

Minutes

Thursday, March 10, 2016

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 6:01 p.m.

Council Members:

Gene Daniels, Chair
Wally Shidler, Vice Chair
David Armenta
Richard Burnett
Jo Ann Eros-Delgado
Thomas Martin
Samuel Peña
Lori Y. Woods

Officers:

Gary Spivack, Deputy Executive Officer
Dolores Ramos, Council Admin Analyst
Henry Gonzalez, Council Comm. Rel. Mgr.
David Hershenson, Comm. Rel. Mgr.
Michael Sieckert, Transportation Planning Mgr.

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Los Angeles County
Metropolitan Transportation Authority

Metro

1. PLEDGE of Allegiance
2. SWORE In David Armenta, Samuel Peña, and Lori Y. Woods as Gateway Cities Service Council Members
3. ROLL Called

Councilmember Austin was absent.

4. RECEIVED Transcript from February 11, 2013 Meeting and Public Hearing
5. RECEIVE Presentation on FY17 Budget Development, Conan Cheung, Executive Officer, Office of Management and Budget

Metro's FY17 budget is being developed through a zero based budget process. The process is being used to determine agency priorities and critical program funding. A Risk Allocation matrix (RAM) and an internal savings account have been developed as strategies to secure Metro's financial stability by mitigating the projected deficit to begin in FY18.

An interactive online application is being used to engage the public in the budgeting process. The online budget tool allows the public to prioritize agency goals, reallocate funding among modes, and propose specific programs and services to be funding. The tool will be available in April 2016 with FY 17 proposed budget data.

Councilmember Burnett questioned how the budget could be zero based. Mr. Cheung replied that approximately 30% of the budget will be developed through a zero based process. The other 70% is formula allocated due to restrictions on funding.

Councilmember Burnett asked why ridership has declined. Mr. Cheung replied that over the last year, a task force has been examining internal and external factors. Some findings are that people don't feel comfortable or safe on the rail system which deters ridership. Management has committed to putting more security presence on the vehicles, and new audio announcements speaking to sexual harassment campaigns and other safety announcements have also been implemented. On bus side, there are systemwide declines. Demographers spoke to the CEO and the senior leadership team, which explained that the more an immigrant population assimilates, the more they tend to adopt the lifestyle of the country where there are living, which in Los Angeles is to drive. A 2010-2014 ridership analysis shows a decline in non-citizen ridership. On the other hand, citizens have increased mode share.

Vice Chair Shidler commented that quality of life issues on Blue Line are affecting ridership. He asked how many revenue service hours were removed from the bus system; he heard that 10,000 hours were stripped and used for affordable housing. Mr. Cheung replied that bus hours grew due to board action to create new lines such as Line 501. Mr. Spivack

clarified that this was not true - Service Planning had to absorb the hours required to create the new service out of the service hours budget.

Vice Chair Shidler asked what is being done regarding fare evasion. He thinks it's higher than reported, and that some of the operators don't want to bother to record incidents. Mr. Cheung replied that there are more sheriffs in white shirts. Fare evasion is harder to monitor on buses, as people who pay cash fares don't have a receipt which makes it more difficult to prove whether they were evading paying the fare. The Silver Line and the all-door boarding project are going to require TAP only. While there is potential for fare evasion, patrons will have to have a valid TAP Card on the bus. To avoid environmental justice issues, TVMs will be placed at the stations and staff is looking at putting a "top off" function on the fare box. Dedicated teams of two or two teams of 2 will saturate the Silver Line when the TAP only service launches, then continue to monitor. Vice Chair Shidler commented that Toronto is transitioning to a cashless system. Doing so would speed the boarding process. Long Beach Transit is transitioning to no longer accept pennies. Mr. Cheung commented that during the all-door boarding pilot, there was a 32% savings in dwell time and they expect it to increase with the transition to TAP only.

Chair Daniels commented that no one pays attention to the rules against eating and drinking on the trains. He recently boarded a train where two people took out plates and were having a buffet. Enforcement efforts are not working. He thinks it's there to say that something's being done, but he hasn't seen Sheriffs on the Blue Line in 6 months.

Councilmember Barnett commented that the vendor situation at the Florence Station is just as bad as it ever was. If any was action taken, it was ineffective. Vice Chair Shidler added that the vending issue occurs partly on sidewalk, partly on Metro property and neither jurisdiction wants to take responsibility.

6. RECEIVE Update on Willowbrook/Rosa Parks Station Project, Wells Lawson, Director, Countywide Planning & Development, Phil Klinkon, RNL Design, Randal Curtis, Robert Group

In 2009, Willowbrook/Rosa Parks Station was identified as a Transit Oriented Development (TOD) opportunity. The Metro Board adopted a Station Master Plan and TOD District in 2011. In January 2014, the Board directed staff to complete the environmental review for the proposed improvements and identify potential funding. Since then, \$38.5 million in Cap and Trade funds and \$2.9 million from the State's Active Transportation program have been awarded to help complete the project.

