

Minutes

Thursday, February 12, 2015
2:00PM

GATEWAY CITIES
SERVICE COUNCIL
Regular Meeting

Salt Lake Park Community Center
Lounge
3401 E. Florence Ave.
Huntington Park, CA 90255

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Lines 111, 311, and 612.

Called to Order at 2:21 p.m.

Council Members:

Richard Burnett, Chair
Gene Daniels, Vice Chair
Thomas Martin
Wally Shidler
Cynde Soto

Officers:

Jon Hillmer, Director, Regional Councils
David Hershenson, Comm. Rel. Mgr.
Henry Gonzalez, Council Comm. Rel. Mgr.
Michael Sieckert, Transportation Planning Mgr.

For Metro information in English, please call the following phone number: 213-922-1282.

Para más información de Metro en español, por favor llame al número que aparece a continuación: 213-922-1282

Մետրոյի մասին հայերեն լեզվով տեղեկություններ ստանալու համար, խնդրում ենք զանգահարել այս հեռախոսահամարով՝ 323-466-3876

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

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สำหรับข้อมูลเกี่ยวกับรถโดยสารเมโทรเป็นภาษา [ไทย] กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง: 323-466-3876

ដើម្បីទិញធានារ៉ាប់រងអ្នកបកប្រែ Metro ម្នាក់ សូមទូរស័ព្ទតាមលេខ 323.466.3876។

메트로(Metro) 정보를 [한국어]로 알아보시려면, 아래 번호로 전화하십시오: 323-466-3876

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Los Angeles County
Metropolitan Transportation Authority

Metro

1. PLEDGE of Allegiance
2. ROLL Called
3. APPROVED Minutes from January 8, 2015 Meeting
4. RECEIVED Presentation on Metro FY16 Budget Process, Conan Cheung, Deputy Executive Officer, Performance Management, Koreyne Clark, Budget Analyst

The FY16 Budget will emphasize safety and security, transit service quality improvement, new bus and rail vehicle purchases, delivery of rail and highway projects, bike programs, technology enhancements, opening of EXPO II to Santa Monica and Gold Line Foothill Extension, state of good repair, Union Station, potential transportation ballot measure, and other new initiatives such as first/last mile and active transportation.

The FY15 sales tax budget is assumed to grow 2.4% above the FY14 actuals. Given that FY15 first quarter actual revenues are only slightly above budget (1.3%) and a drop in revenue growth from FY12 to FY15, the FY16 sales tax growth rate is assumed to continue growing at 2.4% over FY15 Budget in order to provide a conservative approach to revenue projections.

Metro's budget is allocated to Capital (41%), Operations (26%), Subsidy Funding (23%), Debt Service (6%), General Planning and Programs (3%) and Congestion Management (1%).

The budget development timeline begins in December with budget development strategies. Sales tax and expense assumptions are tackled in January and the Capital Program is handled in February. March's categories are full-time equivalents, subsidies, operating and agencywide expenses. Everything comes together in April and a proposed budget is released for review and Board Adoption occurs in May. Outreach to key stakeholders for the budget process include the Board of Directors, Executive Staff, Service Councils, Citizen Advisory Council, Technical Advisory Committee, Bus Operations Subcommittee as well as the use of electronic media. Once a budget has been developed, it will be presented to the Service Councils in April prior to adoption by the Board.

5. RECEIVED Presentation on Potential 2016 Ballot Measure and Long Range Transportation Plan Update, David Hershenson, Community Relations Manager

Metro not only operates bus and train service, but also contributes to carpool, highway, bike and transit infrastructure. Metro operates the greenest bus fleet in the nation and LA County has the largest vanpool network in the US. LA County's highway system is improving and expanding and Metro Bike Sharing is on the horizon.

Seven years ago, there was continued congestion and aging infrastructure. Key projects were being studied but long term funding was limited. Metro was primed for change to grow our rail and HOV network. Measure R approval by voters in 2008 began transforming Los

Angeles by securing \$35 billion in funding over 30 years. There are 12 transit and 16 highway projects in the works with record levels of Federal matching funds and \$5.2 billion in local return to cities over the life of the measure. The projects that are funded by Measure R will create 400,000 new jobs.

