

Thursday, June 14, 2012

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

Jo Ann Eros-Delgado

Cheri Kelley

Marisa Perez

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 May 10, 2012 meeting – Minutes Approved
4. **SAFETY Tip**, Lt. Ibelle

I would like to give the council a brief update on the murder of operator Alan Thomas on May 20, 2012. As the council knows, Alan Thomas was an operator on the 105 line and was murdered in West Hollywood on Santa Monica Blvd and La Cienega. Shortly after the event the Metro family and Sheriff Department banded together and held a vigil at the site. A number of Metro employees gathered in buses and went to the location. The funeral took place this last Saturday at Second Baptist Church in Los Angeles. There were about 2,000 people and the Metro family came in buses. It was enough that the streets had to be closed off. Sheriff Baca spoke along with Mark Ridley-Thomas and Art Leahy.

In the aftermath of all of this, I wanted to share a couple of things. First as it relates to the Sheriff's Department's deployment plan in the days and weeks following. We have a number of investigative entities, the crime impact, special problems unit, high impact team, terrorist interdiction unit, problems unit, etc. The day that the event originated all of those specialty units along with our patrol personnel banded together and really did a concerted enforcement effort not only on the 105 but a great number of lines. Just for a sense of scope just the deployment alone not including all these specialty personnel about 24 deputies, per day, were additionally deployed to these lines. As of now are still on those lines.

Everybody was shaken. Alan Thomas had worked out of division 2 and the evening the event occurred I went along with Sgt. Jones to just hang out with the operators and talk with them, they really just wanted that sense of assurance. So I think that is my primary topic. The department tries and continues to be responsive to the needs of Metro. It was clear to us Division 2 was like a family and I know how that works. I got the opportunity to speak with his family. It was sad all the way around; he was well liked by his fellow operators.

The bus operators wanted to know if it was related to fares. So we reached out to the homicide detectives and were able to garner enough information this was not the case. In fact there was no communication between operator and patron.

Chair Shidler: Did the operator know this person?

Lt. Ibelle: No, to this day there is no information to lead us to believe they knew each other.

Chair Shidler: This was at a layover zone?

Lt. Ibelle: He had come from a layover zone, and was off route because of an event going on. As fate would have it, there was a Metro supervisor in the approximate vicinity when the event occurred. We were in the area also. Tragic.

Representative Perez: Moving forward where there any protocol changes to security?

Lt. Ibelle: From a law enforcement standpoint, we received a lot of feedback from two camps. First you heard the operators talking about wanting uniformed visibility, which we have been doing. Second, we heard when you are there it is great but as soon as you leave it goes back to normal. It would be great if you could come in plain clothes. Well, as you know we do both. From our department's standpoint, as far as prevention and intervention this particular tragedy really seems like a random act of violence very difficult to prevent. From a standpoint of "perception" of crime which is equally important, I think there are a few things we can do, visibility enhancement.

- 5. **PUBLIC** Comment for items not on the agenda
- 6. **RECAP** of special meeting May 24 at Bell Gardens City Hall, Jon Hillmer Director and Council Members

We had a good event last month sponsored by Council Member Infanzon in Bell Gardens. We had several information tables set up for the public, including tables from Montebello, Metrolink, OLDA, Sheriff's department, jobs available tables, Parks and Recreations we had 15 to 18 who attended the meeting. We thought it was a great event and look forward to the next in Compton. We had a presentation from Mr. Scott Page who gave us a background on the history of service in Bell Gardens and the surrounding area. I gave a short presentation on the role of the Service Councils, and if anyone would like to make comments on presentations for the next meeting it would be welcomed. Miriam Long presented our Construction Careers Policy.

- 7. **RECEIVE** Report on Groundwater Cleanup Project at Artesia Blue Line Station, Michael Sieckert & Boeing Staff to present

Michael Sieckert: Over the last year the council has received several reports on the status of the groundwater contamination project. The most recent was a few months ago. At that time, we had narrowed the discussion down to a couple of outstanding issues that we were still working out with the Boeing staff and its consultants. These included, the location of the extraction and monitoring wells, and the potential for electro magnetic interference (EMI) on train operations from the pumping operations. We met a month ago with

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the Metro's Executive Staff and Boeing to work this out. I'm happy to say we have agreed to the location of the pumps and wells, and as far as the EMI issue is concerned, we feel that can be addressed through mitigation measures. There are 6 stages in the work plan. Work on the first three stages will get underway soon. I would now like to introduce Chief Consultant for the Boeing Project, Tim Palmquist, who will provide the Council with more details about the work plan.