Project goals are to expand station capacity, improve multi-modal and community connectivity, and to address safety and security concerns. The project is currently in the schematic design phase. It will then move to preliminary engineering and design development. Design and construction are scheduled to occur over a 28 month period in 2017-2017 as a design-build process. The project is tentatively scheduled to be completed by spring 2019.

Councilmember Armenta asked if the property had already been acquired. Mr. Lawson replied that those discussions are under way.

Vice Chair Shidler suggested eliminating the pedestrian crossing by either going under or over the tracks. Mr. Lawson replied that the team has been reviewing options. One of issues with installing a raised crossing is that Union Pacific's requirements are higher than those of Caltrans. The best way will likely be to keep the crossing at grade and get people to use the pedestrian plaza.

Councilmember Woods asked where people will disembark once the renovation is complete. Mr. Lawson replied that the existing mezzanines will still be used, but there are thoughts of extending the platforms to bring people out. They will also try to make clearer the separation between Green and Blue Line access, as right now, access points can be very crowded and unclear. Willowbrook/Rosa Parks is the fourth busiest station in the system.

Vice Chair Shidler asked what will be done with the side of the platform where the Rail Operations Control Center is moved. Mr. Wells replied that there have had conversations to coordinate, but that the property will not be vacated, it will remain occupied.

Vice Chair Shidler commented that El Monte Station has self-cleaning restrooms and asked if they are being considered for this location. He recommended installing more than two. Mr. Lawson replied that they have received feedback that that would be very important at this location. There are maintenance and vandalism concerns, but self-cleaning restrooms are being considered as part of the solution.

Councilmember Martin asked if more trees and plants will be planted at the site. Mr. Lawson replied that there are plans for additional shade and planting of low water usage, low maintenance plants.

Councilmember Woods asked if any solar elements will be included as part of the project. Mr. Klinkon replied that sustainable elements are also being considered as part of the project. The goal is to make it a showcase project for sustainability, art, Transit Oriented Development (TOD), and so forth. Councilmember Woods asked if the shopping area is privately owned. Mr. Lawson replied that the area is owned by County and that Metro is fortunate to have them on the project as a partner.

Councilmember Armenta asked if there will be panic buttons installed as part of enhanced station security. Mr. Lawson replied that there will be blue light stations installed. .

Councilmember Martin commented that there is a liquor store and dispensary where people put couches and hang out on the parcel north of the bus lane. Mr. Lawson replied that the team is aware of it and is working to mitigate concerns. Mr. Klinkon added that a goal is to make the station more visible and welcoming from all sides. Chair Daniels replied that there is a lot of negative activity around the liquor store. To invest so much money into the project and then have that area cast a negative light on the area and would be counterproductive. Councilmember Martin suggested that the site would be a good area for TOD. Mr. Lawson replied that Metro does not acquire land for TODs. Changes to an area outside of the project area will have to be accomplished through partnerships. The next steps will be to convene two community meetings. Then the Board has to take several actions, approve parcel acquisition, provide staff with direction to procure construction contractor. The goal is to arrive at that phase by June of this year.

Vice Chair Shidler asked if the station will have to be closed during construction. Mr. Lawson replied that it will not - the goal is to keep it operating. There are some ideas about how to do that, and the team is committed to keeping it running throughout the project due to the amount of use the station has.

Councilmember Martin asked how outreach will be conducted and if they are collaborating with the County Supervisors office. Ms. Curtis replied that they will approach area community organizations and invite them to participate in the community meetings. Their team has already had an initial meeting with the Supervisor's office and will keep them informed during the process.

7. RECEIVED Report on February 2016 Public Hearings 2016 or Later, and APPROVED Changes to Gateway Cities Service for June 2016 or Later Michael Sieckert, Transportation Planning Manager, Service Council Members

Mr. Hillmer clarified that fare mitigation details around the Line 270 transition to Norwalk Transit and Foothill Transit still need to be worked out. Vice Chair Shidler noted that the cost to operate contract lines is less than other Metro Lines. Mr. Hillmer confirmed that the cost of contract vs. regular lines is \$105 vs. \$120 per hr.

Vice Chair Shidler asked if Line 577 travel time would be shorter once the Regional Connector was completed. Mr. Hillmer replied that would have to be evaluated once the project is complete.

Vice Chair Shidler asked if 100% of hours from any lines reallocated would be reinvested into other services. Mr. Hillmer clarified that if a line is discontinued and picked up by another transit operator, 50% of the cost can be reallocated. If a change is proposed where another transit operator does not assume the service, 100% of the hours can be allocated.