Several projects are currently under construction including the Purple Line Extension, Expo Line Phase 2, Gold Line Foothill Extension, the Regional Connector Transit Project, and the Crenshaw/LAX Transit Project. Also in the works are the Sepulveda Pass Transit Corridor, South Bay Metro Green Line Extension, Airport Metro Connector, West Santa Ana Transit Corridor, East San Fernando Valley Transit Corridor, Eastside Transit Corridor Phase 2, as well as various highway projects, highway soundwall improvements, and heavy rail grade separation improvements.

For a ballot measure to be successful with voters, Metro needs to build on the success and opportunities of Measure R. Federal and State resources are limited. Metro started a transportation revolution but there is much more to be done.

Vice Chair Daniels asked if there is any way to improve Artesia Station where come off of Compton St. to Acacia there are huge potholes that have been there for years. Is there any way to get the City of Compton to repair them? Mr. Hershenson replied that those are City/County issues. Mr. Sieckert added that he has attempted to address in the past but that they could follow up again to see if anything can be done.

Vice Chair Daniels commented that highway issues have been under discussion for over 20 years. Mr. Hershenson commented that the Coalition for Environmental Health and Justice went to Caltrans asking if the partners could work something out. There were 2 options out of the last Draft EIR- Option 5 freeway improvements or 7C, a Zero Emissions truck lane. However, there is only so much Caltrans can ask local cities to do to address their concerns and suggest that they work with the Gateway Cities COG to implement.

Councilmember Shidler expressed concern that senior citizens and disabled pay \$20 for a 30-day pass. Some only use Metro and don't need the EZ Pass because they don't use municipal operators. When Metro only offers the EZ pass, it'll be a 100% increase in their pass cost. Ms. Clark replied that only first phase has been approved, the second two phases have not, so there is no plan to combine the EZ pass and the monthly. We won't know what will happen until the Board makes a decision.

Councilmember Martin asked if Metro has looked at methanol buses. Mr. Hillmer replied that Metro did have methanol and ethanol buses in the 1980's which did not work out very well. Metro is looking into adopting electric buses, and currently has a test bus in service.

Councilmember Martin suggested that Metro work with Tree People or other similar non-profit organization to install additional trees as part of the Blue Line Stations refurbishment. Mr. Hershenson replied that there isn't much room to place trees but that the suggestion has been shared with the Carlos Valdez, the Community Relations Manager working on the project. He will attempt to see if there are any updates.

Mr. Timberlake expressed concern about TAP card problems on buses. The machines often don't work. When the machine doesn't work, the operator waves passengers on. This problem needs to be looked at to enhance fare collection efforts.

Roberto Hernandez commented that 2 weeks ago on Saturday, he waited almost two hours for a Line 216 at Huntington Blvd. When the bus arrived, it was really full. The operators sometimes skip the stop at Florence. Another bus is needed on the route because the buses get really full when the school on Tweedy gets out around 3 p.m. another bus is needed. He thinks it's unfair that Metro sells a daily pass for \$7 but the one way fare is \$1.75 fare. He went to Western Union and they didn't know how to load the card.

6. RECEIVED Presentation on Monthly Meeting Time and Location Public Feedback, David Hershenson, Community Relations Manager

An article was posted on the article regarding the Gateway Service council's effort to change location and time in an effort to be more accessible to the public. Three responses were received, with the majority in favor of moving to the Dollarhide Center.

Council discussed the responses and additional potential locations. Council voted that additional public feedback be sought before the Council makes a decision.

7. APPROVED Recommending Change in Service Council Membership to Gateway Cities Council of Governments, Service Council Members

Council discussed potentially reducing the number of Service Council members from nine members to seven as it was originally established. The Gateway Cities Council of Governments has had difficulty filling vacancies on the Council, which contributes to difficulty in obtaining quorum.

