

Thursday, September 13, 2012

2:09pm – 4:02 pm

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# Minutes

## GATEWAY CITIES SERVICE COUNCIL

### Regular Meeting

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

Called to Order at 2:09 p.m.

Council Members Present:

Lillie Dobson, Chair

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Jo Ann Eros-Delgado

Sergio Infanzon

Cheri Kelley

Marisa Perez

Wally Shidler

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Officers:

David Hershenson, Comm. Rel. Mgr.

Henry Gonzalez, Council Comm. Rel.

Mgr.

Dolores Ramos, Council Admin Analyst



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

1. **PLEDGE of Allegiance**
2. **ROLL Called**
3. **APPROVED Minutes from August 9, 2012 meeting**

Minutes approved with abstention of Council Member Eros-Delgado.

4. **SAFETY Tip, Lt. Ibelle**

Lt. Ibelle introduced Deputy Rich Faulk and his K-9 companion, Debra, a 9-year old Belgian Malinois. Deputy Faulk and his K-9 are part of the TSA's counterterrorism bomb detection efforts in mass transit centers. Deputy Faulk and Debra went through training together and go through a yearly certification process as a pair. Debra was brought in from Germany, and learned her first commands in Dutch, though the majority of her commands are now in English. She has been trained to not be distracted by smells such as coffee that may be used to mask the detection of explosives. Deputy Faulk returned later in the meeting to provide the council with a demonstration on how his K-9 can quickly identify suspicious packages.

5. **UPDATED on Orange Line Development Authority (OLDA) high speed project, Michael R. Kodama**

OLDA is a joint powers authority formed in 2003, consisting of 13 member cities and Bob Hope Airport. After September 30<sup>th</sup>, OLDA's name will be changed to avoid confusion with Metro's Orange Line. Alignment of the planned high-speed transit system extends along an existing Pacific Electric right-of-way from Cerritos through to Huntington Park to downtown Los Angeles, then north to Glendale, Burbank, and Santa Clarita. OLDA has received \$240 million in allocated Measure R funding. A \$1.8 million study led by Southern California Association of Governments (SCAG) was just completed to examine alternatives on the West Santa Ana Branch.

A SCAG committee is in the process of reviewing findings. Decisions for future direction are being anticipated. It is believed that Los Angeles will continue forward with the planning process, but that Orange County will shelve plans.

OLDA has been working on station ideas and strategies to address environmental justice issues along the corridor. The group has a federal planning grant and a Metro Transit Oriented Development (TOD) grant in order to work on developing TOD. The Steering Committee has recommended moving forward with light rail transit and low speed maglev. Of the potential options, West Bank 3 is preferred.

Council Member Perez asked if there is funding for the project aside from the \$240 million from Measure R for environmental work. Mr. Kodoma stated that preliminary cost estimates are for construction from LA Union Station to Cerritos, but that TOD investment opportunities may raise additional funding for construction. Additional air quality analysis has not yet been completed, but will likely be completed at a later stage.

**6. DISCUSSED Antonovich Motion for Regional Airport – Rail Connectivity Plan, Chris Haskell, Transportation Planning Manager**

The Motion was introduced at the July 2012 Board meeting by Board Chair Antonovich. The airports under study are Palmdale, Burbank, Los Angeles International, Long Beach and Ontario airports. The Motion requests the following:

- A. Implementation Plan for rail connections to the 5 airports
- B. Review and analysis of current transit options
- C. Input from FAA and SCAG on potential funding and support
- D. Report on expediting the LAX airport connector to open concurrent with the new Crenshaw/LAX project
- E. Overview of coordination and funding required from partner agencies including SCAG

Airport Rail Transit Connections, Existing and Planned include:

LAX - Existing: Green Line Aviation/LAX Station 4.3 miles from airport. Planned: Century/Aviation Station, 1.5 miles, anticipated completion 2019. Supplementary projects to connect Century Aviation include the Airport Metro connector to connect that Station to central LAX terminal. LAWA has released a study which looks at providing a connector from the airport to that station.

Ontario - Existing: Metrolink Stations - East Ontario, 2.5 miles, Ontario, 3.6 miles, Rancho Cucamonga, 4.0 miles. Planned: California High Speed Rail is planned with an airport station under consideration

Burbank - Existing: Metrolink Burbank Station. Planned: New Metrolink Station at Hollywood Way on Antelope Valley Line, and along corridor for California High Speed Rail

Long Beach - Existing: Willow Station, 4.3 miles from airport. Planned: No current plans for area around Long Beach Airport

Palmdale - Existing: Palmdale Station 4.3 miles from airport. Planned: High Desert Corridor and Xpress West and California High Speed Corridor

Other Airport Transit Connections include:

LAX: LAX FlyAway to Union Station, Van Nuys, Westwood and Irvine

Ontario: Omnibus Route 61 connecting Fontana and Pomona Stations

Burbank: Shuttle bus connection with Metrolink Downtown Burbank and Metro North Hollywood Stations

Long Beach: Long Beach Transit Routes 102 and 104 to Willow Station

Palmdale: currently no other connections

An inventory of airport transit connections at various stages of development is being compiled.

