

Minutes

Thursday, May 14, 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 2:10

Council Members:

Richard Burnett, Chair
Jo Ann Eros-Delgado
Thomas Martin
Ana Maria Quintana (by phone)
Wally Shidler
Cynde Soto (by phone)

Officers:

Jon Hillmer, Executive Director
Gary Spivack, Deputy Executive Officer
David Hershenson, Comm. Rel. Mgr.
Dolores Ramos, Council Admin Analyst
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

需要都会运输局的（语言名称）资料, 请拨打以下电话号码: 323-466-3876

Metroに関する日本語での情報は、以下の電話番号でお問い合わせください：323-466-3876

สำหรับข้อมูลเกี่ยวกับรถโดยสารเมโทรเป็นภาษา [ไทย] กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง: 323-466-3876

ដើម្បីនិយាយជាមួយអ្នកបកប្រែ Metro អ្នក សូមទូរស័ព្ទតាមលេខ 323.466.3876។

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

Để biết thông tin về Metro bằng tiếng Việt, vui lòng gọi số điện thoại dưới đây: 323-466-3876



Los Angeles County
Metropolitan Transportation Authority

Metro

1. PLEDGE of Allegiance
2. ROLL Call
3. CARRIED OVER Approval of the Minutes from April 9, 2015 Meeting
4. RECEIVED Security Update, Metro Sheriff's Deputy Elias

LA Sheriff's Department is aiming to complete 2-3 plain clothes operations in the Gateway Cities region per month. On Tuesday, May 12 10 a.m.-8 p.m. on bus Lines 204 and 105, 28 citations for quality of life violations such as eating, drinking, and fare evasion were issued, including 1 for drinking at a bus stop, 6 for misdemeanor warrants. There was also 1 arrest for spousal assault. During another plain clothes operation conducted on the same day on Lines 45 and 115, 22 citations were issued and 5 misdemeanor warrant arrests were made.

Councilmember Shidler requested a presentation on the status of Blue Line security. He rode the Blue and Gold Lines today and found the Gold Line to be saturated with security while there was no Sheriff's presence on the Blue Line, where people were playing radios and vendors were present. Deputy Elias replied that she would relay concerns to her partner, who is responsible for making assignments.

Chair Burnett commented that he was on Blue Line between 12-1 pm riding from Long Beach Transit Center to Florence Station. He did not see any sheriffs, but did see vending and people storing their bikes in the wrong place.

Mr. Timberlake shared that last Friday at around 6 pm on an eastbound Line 111 bus, he was threatened with death by a gang member while he was seated at the back of the bus. This is the first time this has happened to him, he has been assaulted but never threatened with death. Mr. Timberlake had boarded the bus at Figueroa. The gang member got on the bus at Alameda/Rosewood or Santa Fe and was very angry and upset. Mr. Timberlake was sitting at the very back of the crowded bus. The gang member began to curse him in English and Spanish. When Mr. Timberlake asked what he said to him, the man said I will kill you and gestured like he was holding a gun and pointing it at Mr. Timberlake. As Mr. Timberlake went to exit the bus out of concern for his safety, the guy kicked him. At Pacific, Mr. Timberlake told the Operator that he'd been threatened and he wanted her to notify the authorities. The Operator got an attitude with him. The guy who had threatened him moved towards the front of the bus. The Operator then stopped the bus and announced loudly to everyone on the bus "We're not going anywhere for a while, this fellow wants me to call the police." Mr. Timberlake did not have a working cell phone on him at the time, and the operator apparently did not know how to call. She exited the bus with her cell phone. After about 5 minutes, the guy who had threatened him came up to Mr. Timberlake. The Operator she said to him, Well, if you feel unsafe," and shrugged. Mr. Timberlake offered to get off the bus if they man who had threatened him stayed on. The man said he was only 2 blocks from his home. Mr. Timberlake is very concerned that the operator never completed the call to the Sheriffs. He was very concerned that the man might have a weapon, and he did not a fight to break out on the bus. He is very concerned about riding Line 111 buses now. He

believes the man entered the bus through the back door. Mr. Timberlake thinks that something needs to be done about safety on the buses and trains.

Wayne Wright commented that vending on the Blue Line is out of control. On his way to today's Service Council meeting, he boarded the Blue Line at Pico Station. There were several vendors getting on and selling several items between Pico and Florence stations. It is bad enough have to deal with the panhandlers, but patrons have to deal with vendors as well.

Mr. Spivack will contact Duane Martin about security efforts on the Blue Line. Metro has a cell phone application that allows reports to be sent immediately to the watch commander without having to engage in a phone conversation alerting other passengers of the offender that a report is being made.

