gateway Cities COG nominated and approved Marisa Perez. Marisa was very active with the LA City Chamber and involved with Metro working on transportation issues. She is very well-versed on transportation and will be a good member to our council. It will go to our board for approval in December 15, 2011. The SFV COG event “state of transportation” we’ve done 2 others, South Bay which was held in Cerritos, and the other in El Monte for SGV COG. Instead of us putting the event on we work with them and they put it on. It was very well attended by Metro with Paul Taylor, Doug Failing and Renee Berlin and Don Sepulveda unfortunately the program was so long they were unable to give a full presentation. Some of the participants included Congressmen Howard Berman, Brad Sherman, Local officials, Metro Board Members. We will be doing this on a quarterly basis. I would like to invite the council to give us ideas of where you would like this held in your area.

- Performance Report for September
 - On time performance Metro Target is 82%; Gateway Cities 75.1%
 - Complaints per 100,000 passengers: Target 2.29; Gateway Cities 3.49
 - Miles Between Mechanical road Calls: Metro Target 3,650; Gateway Cities 4,071
 - Clean Bus: Metro Target 8.0; Gateway Cities 8.23
 - Accidents per 100,000 miles: Metro Target 3.10; Gateway Cities 2.96
 - Monthly Ridership: Metro Target 29,170,000; Gateway Cities 5,520,000
 - Bus and Rail Daily Ridership M-F 1,500,000
 - Blue Line Ridership M-F 80,000
 - Green Line Ridership M-F 45,000
 - ADA Monthly complaint trend for September it was 50, for July it was 37
 - ADA pass up complaints 12
 - Mystery Rider for ADA; Wheelchair pass-up 1%; Offer assistance to secure 90%; Deploy lift for Non-wheelchair 100%; Request to move from priority seating when necessary 100%; Passengers behind safety line 100%; Operator wearing seat belt 97%; Operator use of electronic device 0%;
 - Bus trips average monthly use trend: trips with no standees 74.2%; trips with some standees 19.0%; trips with overload 6.7%
 - Other transit agencies have higher loading standards
- Service Quality Compliance Report

- Currently we do an annual survey where we collect 15,000 filled out survey forms done on the bus. Every bus line gets a sample. We are expanding this in a small version quarterly basis. We will receive 2,000 surveys and we will be asking additional questions than we normally do these will be questions such as how long did it take you get to your first bus stop? How long did you wait? What in your opinion was the cleanliness of the bus/bus top? Added question to give us a better feel for the passenger's view of the quality of our service.

10. **DISCUSS** with Council Members their Clean Bus Stations assignments, Jon Hillmer, Director

We've asked from the service councils to assist in evaluating the cleanliness of stations. We will have Metro staff as well our goal is to have a partnership where you have the same Metro staff person and council member team up as a pair, and then evaluate the quality of the bus station. Based on a 32-point criteria for station cleanliness and functionality. If there is a park and ride lot associated with the station, the condition of that lot too. Very extensive survey but should only take about 30-40 minutes to complete. We have a good showing of council members who have already volunteered for this and it is marvelous. If you don't monitor the stations, it is easy for them to become unkempt.

11. **RECEIVE** report on Low Performing Bus Lines Public Meeting, Jon Hillmer, Director

This coming Tuesday, November 15, 2011 designed for people who either ride or are interested in the 6 low-ridership lines. Come and tell staff what should be done to make this service better performing. Mr. Scott Page will be hosting. It will be held downtown at the Union Station Conference Room on the 3rd floor, from 5-7pm. We should have a good turnout.

12. **CHAIR** and Council Member Comments

Representative Barrios, what is the procedure or discipline on cell phones usage by an operator?

Jon Hillmer: It is a major rule violation which means the operator is subject to days off and or termination depending up the record of the operator. If an operator gets involved in an accident while on the phone then they are subject to termination, irrespective to what their record may be. We take it seriously.

Representative Soto: I could not quite see it in the slide, but what was the time frame of the mystery rider.

Jon Hillmer: It is a monthly mystery rider and this showed the September results. We had 227 completed observations.