- A. Existing
- B. Under Construction/Environmentally-Cleared
- C. In Environmental Review/Preliminary Planning Phase
- D. LRTP Strategic Plan Projects, e.g.:
  - i. Orange Line Extension to Burbank/Glendale
  - ii. Gold Line Eastern Extension

- iii. Green Line Extension south to San Pedro/Long Beach
- iv. West Santa Ana Branch
- v. Crenshaw Line Extension north to Mid-City

Council Member Shidler stated that when the Green Line was built, navigational problems prevented a station from being located nearer to the airport. A people mover was supposed to be built to connect to the Station. Is the airport willing to have a station now? Mr. Haskell replied that Metro has been working with LAWA to examine the possibility of linking Direct LRT from the new Crenshaw/LAX Line directly into Central Terminal area. Another possibility is a Through LRT, which would go into the airport, under the south runways, then come up at El Segundo to meet the existing Green Line. LAWA is also looking at an Automated People Mover or Bus Rapid Transit system, a dedicated airport system that would run to Metro's new Crenshaw/LAX Line Aviation/Century Station.

Workshops are being held with LAWA at the end of the month to determine service needs such as headways and lengths of trains, to discuss combined solutions, and to look at direct LRT and through LAX solutions. The workshops are internal and will be discussing the engineering needs. However the work is in progress to continue over the next several years.

## **7. DISCUSSED Long Beach Transit Service Changes, Chris MacKechnie, Service Development Planner**

Extensive service changes were implemented at the end of August that resulted in replacement of all the Passport vehicles with large sized buses. Prior to the changes, Routes A, B, C, D were all free to passengers. Route C remains free to passengers; it is very popular with visitors and conventioners; all other routes now require payment. Buses have all been replaced, as the shorter Passport buses violated AQMD clean air standards and used diesel.

Some of routes had been designed for the 30-foot buses and had to be reconfigured to accommodate the new 40-foot buses. Route A was eliminated and replaced with diverted Route 131. Route A (now 131) used to go to downtown Seal Beach, and now ends at Alamitos Bay Landing. The parking lot has been reconfigured to allow large buses to turn around there. Route D was replaced with Route 121, and maintains the same routing through Cal State Long Beach to Belmont Shore.

Route 171 was the PCH Crosstown route that formerly went to Seal Beach but was pulled out of Seal Beach in response to community meetings. The route has been cut back to end at Studebaker at Long Beach city limits.

Passport B's changes were minor in the downtown area. The route now goes through the Transit Gallery instead of going down Ocean, which provides more connectivity to other area transit. Route B is now called Route 151.

Passport C had the greatest changes which have improved service to some areas by the Harbor. Most of the route is the same; the route now goes up to 10<sup>th</sup> Street and a newly added segment stops in front of the Residence Inn and in front of the Hilton at the corner of Golden and Ocean. Passport C is now known as the Passport.

Advantages of the changes include complete compliance with all air quality requirements. A groundbreaking celebration was recently held for new CNG fueling facility at 68<sup>th</sup> Street at Cherry, Larry Jackson Division. The changes have also resulted in better fulfillment of ridership demands and provision of increased service to Cal State Long Beach, as evidence through record setting participation in the U-Pass program this year.

The replacement buses are quieter and more fuel efficient. As they are larger, they provide better accommodations for walkers and carts, expanded passenger capacity, and can carry 3 bikes instead of 2. The improved connections and fulfillment have facilitated the reallocation of other services to better meet customer needs. Also, both driver and passenger problems in interpreting fare structure are no longer an issue. The fare is now \$1.25 for all routes except for Passport on Pine, which is free. Transfers are not issued except for interagency transfers. Day passes can be purchased for \$5.00.

Council Member Shidler asked if there have been any fare complaints with the downtown Seal Beach service cutoff. Mr. MacKechnie responded that Long Beach Transit hasn't received any complaints about the fare, though ridership has declined on Route 151 because of the truncated route. The City of Seal Beach has received some complaints regarding elimination of service. Service to Seal Beach on Route 171 could return, though it may not occur by the next route change implementation in February. It might be resolved by June.

Mr. Timberlake asked if the route changes eliminating Seal Beach service are final. Mr. MacKechnie responded that the elimination of service to Seal Beach was not a decision by Long Beach Transit, but by the City of Seal Beach. If the public wants to see restoration of service to Seal Beach, the best thing to do is contact the City of Seal Beach. The decision was not made by OCTA, which has also been affected negatively by Seal Beach's actions.

Wayne Wright expressed concerns regarding Passport C service on Friday and weekend nights. He asked if Long Beach Transit can monitor the Passport on-time performance. Buses are frequently late and occasionally pass up passengers, particularly on weekend evenings and on Sundays.

Robert Hernandez expressed concerns regarding on-time performance of Line 111, which has caused him to miss connections. He also expressed that he and fellow passengers have been confused with the transition to the TAP cards.

