

# Minutes

Thursday, July 14, 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 and 612.

Called to Order at 6:10 p.m.

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**Council Members:**

Gene Daniels, Chair  
Wally Shidler, Vice Chair  
Richard Burnett  
Jo Ann Eros-Delgado  
Karina Macias  
Samuel Peña  
Lori Y. Woods

**Officers:**

Gary Spivack, Deputy Executive Officer  
Dolores Ramos, Council Admin Analyst  
David Hershenson, Comm. Rel. Mgr.  
Michael Sieckert, Transportation Planning Mgr.  
Pamela del Valle, Administrative Intern

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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 [ไทย] กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง: 323-466-3876

ដើម្បីនិយាយជាមួយអ្នកបកប្រែ 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. SWORE In Karina Macias as Gateway Cities Service Council Member
3. ROLL Called
4. APPROVED Minutes from May 12, 2016 and June 9, 2016 Regular Meetings with Abstention of Councilmember Woods from May minutes vote
5. RECEIVED Presentation on Service and Fare Equity Policies and Metro's Triennial Title VI Report to the FTA, Gabriela Garcia, Civil Rights Compliance Administrator

Disproportionate burden is an Environmental Justice (EJ) term that refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low income populations. Environmental Justice Executive Order 12898 ensures that our service and fare changes do not have a disproportionate burden on low-income stakeholders.

The statutory responsibilities for Title VI dictate that recipients of Federal funding shall not exclude or deny benefits or discriminate against individuals. Policies and actions must not create disparate impacts as a result of service or fare changes based on race, national origin (including language) or color.

Title VI/EJ analyses compare populations impacted by service or fare change to determine if populations negatively impacted (disparate impact or disproportionate burden) are more minority and more low income than populations not impacted or benefited by change.

Metro defines Disparate Impact as:

- Service Change: 5% absolute difference in the overall percentages or 20% difference between the percentage of minority in service area and minority impacted
- Fare Change: 5% absolute difference in the overall percentages or 35% difference between the percentage of minority in service area and minority impacted

Metro defines Disproportionate Burden as:

- 5% absolute difference in the overall percentages of low-income in service area and low-income impacted or 20% difference between the percentages of low-income in service area and low-income impacted
- 5% absolute difference in the overall percentages of low-income in service area and low-income impacted or 35% difference between the percentages of low-income in service area and low-income impacted

If Disparate Impact is found, the Board must pass a resolution that says there is substantial legitimate justification for the proposed change and there are no alternatives with a lesser negative impact on minority populations. If Disproportionate Burden is found, change can proceed but avoid, minimize and mitigate for negative consequences of change.

Councilmember Woods asked if the data used to calculate impacts is taken from the Census. Ms. Garcia replied that it is - the FTA allows Metro to use either Census data or ridership data; Metro uses Census data as it is more reliable in terms of reflecting population demographics. While the Census is only taken every 10 years, the Census Bureau also completes the American Community Survey every few years, which provides updated data.

Councilmember Eros-Delgado asked how the service area along the route is defined and whether Census tracts or blocks are used in the analysis. Ms. Garcia replied that if the impact is being assessed is based on changes to a bus route, they look at the area within 1/4 mile of the route; for rail changes, they look within a 1/2 mile radius. Block level Census data is used to analyze household income; Census tract data is used for race and ethnicity.

Councilmember Eros-Delgado asked how service change stipulations are enforced. If a Metro line is replaced with mirrored service by an alternate provider who says they're going to provide the same level of service, are they monitored to make sure that they are performing as promised? Mr. Spivack replied that Metro does monitor the service. The initial few days of Line 190/194 replacement service provided by Foothill Transit was a bit rocky, but they have enhanced the service with additional trips. They are obligated to accept Metro fares and accept Metro transfers for a minimum of 1 year. At the end of that year, they will have to complete their own Environmental Justice and Title VI review.

Councilmember Peña asked when the evaluation is completed when there are service or fare change proposals. Mr. Spivack replied that when service change proposals are made, the analysis is completed as part of the process. Metro would not present changes that wouldn't be in compliance unless there is no feasible option.

Councilmember Eros-Delgado asked what the rationale is for using 1/4 mile as a measure of bus service area. Ms. Garcia replied that the FTA circular specifies how the analysis is to be conducted; generally, 1/4 mile wouldn't be considered a burdensome distance to access a bus, and generally 1/2 mile to rail service is considered reasonable because there generally would be bus service available to access rail. Councilmember Eros-Delgado asked if not having access to bus service within 1/4 mile would be considered a burden. Ms. Garcia replied that it wouldn't necessarily be considered a burden, but that people outside of that area wouldn't be captured in the analysis.

6. RECEIVED Quarterly Station Cleanliness Report, Gary Spivack, Deputy Executive Officer

Thirty-one stations are evaluated using thirty-three measures of performance. Performance ratings are based on a scale from 0 to 10. Scoring of station conditions was performed by a small group of Metro staff to maintain consistency.

Twenty-nine out of thirty-one stations received a rating of "Good to Very Good" and twenty-six out of thirty-one stations evaluated scores showed "No Change." Harbor Green Line Station and Long Beach Blvd. Green Line Station were rated "Marginal." Culver City station experienced a minor decrease in score, yet remained in the same rating category.