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Tim Palmquist: On behalf of the Boeing Company we greatly appreciate the opportunity today to make a brief overview presentation of the proposed groundwater remediation program. Our team today includes Jennifer Wiley of the Boeing Company environmental remediation group and Mr. Richard Williams Project Engineer and Program Manager with Latent Consulting. Over the last year we have had the privilege to work with Metro Real Estate and environmental groups to negotiate a Right of Entry agreement for the Artesia Station and also to work with the environmental team to develop a series of work plans that will allow the Boeing Company to execute this work with a minimum of disruptions to Metro operations and parking. With that I would like to turn this presentation over to Jennifer Wiley.

Jennifer Wiley: As Tim mentioned Boeing is planning a groundwater treatment project at Metro's Artesia Station in Compton. First thing I would like to mention there are no health risks related to this project. The water supply is safe and not impacted. The treatment system we are constructing at the site allows us to protect the groundwater resource that is underneath the Artesia Station. What we will be doing is capturing the contamination in the groundwater and treating it before it can get to deeper groundwater zones that we use for drinking water. We will be doing night work to avoid disrupting the passengers and operations at this Station. There are fewer people using the station at night and we will start late and work until early morning. This allows us to avoid health and safety risks to passengers. As far as parking space disruption we've worked with Metro to come up with a resolution. There are quite a few paid parking spaces, 74 spaces that are permit, of which only 50% are being used. What we will do is pay for the parking spaces that will be used during construction. We will start with survey operations the end of June.

Boeing is cleaning up past operations of the former Boeing Compton site located SE of Metro Artesia Station on the other side of the freeway. The chemicals are about 110 to 200 feet below the ground surface. The main contaminate we are dealing with is trichloroethylene, which is a solvent used for cleaning/degreasing. The maximum concentration we have recorded is 6.9 parts per billion. This needs to be reduced below 5 parts per billion. We do not have a large amount of contamination. The actual water drinking wells are not at risk--those are in a deeper zone and the nearest well is 3,000 feet away. Boeing is committed to cleaning up location sites that were impacted by our past business operations. Protecting human health and the environment in the community remains a top priority.

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Representative Perez: How did the contamination get from the Boeing site? Are you only going to remediate until you get to 5 parts per billion?

Jennifer Wiley: The chemicals that are in the groundwater are solvent. TCE is a common industrial metal degreaser. The chemicals entered the ground at the former Boeing site. They traveled downwards through the soil until they reached the groundwater, and then flowed with the water towards the Metro station. For cleanup, we work within the limits of the technology to get below the 5 threshold. It's always good if we can get it lower than that.

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Representative Perez: Who decides the 5 parts per billion? Is that a standard or has a government agency decided?

Jennifer Wiley: That is determined by the Regional Water Quality Control Board, Division of the EPA.

Chair Shidler: Did the TCE get into the aquifer and is it going anywhere else?

Jennifer Wiley: It goes from the old Boeing site, flows under the freeway to Artesia Station. It affects the Flood Control District Property, Caltrans and areas we cannot get to for treatment systems. We have a two-pronged approach: we are treating the groundwater at the former Boeing site capturing it there, and we'll be capturing and treating it at the Artesia Station.

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Representative Kelley: At the beginning you said there are no health risks associated. Who and how was that determined?

Jennifer Wiley: The EPA, the Regional Water Control Board, and the Dept of Toxic Substances have certain models with calculations that take into account all the specifics (i.e. Geology) like the depth of the chemical contamination, the actual chemicals that are there, the specific chemical toxicology, volatility, how much should stay in water or become airborne. All of this information goes into a mathematical model which will give you a number that tells you what the risk is.

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The Los Angeles Regional Water Quality Control Board is a separate agency that handles contamination risk rather than production of water.

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Jennifer Wiley: As a side note, the former site was leased to North American Aviation who manufactured aerospace components. The chemical solvents that were used to clean the components leached into the soil over time and impacted the groundwater. When we found out about this, Boeing purchased the site back from the owner in 2001 so we could cleanup the site, which has since been sold and redeveloped.

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We started working with the Metro in 2007. Our first task was to install monitoring wells on the property to determine if there was any impact on the Metro site. We're developing a treatment plan to cleanup the area based on the monitoring well data. We have received easements from Southern

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California Edison and Metropolitan Water District. We will start our design studies this year.