## 8. RECEIVED Director's Report on July 2012 Service, David Hershenson

- On-Time Performance: 79.4% compared to 75.9% prior month and 75.8% in May; FY 13 Goal is 80%.
- Complaints per 100,000 passengers: 4.07 compared to 4.29 prior month and 3.90 in May; FY 13 Goal is 2.20. A presentation regarding handling of complaints will be scheduled for a future Service Council meeting.
- Miles Between Road Call: 3,654, compared to 3,992 prior month and 3,810 in May; FY13 Goal is 3,900. Purchase of new vehicles and retirement of older models should help address these issues.
- Cleanliness: 8.08 compared to 8.22 prior month and 8.13 in May; FY 13 Goal is 8.5.
- Accidents per 100,000 Miles: 3.50 compared to 3.56 prior month and 3.32 in May; FY 13 Goal is 3.10.
- Monthly Ridership: 5.26M as compared to 5.56 M prior month and 5.87 in May. Dip in ridership due primarily to school being out of session and the July 4<sup>th</sup> holiday.
- Lines 60 and 760 Weekday Ridership trends: Line 60: 20,093, down slightly from previous month's highest ridership record on this line; Line 760: 5,816
- Rail Weekday Ridership: Red 151,309; Blue 89,155; Green 47,214; Orange 45,694, and Expo 18,181. Green and Expo Lines both are all time highs, and ridership will likely continue to increase.
- Bus Station Cleanliness: Artesia Blue Line Bus score of 7.5, same as previous month for C grade; Del Amo Blue Line Bus +0.3 change up to B grade; Norwalk Green Line Bus up 0.6 from previous month for C+ grade; Rosa Parks Bus +0.3 for B- grade.

Ride lines associated with the Council's Corridor studies will be scheduled for the end of the month or early next month. One idea is to have the line ride on one of the Council's bus lines the morning of our next Service Council meeting. The Council had discussed holding a special evening meeting to discuss the Metro's jobs program, among other items, at the Martin Luther King (MLK) Jr. Transit Center or another location, to be determined by Council. Chair Dobson mentioned that the MLK meeting room is not yet ready to use, and suggested that the meeting could be held in Compton City Council Chambers. Council determined that the special meeting would be held on November 15<sup>th</sup> at 6:30 p.m., with the location to be confirmed, and Chair Dobson will follow up on the availability of the Council Chambers that day.

## 9. PUBLIC Comments

Mr. Timberlake asked how Metro defines on-time performance. Mike Siekert responded that the performance report charts should include the standard, and that a bus is considered to be on time if it is less than five minutes late. Mr. Shidler added that he had been told that operators have to notify the Control Center if they are running 10 or more minutes late. Mr. Timberlake questioned how complaints are defined, what data is represented in the performance report charts, and if rail on-time performance is measured. He also asked for OTP statistics for the Metro Blue Line.

Mr. Hernandez shared concerns regarding criminal activity and cleanliness of Long Beach and Norwalk Stations. He suggested Sheriffs ride on all buses to encourage other drivers to keep from cutting off buses.

Wayne Wright stated that at last month's San Gabriel Valley Service Council meeting, Service Manager Carl Torres presented a report on Contract Lines 270 and 266, and the challenges those routes encounter in the San Gabriel Valley. Mr. Wright asked that a similar report be presented to the Gateway Service Council, as the line services the Pico Rivera Town Center, Stonewood Center in Downey, and the Lakewood Center Mall. He mentioned that during the report on Motion 80 report on Bus to Rail Connections that Lines 265 and 266 were not mentioned, but that they provide a bridge between the Green Line and Long Beach Transit Route 111 which runs to Long Beach Airport. Line 111 runs 7 days a week, but the Long Beach Transit 100 series Lines 102 and 104 only run 5 days a week. He stressed that Lines 265 and 266 have on time performance and customer service issues that he thinks merit examination and he would like to see a report on he lines at a future meeting.

## 8. CHAIR and Council Member Comments


Council Member Kelly inquired about the first USC/EXPO Game Day and asked if there was any feedback regarding purchase of return tickets. At the last meeting, Council had asked why round trip ticket can't be purchased. She pointed out that Most people who are going to use it aren't regular transit users and don't want to put a larger amount of money on the card as the conversion from paper passes to TAP cards requires. Mr. Hershenson suggested a full report on the TAP conversion at next month's meeting.

Council Member Shidler shared that on September 20<sup>th</sup> at noon Metro will hold their Operations and Safety Committee meeting in the Board Room. Two of the agenda items are Blue Line scheduling issues and delays, and efforts of Metro and municipal operators' efforts to coordinate changes.

Council Member Infanzon stated that the Council appreciates public attendance of the Council meetings. Council Members may not have answers to every question asked, but they are there to help serve as a liaison between the public and Metro to serve the public in a more efficient manner.

Chair Dobson verified the time and date of the special meeting as November 15<sup>th</sup> at 6:30 p.m. She shared that she rode Line 45 to and from a meeting and that it was a very pleasant experience. She announced that the 9<sup>th</sup> Annual Homeless Veterans Stand Down will be held September 22 to the 24<sup>th</sup> in Compton.

Meeting Adjourned at 4:02 p.m.

A handwritten signature in black ink, appearing to read "M. Dobson", is written over a horizontal line.