Vice Chair Shidler commented that when he rode Line 270, only 1 out of 5 passengers rode through El Monte Station. He suggested Metro transfer the north portion of Line 270 between El Monte Station & Monrovia to Foothill Transit, and that Metro retain the existing portion of the Line between Norwalk and El Monte Station; Norwalk Transit operates Line 1 service to Rio Hondo College. If Line 270 is transferred, patrons would have to pay for interagency transfer or pay fare on each line (Foothill Transit and Norwalk Transit) as there is no universal countywide fare. There are also concerns because Norwalk Transit previously took over another Metro line, operated it for one year then cancelled the service.

Councilmember Eros Delgado commented that she supports Vice Chair Shidler's recommendation, and that if Metro leaves that area, there will be only one Metro line remaining in that far southeast region. Councilmember Peña commented that if Norwalk Transit were to take over the service, they should have to agree to honor the fare for 2 years.

Vice Chair Shidler commented that discontinuing the duplicative portion of Line 460 between Norwalk to downtown will create 1 or 2 transfers for affected riders. If connections are made right, running time on any of the alternate routes is a little less than an hour. Those who ride the line don't want to have to transfer to the Blue Line due to quality of life issues. The Silver Line buses are noisy and crowded. He recommended retaining the service as is until the Blue Line is cleaned up.

Mr. Sieckert concluded by stating that the revenue hours saved by the proposed service changes to Lines 270 and 460, , would be reinvested to make improvements on other Gateway services including Lines 111, 265, 266, 760 and 762, if the changes were approved by the Council.

Council APPROVED receipt of staff recommendations and the Title VI report. The following service changes were approved by the Council:

- WITHDRAWN: Proposal to add 2 stops to Line 577 and remove the Express charge was withdrawn by staff pending outcome of Board Motion 63 for study of potential express bus connections from Long Beach area to new Metro Gold Line Extension.
- APPROVED Proposal to replace Limited Line 352 with Limited Line 351 to serve Compton Station.
- APPROVED Proposal to discontinue Line 311 Limited stop service and operate as Local 111 service.
- APPROVED Proposal to combine Lines 258 & 485 and operate as continuous Line 258 from Paramount to Altadena, and discontinue Line 258 portion from Fremont Ave/Commonwealth to Bay State/Garfield
- APPROVED Proposal turn north portion of Line 270 over to Foothill Transit from El Monte Station to Monrovia. Metro to retain existing service (contract line) from Norwalk Green Line Station to El Monte Station.
- DENIED Proposal to discontinue portion of Line 460 between downtown Los Angeles and Norwalk Green Line Station.

8. RECEIVE Report on Regional Service Performance, Gary Spivack, Deputy Executive Officer

- Metro Bus Cleanliness Ratings: 8.53, System 8.75, Goal 8.0
- Bus On-Time Performance: 77.1%, system 76.3%, Goal 80%
- Complaints Per 100,000 Boardings: 4.69, System 4.37 Goal: 3.59
- Bus Traffic Accidents per 100,000 Miles: 3.14, System 3.76, Goal 3.69
- Mean Miles Between Mechanical Road Calls: 7,529; System 5,149; Goal 4,169
- Average Weekday Bus Ridership: 184,043, System: 941,984

A series of community meetings to provide updates and gather input on the proposed Gold Line Eastside Transit Corridor will be held at Whittier Senior Center on March 28, at the East LA Public Library on March 29, at Quiet Cannon in Montebello on March 30, and at the South El Monte Senior Center on March 31st. All meetings will be held at from 6-8 p.m.

Vice Chair Shidler commented that there are six large map cases at Norwalk Transit Center. He had requested that the public hearing notices be posted there but it was never done. He spoke with operators and showed them the public hearing brochure, many said they'd never seen in. Mr. Spivack replied that staff is trying to regularize the public hearing process, and will ask the Council to approve a public hearing location, date, and time for July so that outreach can be conducted earlier.

Councilmember Woods asked if it would be possible to have recorded announcements on the bus lines to promote public hearings. Mr. Spivack replied that he will share the suggestion with staff.

9. PUBLIC Comment for items not on the Agenda

Patrick Jordan commented that he rides the Blue Line at least twice per week and transfers to the Green Line at Willowbrook/Rosa Parks Station. One third of riders are rude to him, telling him he has to fold and carry his assistive walking device. He thinks there should be a place to store the walker on the train as there are bike racks on the buses. All of the platforms from Willow to Long Beach are narrow as the stations are located on major streets. Some of the sidewalks are 10 feet wide; he suggested that they could be narrowed to make room to widen the platforms.

10. CHAIR and Council Member Comments

Vice Chair Shidler welcomed the new Councilmembers and stressed the importance of meeting attendance. He requested that Article 2G of the Service Council bylaws be placed on the agenda.

Councilmember Armenta commented that he would like to join his fellow members on a line ride. He also offered City of Pico Rivera facilities for a future meeting

Chair Daniels welcomed the new Councilmembers and encouraged their attendance and participation.

11. CHAIR and Council Member Comments

ADJOURNED at 8:18 p.m.