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The below groundwater treatment system will have one extraction well, two injection wells, one monitoring well and one conveyance piping. Above ground, we will have the treatment compound. Contaminated water will be extracted from the ground, pumped via the conveyance system to the treatment compound and returned to the aquifer via the injection wells.

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Next Steps: We executed an amended right of entry agreement in April 2012. We propose to finalize work plans with Metro 2nd Quarter 2012. We will commence land/utility surveys and geotechnical investigation 2nd quarter 2012. ; Drilling and well installation is scheduled for 3rd quarter 2012. We propose to complete design work in the first quarter 2012. Piping and system construction is proposed during the 2nd quarter 2013.

Chair Shidler what will be installed to deter vandals from climbing up the embankment to try and enter the treatment area? How secure will this be? Especially for people looking for copper.

Jennifer Wiley: We have been looking at that and there are several viewpoints, one build an enclosure that you can see inside. In any case, we will have cameras and additional lighting which will help deter vandalism.

Chair Shidler: Metro has cameras at the station which they monitor at the ROC. Who is going to be monitoring these cameras?

Jennifer Wiley: Boeing. We do camera monitoring for many of our systems.

8. REPORT from Norwalk Transit on Proposed Service Changes, Graham Ridley

Norwalk transit services has 6 routes operating in Norwalk, Artesia, Cerritos, Bellflower, Whittier, La Mirada, La Habra, Santa Fe Springs and unincorporated areas of Los Angeles County.

NTS has found it necessary to implement further service reductions and modifications to eliminate its operating deficit and improve overall efficiency. By doing the following:

- Eliminate route 3 segment between Alondra Blvd and 183rd Street
- Eliminate route 3 segment between Bloomfield and Metrolink Station
- Restore mid-day service between Pioneer Blvd and Whittier Depot
- Eliminate Route 3 segment between Florence and Blue jay Lane with realignment from Florence Ave to Orr and Day Rd and Telegraph Rd
- Eliminate route 3 Saturday service

Fixed Route Service Annual Boardings 2011-12

- Route 1 687,187
- Route 4 476,024
- Route 2 468,461

- Route 5 142,427
- Route 3 93,574
- Route 8 78,784

Passengers per Revenue Hour – Weekday

- Route 2 - 38
- Route 1 - 30
- Route 4 - 26
- Route 5 - 20
- Route 3 and 8 – 11

Passengers per Revenue Hour – Saturday

- Route 2 and 4 – 26
- Route 1 – 22
- Route 5 – 16
- Route 3 – 5
- Route 8 no Saturday service

Public Hearing will be held on Tuesday, July 17, 2012 at 6:00pm in the Norwalk City Hall. Implementation of Approved Fixed-route service reductions/modifications Sunday, September 9, 2012

9. **DISCUSS** Line Ride Program, Jon Hillmer and Members

This is a simple concept where we would make presentations to the council on a monthly basis on individual lines or corridors within Gateway Cities providing the council with information about the bus routes, we would ride the line talk to customers take photographs and present to council so they can become more familiar with the service. I made a similar proposal to other service councils the Westside would like to modify it a bit so we would look at a corridor with possibly a rapid and local line. Take a look at lines that have service problems. If we adopt this process I will let the council know when we will be out there so you can join us in our line evaluation.

Representative Perez: How many lines are in our Service area?

Jon Hillmer: I don't know exactly, we have 148 bus lines system wide, I am guessing we have 25-28 Metro lines, not including munis.

Chair Shidler: Why don't we look at Florence Avenue first.

Representative Perez: Prioritizing the corridors, according ridership, OTP, impacts on community, customer complaints, accidents, etc.

Representative Kelley: I think it is important for us to know the difference between accidents that were our fault and accidents that weren't. I don't want to look at a line that has a lot of accidents that were others fault. This serves no purpose. We cannot do anything about complaints but the information is helpful.