Representative Kelley: The City of Norwalk held a town hall meeting at New River School which is behind the Park and Ride at Green Line Station, of course there were several issues regards to the station. We will be working the Caltrans and Metro on the gates in the area. Some neighbors brought to our attention problems with the traffic flow in and out of the Green Line station. Again we are working with staff to resolve those issues as well.

Scott Page: Michael Sieckert has already met with Caltrans on the traffic issue. I'll ask him to report next month on what he has been working on with Caltrans engineers. (Bring this back in January).

Chair Shidler: I noticed that when the people are leaving the parking lot they are going out Huxley to Imperial, when the buses are coming in to make a left turn off Studebaker, there is no stop sign for the cars coming out of the parking lot.

Vice Chair Dobson: When we were meeting on the Artesia Station, we noticed there was a real need for maintenance. Looking for jobs for our Compton citizens, if you know of any, please let me know.

Representative Infanzon: I've been talking with residents about these meetings and providing information about what we do what is presented. Surprisingly most of them are not aware of it. And the question has been how can I go, how can I have access, the meetings take place at 2pm. There answer is, at 2pm we are working. I am new, but I don't know what is the policy, how is it you have addressed these issues in the past, but I would like to discuss this again. At least once in a while have an evening meeting. I want to add one more thing, I do believe that even though I represent the COG and Gateway we have a member that every meeting sends out a report to rest of the members still I don't believe that the message of the wonderful things that Metro is doing is getting to the cities. I feel that there is not a link between what we do and the cities that we represent. I can tell my city members at Bell Gardens what we are doing, I can post it and our programs that we have, in our calendar of activities. How are we communicating with the rest of the cities.

Jon Hillmer: We are exploring more aggressive outreach program for our Metro meetings that might include more regular use of the local newspapers and maybe even some of the local radio stations to try and reach certain communities in a more effective manor. There will be a cost for doing that but Metro is committed to reaching out to our customers and attracting them to our all of our community outreach programs.

Representative Burnett: I would like to volunteer to either the Norwalk or the Del Amo Station. At my agency, I am a job developer, so I should be able to address the concern of Representative Dobson.

Chair Shidler: to address Sergio's concerns, I have been advocating for sometime that we try and have our meetings in the evenings, because three of the service councils do and one has its meeting in the morning. I feel we are here for our constituents/public and should have our meetings in the evening.

Representative Kelley: The last time we did this some of the issues were council members would not be able to attend an evening meeting on this day. We had too many conflicts and this room is not available to us in the evening. There are other ways to let us know what their issues are, they can send a letter, an e-mail, phone call, even being here in the evening could be problematic for people.

Chair Shidler: Part of the reasons for having the service councils was for people to come and get a face to face with someone from Metro.

David Hershenson: We are looking at another way for people to listen to our meetings and participate without actually being here. In fact we are looking at multi-languages, this is in the infancy stage. Also the web page is set up for comments from the public that will be answered by Metro and brought to the council for their review also. If it would help, I would be willing to do a quarterly report on issues in the Gateway Cities area.

Representative Infanzon: I can personally commit to disseminate that information throughout my city. Then if you are making that commitment we can bring it to the COG. Technology is flying all over the place, yet it is also important to attend physically. If we have alternatives they should be used.

Chair Shidler: One of the problems in this area, there is no local newspaper distributed to the homes.

Jon Hillmer: To facilitate this discussion for next month. I will develop a calendar.

Representative Infanzon: Let's make this discussion in January so we can have a full council.

Public Comment:

Roberto Hernandez: Mr. Infanzon was right, we would like to attend we are the real riders. From Atlantic to Pacifica there was a problem with two passengers who were fighting. I don't know what type of training the operators get but he never called the police. The guy was sitting next to me when the fight started, you don't know if people have weapons. At the Garfield/Imperial stop, buses keep missing the riders waiting because there is a big commercial bench. This happens all the time. In answer to Representative Kelley "they can send e-mails" not everyone knows how to use the computer. I mentioned before, the Sunday service on the 111 is awful especially in the evenings, there are two buses that never show between 830-9:00pm, I have to catch the later bus. There is something wrong with that. Thank you.

ADJOURNMENT