

Minutes

Thursday, November 12, 2015
6:00PM

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 6:02 p.m.

Council Members:

Gene Daniels, Chair
Wally Shidler, Vice Chair
Al Austin
Richard Burnett
Jo Ann Eros-Delgado
Thomas Martin
Cynde Soto

Officers:

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

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สำหรับข้อมูลเกี่ยวกับรถโดยสารเมโทรเป็นภาษาไทย กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง: 323-466-3876

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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 August 13, 2015, September 10, 2015, and October 14, 2015 Meetings

Chair Daniels asked that all members to turn phones off out of respect to colleagues and the business at hand, and that Councilmembers refrain from accessing their cell phones during Council meetings.

4. RECEIVED Presentation on Update on Metro Parking Ordinance, Frank Ching, Parking Management Director

The Parking Ordinance was adopted by the Board of Directors in September 2015 and is effective as of November 1, 2015. The basis of the ordinance is to regulate parking, not to generate revenue. All of the signs will be revamped to reflect the new ordinance. Implementation will occur in 3 phases beginning with Metro owned properties. Consultants have been retained to complete a master plan, which will include a ridership vs. parking demand model to be used in the effective parking regulation. Technology will also be used to regulate parking and ensure that it transit ridership is prioritized. The study should be completed by September 2016 when findings will be adopted. The recommendations will be formed to work in conjunction with other Metro initiatives like First/Last Mile and Urban Greening.

Vice Chair Shidler asked how motorists who don't use the transit system will be kept from using the parking lots. Mr. Ching replied that Parking Management is working with TAP to develop system that works with TAP. Union Station will be test platform. When customers tap on at a station, they also will have to tap at the parking equipment to receive a discount. A policy will need to be developed to establish the amount of discount transit users will receive. Metro is also considering use of technology that would facilitate billing after a patron parks by reading license plates and sending a bill to the car's registered owner.

Councilmember Austin asked when the additional spaces from Expo 2 and the Foothill Extension would be open. Mr. Ching replied that they will be opened early next year 2nd or 3rd quarter.

Chair Daniels commented that handicapped parking is frequently full by being used by the same people parking in the same spots every day. There are other people who want to use them to access transit but there's no parking. How do you solve that problem? At Artesia Station, handicapped parking was increased, which helped. Mr. Ching replied that federal law dictates that disabled parking has to be made available first come first served. There is no policy that would indicate that Metro cannot establish a charge off-street disabled parking. When there's a pricing policy, a discount can be given to the true transit user, and non-transit users will pay a higher rate. Our 72 hour parking facility time limit is also enforceable. The same car can only be in same spot for 72 hours at a time.

Vice Chair Shidler asked whether people with handicapped placards can be charged for parking. He is concerned that the truly disabled cannot find accessible spots, due to fraudulent use of placards. Mr. Ching replied that people with placards cannot be charged for on-street meter parking, but they can be charged for parking in off-street parking facilities.

Chair Daniels commented that there are a lot of big pickup trucks and new cars that park so that no one can park next to them. Mr. Ching replied that the new policy addresses this and that vehicles will be ticketed for not parking properly in the space.

5. RECEIVED Metrolink Grade Separation Project on Rosecrans/Marquardt Project Update, Mark Dierking, Community Relations Manager, Dan Mahgerefteh, Transportation Planning Manager

This project in Santa Fe Springs consists of building a grade separation to separate trains from pedestrians and cars. The train currently travels directly through a major intersection. CPUC deemed it the most hazardous at-grade dangerous crossing in California. The project is further constrained in its design due to the river.

Vice Chair Shidler asked what the estimated cost and timeframe for the project are. Mr. Dierking replied that the project total cost estimate is \$120 million; the project is fully funded at no cost to the cities. The project is currently in Alternative Analysis Phase 1. Phase 2 (plans, specs, & estimate) will begin in March 2016 and is scheduled to be completed around March 2018. Construction is projected to be completed by May 2020.

Councilmember Eros Delgado asked if the properties to be acquired are businesses or homes. Mr. Dierking replied that only businesses are being acquired for the project.

Councilmember Soto asked what the public response has been thus far and if there has been any major opposition. Mr. Dierking replied that some of businesses are concerned, but most people have been asking why the project is taking so long.

Councilmember Austin asked for a breakdown of the project's funding. Mr. Mahgerefteh replied that \$53 million is from Proposition 1A, \$15 million from State's Section 190 program, \$35 million from Measure R, and \$7 million from BNSF Railway. All funds have been secured with the exception of the TIGER grant; Metro will request \$25 million in the 2016 grant cycle.

Stephen Mendoza is a 25-year member of the Laborer's Union. In his experience, Metro always builds projects safely, and the Union is in support of this project.