10. **DISCUSS FY 13** Service Council Work Plan, Jon Hillmer and Members

Annual work plan highlights:

- Public information
 - better outreach
 - use social media, twitter, source, face book, etc
 - including adding to the webpage where they can comment
 - bi-annual meetings held at other locations
 - bi-annual workshops
 - public outreach and communications plan used to inform public and increase participation
 - staff to provide detailed briefings on all proposed service changes prior to public hearing
- Enhance Council understanding:
 - As discussed highlight one corridor/line each month
 - Presentations from municipal operators
 - Presentations on any and all projects in service area
 - Organize site visits
 - Organize transit line rides on discussed service changes
 - Reporting on individual line rides
 - Quarterly meet and confer with CEO and staff
- Service Development
 - Review line performance and explore options
 - Receive briefing in June on changes for December
 - Review performance targets
 - Receive reports from Metro facilities maintenance on improving appearance
- Metro Operations budget
 - Receive preliminary information on budget
 - Develop suggested modifications

Chair Shidler: I would like to get reports from service planning when they change the headways on lines. I have said it before, a line will be working with 40 minute headway, then they drop it to 50, then 60 and then it's canceled.

Jon Hillmer: Sometimes Wally the bus starts running late in order to keep it on track we make the headways longer to keep to a schedule. We will be looking at 3 years of service changes on each bus line with the Civil Rights in place.

Events where we can display our council meetings.

Representative Kelley: Most cities have summer concerts, which will allow you set up your table, there are multiple opportunities during a short period of time.

Jon Hillmer: Also in the packet today was my performance evaluation form. Some of you received it in e-mail form. Please fill out and e-mail back to Paul Taylor at taylorp@metro.net

11. **RECEIVE** Director's Report, Jon Hillmer, Director

- Performance Report
 - On Time Performance: Target, 85%; Metro 77.6%; Gateway 76.9%
 - Complaints per 100,000 passengers: Metro 2.88; Gateway 3.25
 - Miles between mechanical road call: Metro 3,552; Gateway 3,448
 - Clean Bus: Target 8%; Metro 8.47; Gateway 8.19
 - Accidents per 100,000 bus miles: Goal 3.13; Metro 3.24; Gateway 2.88
 - Ridership: Metro 29,491,183; Gateway 5,359,380
 - Blue Line Ridership: Weekday 83,000; Saturday 70,000; Sunday 55,000
 - Green Line ridership: Weekday 42,000; Saturday 27,000; Sunday 18,000
- Bus Cleanliness Evaluation Scores within Gateway
 - Artesia Blue Line 6.8 = D
 - Del Amo Blue Line Bus 8.0 = B-
 - Norwalk Green Line Bus 8.3 = B
 - Rosa Parks Bus Station 8.2 = B
- ADA Related Complaints
 - Complaints 30
 - Wheelchair pass ups 9
- Mystery Rider observations
 - Percentage of Wheelchair pass ups 1.2%
 - Seat Belts 99%
 - Courtesy and Respect 99%
- Wrap up
 - Civil Rights Action, no new news
 - Meet and Confer was cancelled at last minute, but those who cared to come came and we ended up having a roundtable discussion and introduced Mr. Woodson head of Bus Operations
 - Expo Line to Culver City is opening on June 20
 - Test run of locking rail station gates. They will be monitored by Sheriff and volunteers to assist people with difficulties

Chair Shidler: Eventually when this gate thing is resolved I would like to find out, whether the cost of doing this and the cost of manning these stations off sets the alleged fare evasion. Personally I think it is going to cost more than what we are losing.

Jon Hillmer: It looks like we may only be locking the red/purple line at this point.

Measure R Update: There is a proposal to extend Measure R, it currently sunsets after 30 years, this is a ½ sales tax for transportation and highway. We allocate the funds based on a formula: 35% goes to rail projects; 20% highway projects; 20% bus operations; 5% rail operations; 15%, local return; based on population. Much discussion about the 20% for bus and 5% for rail is enough money to actually operate all the service.

Voter approved funding for 12 transit projects; 16 highway improvement projects. Creating 410,000 jobs, providing \$6 billion to local cities.

Gateway Cities Projects: Funds for Commerce Muni bus Lines, La Mirada, Long Beach, Montebello, Norwalk; Eastside transit Corridor Phase 2; West Santa Ana Transit Corridor; Metrolink Capital Improvements; I-605 "hot spot" interchanges; I-710 South; I-5 Carmenita Rd.; BNSF Grade Separation; I-5 widening and HOV; I-605/Orange County Line; maintain low fares for seniors/students/disabled until 2015.

Measure R projects under construction or completed: Expo phase 1 and 2; gold line foothill extension; orange line extension to Canoga; soundwalls; BNSF grade separations; ramp improvements; HOV lanes; etc.