8. RECEIVED Director's Report, Jon Hillmer, Director

- The APTA Peer Review was held in January 2015. A draft final summary report has been presented to Metro management. The scope of the Review was to review fare policy, increase efficiency and productivity of service and explore alternative revenue sources.
- Draft Recommendations were: proceed with Phases 2 & 3 of fare restructuring; service design should minimize duplications; frequent service on wider spacing with wider stop spacing; comprehensive program to address fare evasion; increase bus and rail loading standards; develop comprehensive approach to improving OTP; improve coordination with municipal bus systems and; consider contracting and "performance pricing" of Metro parking lots.
- The first meeting of the Blue Ribbon Committee will be held on February 26 at the downtown Metro headquarters.

Councilmember Shidler asked what the cost to collect fares is to Metro. Mr. Hillmer replied that he would check with TAP staff member David Sutton.

9. PUBLIC Comment for items not on the Agenda

Mr. Timberlake commented that hasn't seen a decrease in the use of cash to pay fares since the 2-hour free transfer policy was adopted. It takes a long time to pay with cash. Something should be done to make it easier and more attractive to pay with a TAP card. Two nights ago, he coming home on the Blue Line traveling south at 7:30 p.m. and there were people were smoking pot in the train car. They entered the train at Washington and exited at Slauson. He doesn't care what people do in their own homes, but it's obnoxious for them to be smoking on the train. He has ridden to Tarzana on Lines 150 or 750 from Universal Station during rush hours and the maximum number of people he has seen on the bus is 22. During rush hour in the Gateway region, buses are at 150 % capacity. It takes a long time to load and unload due to crowding. Gateway constituents are not getting their share of service, while the Valley is getting additional service with the addition of the Valley Express and the Valley U.

Mr. Hillmer replied that service on Ventura Blvd. has been reduced over the past several years. The Valley U was created through a combination of Van Nuys and Reseda lines service. The Orange Line has drawn riders away from Ventura Blvd. service. It would be nice for the Gateway Region to have some rapid service structure that could maintain higher speed between stations. Slauson would be a good choice for such a service, but such a project would have to be included in the long range plan before it could be funded.

Roberto Hernandez commented that Lines 111 and 60 are very crowded.

Wayne Wright shared that this past Sunday, he was at Artesia Blue Line Station a little after 3p.m. waiting for Long Beach Transit bus. He heard a minor accident when a Line 205 contract bus hit a Line 60 bus when it was trying to maneuver around it and the accident did some damage. There have been problems at Artesia Station when buses discharge right across the way. They need to discharge at the platform. Some operators let patrons discharge before the platform. This is also problem at the Norwalk Green Line Station. Norwalk buses block the entrance for other buses. He asked that Norwalk be instructed to discharge wheelchair passengers to discharge at the bus bay.

10. CHAIR and Council Member Comments

Chair Daniels asked if the Sheriffs are required to stay for the entire meeting or if they leave whenever they feel like it. Mr. Hillmer replied that he's not sure, but that if they receive a call, they would need to leave.

Chair Daniels shared that he rode the Blue line last week to come downtown. At Artesia Station, a guy boarded who was screaming and harassing people to the extent that people were getting off of the train to change cars or wait for another train. He got off the train at Slauson. It is not good when customers have to get off the train to avoid harassment. He thinks the sheriffs leaving the meetings early shows that they don't care. Mr. Hillmer replied that the Sheriff's contract is coming up for renewal in April or May. He suggested that Councilmembers could share their feedback with the Board.

Councilmember Soto commented that she rides the Blue Line frequently and that she always sees the same vendors.

Mr. Hershenson replied that he will ask deputies to staff for the entire meeting. He doesn't know if people with multiple violations can be ejected from the train.

Councilmember Shidler asked that a security report be added to the top of the monthly agenda and that deputies from both the bus side and the Blue Line provide updates. He asked for clarification if the fare inspectors could site violations other than fare evasion such as vendors and quality of life issues. Mr. Hillmer stated that is the current policy.

Councilmember Marin requested additional information about air rights.

ADJOURNED at 4:18 p.m.