5. RECEIVED Update on FY16 Budget Development Process, Christopher Gallanes, Deputy Executive Officer, Finance

Operation of buses and trains represents only $\frac{1}{4}$ of Metro's total budget. Building new transportation infrastructure, funding of improvements at the city/local level, funding for transit operators, Metrolink, Access Services, bicycle and pedestrian programs and projects make up the remaining $\frac{3}{4}$ of Metro's budget. The entire region contributes to Metro with residents and visitors to LA County providing $\frac{3}{4}$ of Metro's annual funding, 49% is sales tax revenue and each of Metro's sales tax measures has restrictions on its uses, 20% is bond proceeds and carryover, 8% is fares, tolls, advertising and other and 23% is grant money. A portion of funds is reserved for distribution to local communities. These monies pay for improvements and investments in traffic signals, local buses, road improvements and other mobility projects throughout the county. There are about 145 different pots of money, each with specific restrictions on how the funds can be spent.

Metro projects are multi-year and in different phases of development. There is an ongoing System Evaluation/Needs Assessment in the middle with planning, engineering, construction and operations/maintenance surrounding it. The FY16 budget represents the annual slice of each project.

The FY16 Proposed Budget is \$5.56 billion. \$2.1B (38%) is for capital. Capital funding is mandated through ordinance and those funds can only be used for transit specific projects, highway projects and Metrolink. Metro Operations gets \$1.5B (26%) and is used for maintaining the current level of service. The funding allocated is mandated by ordinance to operations and maintenance of bus/rail with 437 M being for State of Good Repair. \$1.4B (25%) is for Subsidy Funding Programs. These funds are mandated by ordinance to be allocated to Transit Operators, 88 cities and unincorporated areas and Local Agencies. \$328.7M (6%) is reserved to debt service with obligations that cannot go into default. \$172.8M (3%) is allocated for General Planning and Programming and is used to identify regional mobility needs and solutions and agency oversight. \$93.9M (2%) is Congestion Management and includes ExpressLanes, Freeway Service Patrol, Call Box and Vanpools.

Councilmember Shidler asked if when funds are passed to city or counties for infrastructure projects if Metro evaluates whether the project to be completed with the funds is any good. He cited the example of the City of Downey that built a transit center but there's nothing

there. Mr. Gallanes replied that projects are strictly evaluated. Councilmember Shidler asked how that happens.

Councilmember Shidler added that he heard that the Metro Board wants to take some operations funding and spend it on affordable housing. Twenty percent of Measure R funding is allocated strictly to bus operations. Mr. Spivack replied that affordable housing is being included as part of Transit Oriented Developments (TODs) but he does not believe that Metro is investing operating dollars into affordable housing. Melissa Wang added that increased transit ridership is part of the goals of TOD, but funds cannot be mixed and matched.

Mr. Timberlake attended the public forum. Unfortunately he arrived 1/2 hour late as Line 111 and the Blue Line were running late. The event was interesting. It was not highly attended with 18 members of the public present. Most of the comments were complaints about service. Mr. Cheung was very patient and made it clear that it was not the best place to submit complaints. Mr. Timberlake believes it's important to understand that that happened because it's very difficult to make comments about bad service to Metro. One gentleman commented that he got stuck overnight at Union Station after he missed his connection.

6. RECEIVED Report on Fare Evasion by Line, Jon Hillmer, Executive Director

Councilmember Shidler-said that at the Florence Blue Line Station, when he stands and watches the turnstiles, at least 40% of people who go through don't tap. When they're on the train, they watch to see if the Sheriffs are going to get on so they can get off to avoid the fare checks.

Wayne Wright commented that at rail stations where the turnstiles are locked such as at the Green and Blue Line Stations, he has seen people jump the turnstiles. The handicap gates are a major problem, as people walk through the barriers like they don't care. Fare evasion us a rampant problem. The gates need to have better design where people can't avoid paying so easily. On buses, he mostly fare evasion occur in the South Bay. Lines 212, 208, 40 207, 757, 754 all problem lines when it comes to fare evasion. He knows the Sheriffs doing the best they can but there are not enough of them to do something. Operators are told not to engage in arguments about paying the fare. Long Beach Transit doesn't tolerate it but you're not going to see that type of fare enforcement on Metro.

7. APPROVED July 9, 2015 Public Hearing to be held at 6 p.m. at Salt Lake Park to hear Potential December Service Changes, Service Council Members¹

Changes are proposed in the Gateway Cities Region on Lines 51/52/352, 111/311, 270, and 460. The proposed changes will be heard during the July 2015 public hearings.