Next step after approval from the MTA Board will be going before the voters in November. If it is approved by the voters it will give us an opportunity to bond the revenues at a historically low interest rate and be able to use those funds to build our projects in the short term which would be less expensive than if we had to wait 20 or 30 years to build them.

We did surveys on the Measure R extension we had a positive reaction. We are averaging a 76% favorable countywide.

Representative Kelley: At the Gateway Meeting I asked to know what where the questions? Makes a difference.

Chair Shidler: I am looking at this and noted Gateway Cities is getting more Highway funds than transit funds.

Jon Hillmer: There are more highway projects than transit.

Representative Kelley: If you will remember Wally, when they first proposed this Gateway Cities was getting virtually nothing, and we were not going to support it at all until they fixed it.

Jon Hillmer: There was a push for geographic equity. Gateway Cities projection is 1.1 billion dollars.

Representative Kelley: At the Gateway COG meeting Director DuBois wanted input from the 28 member cities as to whether they thought it should be another 30 years or 60 years. The overall feeling was we are not going to tell the Board what to put out in front of the voters we are just going to say let the voters decide. A lot of concern was putting a deadline on the extension because we always go over.

Representative Perez: Just what Cheri is saying it's like Prop A&C there is no sunset. When Measure R was put together, 30 years was proposed and the voters wanted a deadline. Voters usually do not want a tax into perpetuity.

David Hershenson: When the presentation was originally prepared, they had a feeling they were going with no sunset provision until voters decided to end it. There was a lot of blow back from the communities including the COG the City Manager Steering Committee led by Ken Farsing, had a suggestion of ending when all the projects were paid off. One of the reasons was we were \$4 billion short of what we thought we would be bringing in due to the economy. America Fast Forward 30/10 plan, if we can extend this out we can borrow the money ourselves locally and not depend on the feds to give us the money to accelerate these projects. However, because of this opposition to a lack of a sunset they did change it to two options a 30 or 60 year extension.

Representative Kelley: We all know there will be tax initiatives on the ballot in November is this the right time to do this? And can we wait a year? If we go forward now and get this approved can we even do these projects, are we capable, do we have the manpower to get these projects accelerated.

Representative Perez: Will there be a list of new projects?

Jon Hillmer: good question, I do not have the answer. What I heard this was dedicated to primarily existing projects.

Representative Kelley: They did talk briefly at the COG about new projects, because it really is so far out there is no way to determine what new projects will arise or if we even have cars, who knows.

13. **ELECT** new Chair and Vice Chair for FY 2013, All Members, **on hold until July Meeting**

14. **CHAIR** and Council Member Comments

Wally Shidler: the COG reappointed Richard Burnett, Jo Ann Eros Delgado and I to the council for the next 3 year term ending in 2015. On May 8, Hector Tobar wrote an article "Blue Line and Tunnel Under Beverly Hills High School" Transit and the greater good, some areas have sacrificed much for rail and others should do their share. They hate the smell of the passenger cars, the current design of the station is extremely unfriendly to pedestrians a once open gate on the eastern side has been locked by the Crystal Casino management. That forces people to take a walking detour up to 1.9 miles to reach the station. People jump the fence to avoid the detour risking death, Metro has built an even higher barrier to stop them, I watched a crew install a new 12' fence it will be topped with razor wire, it will look like Alcatraz. In course of an hour I saw two dozen people walking to the station along the SP rail it is a shortcut. It pains me to say but it is true, Compton has a 3rd world train station.

I hope Art Leahy reads this along with the casino. The staff here has been working on this issue for a few years, maybe now something will be done.

Public Comment:

Roberto Hernandez: The last trip on the 111 is supposed to show up at 11pm but did not show and I had to take a taxi to the green line. Is there anything you can do about this line it is unreliable in the evenings. Maybe they could fix the schedule.

Representative Kelley: I would like to share my concerns with the extension to the Airport, I think there is a lot of work that needs to be done, although I hate the fact we are spending so much money on consulting, If they would just look at the parking situation there is no place for people to park along the way. The issue of transporting your luggage at the Green Line Station in Norwalk is next to impossible. The elevators and escalators don't work most of the time. They have yet to my knowledge if they have even talked to LAWA if they would even support something like this. The airport is going to be a mess on their projects for a couple of years. How fast they are going, how much money is being spent I don't think anyone has thoroughly thought this through.

Jon Hillmer: Our member of the South Bay Council indicated they are in discussion with Metro, and are supportive of some of the concepts.

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