

# Minutes

Thursday, May 12, 2016  
6:00PM

GATEWAY CITIES  
SERVICE COUNCIL  
Regular Meeting

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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 6:07 p.m.

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Council Members:

Wally Shidler, Vice Chair  
Richard Burnett  
Jo Ann Eros-Delgado

Officers:

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

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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

ដើម្បីទិញធានារ៉ាប់រងអ្នកបកប្រែ Metro ម្នាក់ 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 Called
3. CARRIED OVER Approval of the Minutes from April 14, 2016 Regular Meeting
4. RECEIVED Presentation on FY17 Budget Development, Conan Cheung, Executive Officer, Office of Management & Budget, Parveneh Ahmadi, Transportation Planning Manager

Metro's FY17 budget was balanced through use of a Zero Based Budgeting approach, with the application of appropriate cost controls. Further, Metro CEO Phil Washington ordered the preparation of a Risk Allocation Matrix (RAM) which contains a series of projects that would have the net effect of further reducing expenditures. A net reduction of \$137 million was realized from this process that includes absorbing greater than CPI cost inflation and new services. There will be a midyear budget process to true-up budget requests in addition to an Annual Program Evaluation with construction cost reviews. Performance measures will ensure accountability and establishing a separate RAM savings account will improve the bottom line through fiscal discipline. The FY17 budget is a decrease of 2.4%, or \$137 million, from FY16. Without RAM, cost control and other expense reduction efforts, FY17 would have shown an increase of 3.1% or \$179 million from FY16.

Revenue assumptions include an assumed FY17 sales tax growth increase of 3.3%. Estimated sales tax is \$2.8 billion and only 32% or \$908 million is eligible for Metro Operations and state of good repair. Two new sources of funds programmed for Metro Operations for Gold Line Extension 2A and Expo Extension to Santa Monica are Cap-and-Trade Funding and Congestion Management and Air Quality (CMAQ) funds.

Vice Chair Shidler asked if there has been any discussion about raising fares. Mr. Cheung replied that there are no fare structure increase assumptions in the FY 17 budget. Metro has engaged the fare structure consultant to look at the structure for future fiscal years. There are no plans yet to increase fares, but staff is continuing to look at different impacts.

Vice Chair Shidler commented that fare box revenue has dropped. Mr. Cheung replied that the farebox recovery ratio is 22%; the drop in farebox recovery is related to the ridership decline. A couple of the municipal operators have come forward to form high level work group to find ways to improve in the entire region.

Vice Chair Shidler asked how fare evasion and quality of life issues on the Blue Line are being addressed. He believes these issues are affecting ridership, as many people do not want to deal with the problems. Mr. Cheung replied that there have been efforts to put more security assistance on the Blue Line. There are currently 16 dedicated officers to the Blue Line, and there will be an additional 20 officers added between the hours of 4-pm- midnight. When the Silver Line is transitioned to all door boarding, it will be made a TAP only service. Riders will have the ability to add value to their TAP cards within first few weeks, and staff will promote TAP use and give away TAP cards to people who don't already have them. If this project pilot goes well, it may be rolled out system wide, making the system closer to

cashless boarding. Cashless boarding would help speed up the system and enable law enforcement to come on board and check fares.

Mr. Timberlake saw an article in the LA Times that says Metro is in the midst of a long range refurbishment of the Blue Line. He thought the Blue Line refurbishment project was over. He asked for more definitive information. The article stated that it is a \$1.2 billion project. Considering the problems that riders see every day, it would be nice to know what program consists of. One of the reasons people quit riding is because they see no hope as to when a particular line is going to be brought up to standard. It would be nice to have an outline of what's being done and when it will get done.

5. RECEIVED Report on Regional Service Performance, Gary Spivack, Deputy Executive Officer

Vice Chair Shidler commented that Union Pacific stores their intermodal container cars along one of the tracks. When they do this, they can block the crossing for 4-5 hours. People who can't get to the train climb over the cars. Mr. Spivack replied that they're not supposed to block for more than 10-15 minutes. When this occurs, call the number on the switchbox to file a complaint. Vice Chair Shidler replied that he used to do that. It took some prodding, but the Sheriffs did come out and take the information for the complaint for violation of California Public Utilities Commission General Order 135. The complaint was taken to court, and lost. The FRA has now superseded that order; they can more or less do what they want.

Mr. Timberlake personally really likes the format changes of the performance report. In the past, the rail ridership has been presented in a longitudinal manner which helps to see the trends. Everyone seems to be worried about the decline in ridership that keeps continuing. He asked if Metro has considered asking the question on its annual or semiannual surveys. Perhaps next time, there could be a question of whether the patron has reduced their use of Metro trains and buses in the past year, and if so, why. If they've considered quitting riding Metro, it seems they might be able to explain what is influencing that behavior.

Mr. Spivack replied that he thinks it's a good idea to talk to former transit riders about why they quit using the service. He will share the suggestion with the Research Department to see if a survey can be conducted or related questions incorporated.

Mr. Cheung added that they are working with a new social media team and have some innovative ways to tap into reaching the public. They conducted a survey and received 5,000 responses when they raffled off an iPad as an incentive. The survey responses included four audiences – frequent riders, infrequent riders, past riders, and people who have not ridden in the past year. All were asked why they stopped riding transit. Staff would like to gather more survey results from past riders so that responses could be separated by lines and geography as well, which may provide further insights.

Vice Chair Shidler asked what the general findings were as to why people stopped riding. Mr. Cheung replied that the most frequently cited reason among the 5,000 survey respondents was that their travel pattern changed. While they were able to check all reasons that applied, which included frequency, reliability, and speed, travel pattern changes was the most frequently selected. When asked what would be the most important improvement, the

most popular responses were more frequent, later and weekend service, and new lines to new places.

6. PUBLIC Comment for items not on the Agenda

Mr. Timberlake commented that some are disheartened with the response to the public request for Metro to maintain Line 270 service, though he is not surprised. In the Potential Ballot Measure tax increase presentation materials, the West Branch Santa Ana Line seems to have disappeared into the ether, but occurs to him that all you have to do is look at the Blue Line and how heavily jammed it is and think what would happen if there was a West branch that traveled south in the east side of the region. It would provide a lot of traffic going south and take off some of the pressure off of the Blue Line. The north-south corridor of Atlantic Blvd is very heavily traveled but patrons can't get on the Green Line to go east or west because there's no station. The end of the line is at Norwalk, then the next station is Lakewood, then there is an enormous gap until Long Beach Blvd. In looking at the Green Line, it is the longest gap without a station. It is the longest unserved area without a station where you can transfer to or from a bus or to and from the Green Line. Some money could be spent instituting a station at Atlantic. Atlantic Blvd certainly carries more Metro traffic on Lines 260 and 762 than the Lakewood Bus 266 does, yet there's a Station at Lakewood. When he's used the Lakewood bus, he doesn't see many people on it.

Vice Chair Shidler agreed with Mr. Timberlake, and added that it is a 6 minute ride between Lakewood and Long Beach Blvd Stations.

7. CHAIR and Council Member Comments

**ADJOURNED at 6: 53 p.m.**