Councilmember Shidler expressed his opposition to cancellation of Line 460 and stated that the following steps must be taken in the event of cancellation: notification of Disneyland

¹ Note: after the meeting, it was clarified that quorum by phone is not valid for purpose of voting on an item. However, the votes were rendered moot by the May 19, 2015 decision of Metro's CEO to cancel all July 2015 public hearings until further study can be completed.

management; Metro Ambassadors must ride all Line 460 service for at least one week including weekends to notify customers of the possible cancellation and the procedures to comment on the cancellation and date and time of the public hearings; large signage and the Norwalk Station, Disneyland terminal and along the route to notify customers of the public hearings; instruct coach operators to inform patrons; publish the real reasons for the cancellation. He added that though there is underlying duplicate service, patrons will not appreciate having to transfer at Harbor Freeway Green Line Station or Willowbrook/Rosa Parks Blue/Green Line Station due to perceived safety concerns. Between Fullerton Park and Ride and Disneyland, there is no direct service provided by OCTA. It would require two additional transfers and connections are not seamless. OCTA's span of service on at least one of the lines is limited, particularly on weekends. Before supporting discontinuance of that service, he would like all low-performing lines such as Line 442 be discontinued.

Council passed a motion to require that any line cancelled through the public hearing process must identify the operator to take over the proposed Line 270 that the municipal operator to take over the line must make a minimum commitment to provide that service for over one year.

Wayne Wright commented that is unclear whether Line will go to Rosa Parks or Compton Station. With Line 460, if the downtown portion is cut, the night headways on the Green Line will need to be improved. There are currently problems with north-south connections. He suggested that they look at increasing headways on lines going to downtown and on the Green Line from 20 to 10 minutes. He asked that Line 460 be transferred to another division so that drivers don't have to commute from downtown.

8. CARRIED OVER Discussion of Change in Regular Meeting Time, Service Council Members

9. RECEIVED Report on Gateway Cities Service Performance, Gary Spivack, Deputy Executive Officer

- On-time Performance: 74.3%, Goal: 80.0%
- Miles Between Mechanical Road Calls: 6,931, Goal: 4,169, System: 6,780
- Complaints Per 100,000 Passengers: 4.09, Goal: 3.46
- Accidents per 100,000 miles: 1.99, Goal: 3.30
- Bus Cleanliness Rating: 8.52, Goal: 8.5

Metro has purchased and is testing electric buses that have a range of approximately 175 miles. Metro is considering purchase of additional charging units that would increase that range. The electrical equipment on the bus is a heavy drain. To begin, Metro is purchasing 20 which will be delivered and tested to see if Metro should go with that supplier in the future. New Flyer also has an all-electric bus. Metro did complete a test of a 60-ft. articulated bus but there were some issues with being able to see behind the battery compartments.

Wayne Wright mentioned that Gardena is planning to take over the portion of Line 205 from Harbor Gateway Transit Center to San Pedro. He suggested eliminating the Line 205 portion in the Gateway region altogether and expanding Line 55 down to Carson. He doesn't know why Metro keeps the portion of the Line 205 from Willowbrook/Rosa Parks to Carson;

it duplicates service. Long Beach Transit is proposing to expand Line 1 to Cal State Dominguez Hills. Hopefully Gardena and Long Beach Transit can get together and clean up routes in that area. He recommended getting rid of Line 202, as it is one of the worst performing routes, and seeing if Long Beach or Compton can take it over.

Mr. Timberlake commented that the Wilshire Blvd. peak hours bus rapid corridor was supposed to take effect about 4 weeks ago. He has traveled it a couple of times a week and found that in every case, the Line 720 bus would go fast then come to a time point and sit and wait for 5 minutes for time to catch up. All of the time savings are being lost because of the operators waiting at the time points. Mr. Hillmer replied that bus drivers have been informed that they will not be penalized for early arrivals at time points; the operators are not following procedure. The discouraging part is that City and Metro spent a lot of money to have those dedicated bus lanes implemented and passengers are not reaping the benefit.

10. PUBLIC Comment for items not on the Agenda

11. CHAIR and Council Member Comments

Councilmember Shidler was invited to attend this morning's press conference and tour with the Secretary of Transportation, the Mayor of Los Angeles, and Metro's new CEO. The press conference was to look at Division 13 LEED building. The building has solar cells, skylights, and a cistern to recapture water not only from their facility but from jail facility next door. Board Director Ms. Dupont Walker was also present.

Councilmember Eros-Delgado hopes that Mr. Timberlake had an opportunity to relate details regarding the incident he shared to see if anything can be done. It is time for Metro to take a look at safe guarding the cargo they have, their patrons.

Councilmember Shidler wished a happy birthday to Community Relations Manager Dave Hershenson.

ADJOURNED at 3:36 p.m.