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

Chair Daniels asked about the complaints regarding operator discourtesy. Mr. Spivack replied a lot of the complaints received have to do with perception. LA County's population speaks 92 different dialects. Some perceptions of discourtesy are cultural, based on how someone was approached. What's considered discourtesy can be hard to pin down. Some

patrons don't like being challenged when they don't pay and take it personally when the operator quotes the fare as they are instructed to do.

Chair Daniels asked if operators are made aware of complaints. Mr. Spivack replied that every complaint received is investigated by division management. They'll talk to the patron who complained and counsel the operator. Depending how serious the complaint is, the Division will take further action or provide operator training. They will also pull the video from the bus. Divisions do track complaints by both type and operator.

Mr. Hershenson shared updates on the I-710 project and the Gold Line Eastside Extension Phase 2. A motion was recently passed to make bike and pedestrian improvements along the southern portion. A draft EIS/EIR is tentatively scheduled to be released late next year studying the two alternatives to improve safety of freeway. The options also include a zero or near zero emissions truck lane.

Chair Daniels commented that the Los Angeles and Long Beach ports are on board and now have a working relationship that will help the project move forward.

Gold Line East Side Extension Coalition meetings continue monthly, and Board updates are being provided every other month. Technical studies to address environmental issues around the SR-60 side are ongoing, and the Washington alignment side is trying to identify an alignment. Options have been narrowed down to 4 options from an original 25. Once two final options have been determined, more information will be shared.

Vice Chair Shidler asked whether the Washington alignment has potential of much higher ridership. Mr. Hershenson replied that it is too early to tell; estimates are currently being generated. One of the stations on a Washington alignment would be the Citadel, which would be expected to generate high ridership but there are no projections available yet.

Vice Chair Shidler asked about the Blue Line Florence Station where there are at least a dozen vendors partially on the sidewalk and partially on Metro property. When he asks Metro why they're there, they say that it's the responsibility of the Century Sheriffs. When he talks to Century Sheriffs, they tell him it's Metro's responsibility. The vendors are located both on county property and Metro property, on the parking lot side of the sidewalk at Florence Blue Line Station. The vendors park in the parking lot. They are non-transit users taking up parking. The vendor who did have a permit to be on the property was threatened by a local gang and gave up his permit. There are no longer any permitted vendors at the site.

Deputy Elias replied that she was just at a meeting where the problems with vendors were discussed and that a lot of the vendors now have a union permitting them to vend along Wilshire. She wouldn't be surprised if the vendors at Florence also have a union, but she is unaware of any permits or union in that area. She will provide an update at the next meeting.

Deputy Contreras replied that the approach is to tell the vendors that they can't be on Metro property and ask them to move. However, the second the LASD deputies leave, they move back. The health inspectors used to come with them and confiscate their equipment but they don't do it any more. Deputies Elias and Contreras replied that security efforts have been able to stop some of the loitering that was occurring in the North Hollywood area. Signs

have also been posted regarding loitering which gives them more authority to act. They will take the concerns expressed back to their commanders to see if something can be done. If signs are posted regarding vending, they may be able to more effectively enforce the rules.

Chair Daniels commented that at Artesia Station, vendors set up and operate right on the platform. He's voiced complaints several times, but still sees the same vendors at the site.

Councilmember Austin asked what the penalty would be for someone selling water on a bus or a train. Deputy Elias replied that it is a municipal code issue and depends on the city.

NOTE: Vending is prohibited as per Section 6-05-210.A of Metro's Customer Code of Conduct and punishable to ejection or notice of exclusion from Metro property.

Vice Chair Shidler commented that none of those types of activities are permitted on the Gold Line in terms of enforcement.

7. PUBLIC Comment for items not on the Agenda

Roberto Hernandez constantly sees problems with vendors at Norwalk Station. He has also seen people smoking on the platform there.

8. CHAIR and Council Member Comments

Council passed an emergency motion to remove Isaac Galvan from the Gateway Cities Service Council and notify the Gateway Cities Council of Governments (GWC COG) of his removal.

Vice Chair Shidler voiced hopes that the COG can recruit transit users to serve on the Council. He added that the Council bylaws state that each Council should be composed of at least 50% regular users of public transit services, and that all representatives should have basic knowledge within their region and an understanding of passenger transit needs.

Councilmember Austin commented that he takes transit when it works for him, but that he also frequently works on transit issues; for example, he recently met with the CEO of Long Beach Transit. He is concerned that if there is too much focus placed on each member's individual actions, it can distract from the purpose of the Council.

Vice Chair Shidler commented that Councilmembers are going to be asked to make recommendations on service and need to know the lines and the areas service operates in.

Councilmember Austin commented that stringent requirements regarding how often members ride restricts the ability to maintain a full Council. There is already some difficulty in maintaining a full appointment of Councilmembers.

Councilmember Burnett asked if the Service Council bylaws specify that members must ride a particular transit system; almost half of the Gateway Cities region's bus service is provided by Long Beach Transit, and another large portion is provided by the Blue Line.

ADJOURNED at 7:32 p.m.