Staff will continue to perform station evaluations and report findings to Facilities Maintenance Management for action. Council Members will continue to be notified each time staff conducts station evaluations.

Councilmember Peña asked what the average turnaround is for resolution of defective items. Mr. Spivack replied that if the item presents a hazard, turnaround is very quick, usually within a week. Things like graffiti may that may take a bit longer. In some cases, repairs may take longer; for example, the elevator at Hawthorne/Lennox has been out of service for several weeks due to a special part being on order. Staff keeps in touch with Facilities Maintenance to monitor fixes and conditions.

Councilmember Woods asked what time period is indicated by station activity. Mr. Spivack replied that it represents average weekday Metro usage.

7. ADOPTED Service Council FY17 Work Plan, Council Members

As part of the Service Councilmember By-Laws, the Council has to adopt an annual work program. The primary functions are to increase public involvement through regular monthly meetings, conduct public hearings relative to service changes, enhancing Council understanding, making presentations, going to trainings, conferences, and possible site visits.

Councilmember Peña asked what the changes in the plan were from last year. Mr. Spivack replied that the addition of presentations from local transit operators, line rides and different facility tours were the main changes.

Mr. Timberlake commented that the Work Plan states that presentations will be made in June regarding December Service Changes, but that no presentation was made. Mr. Spivack replied that there were no planned regional service changes that would require Council notification.

8. ELECTED Councilmember Peña as Chair and Councilmember Armenta as Vice Chair for FY 2017, Council Members

9. APPROVED Changing Regular Meeting Location to Dollarhide Center in Compton Effective September 2016 and to Review in January 2017, Council Members

Councilmember Woods asked if there was sufficient budget for facility rental fees and available parking. Ms. Ramos confirmed that there is.

Councilmember Eros-Delgado asked how far a walk it is from the bus/rail to the meeting location. Vice Chair Shidler replied that it is a 4 minute walk. Mr. Sieckert added that the location is very central and that there are multiple transit connections to east-west services.

Wayne Wright commented that he has no problem with the proposed location, which is right at the Blue Line Station. He pointed out that bus service gets spotty after 7 p.m. when

the meeting usually ends. Several lines including 127/128 and 51 only run every hour after 8 p.m. thought rail service runs until after midnight. It would be nice to move to another location. The Council has held its meetings at the current location for the past 5 1/2 years and meetings do not have many attendees.

Mr. Timberlake commented that the June 2016 Blue Line schedule reflects 6 minute headways stopping at 6:19 pm Monday through Friday, then 12-minutes up until 7:43. He personally finds that this location more convenient, but is cognizant of the fact that the Council may want to try another area. He suggested that there be a review within a year of whether the location change worked to increase public participation.

Mr. Peña commented that he is concerned that once daylight savings is in effect and it gets dark earlier, that meeting attendees may be walking from the meeting to parking or to transit stops in areas that are not well-lit.

#### 10. APPROVED Going Dark for August 2016, Council Members

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

At their June 2016 meeting, the Metro Board voted place the Los Angeles County Transportation Improvement Plan (ballot measure) on the November ballot.

All-door boarding pilot on the Silver Line was launched in late June. TAP devices have been installed near the rear door of the buses with the goal of expediting boarding and improving service.

In October an action plan will be presented to the Board and Service Councils on improving connections between communities and parks/ recreational facilities.

Two potential routes for the East Los Angeles Gold Line Extension are being considered: from Atlantic/Whittier Blvd and Washington. Study and discussion of the routes continues and Community Relations will report back as the project develops.

The Paid Parking Pilot permitting process has been implemented at the Gold Line Pacific/Azusa Station.

From July 1 through December 1, 7/30-day Metro pass holders are able to ride DASH at no extra charge.

Mr. Sieckert commented that the Line Ride Program has been postponed due to the changes in the Council composition. In September, an updated list that includes new members will be circulated, and Line Ride reports will commence approximately around October/ November. The Line Ride Program is designed to provide the Councilmembers with firsthand experience in riding the bus.

Mr. Timberlake is concerned that there isn't as much accountability with respect to rail service. It seems strange to him that the Service Councils have jurisdiction but no one seems to advise the Board on whether the service is efficient, effective, and used. Service on the Blue Line is getting much worse and being cut way back, just as Expo and Gold Line services are decreasing headways. The Blue Line used to have 10 minute headways, but now has 20 minute headways. Buses don't run nearly as often at night; if a patron misses a bus, they have to wait very long periods of time in the dark. He asked that in the future, the Councils have some sort of regular oversight of rail service.

Mr. Spivack replied that the Service Councils were formed to convene public hearings on bus service changes; he understands that the system operates as a whole. The Metro Board provides oversight of the rail service and receives regular updates from the Chief Operations Officer. The Blue Line has is having major maintenance work done which hopefully will be completed soon. Improvements include an additional crossover and signal improvements which should help to address some of the service delays due to maintenance issues.

Vice Chair Shidler commented that part of the problem is that when the Expo Line was added, there isn't any way to get trains out of 7<sup>th</sup>/Metro. When service runs every 6 minutes, it is impossible to split the service between the two lines. The Regional Connector will resolve that problem. He noted that a State audit several years ago suggested that rail service be placed under Service Council purview, but the Metro Board declined to implement the recommendation.

## 12. PUBLIC Comment for items not on the Agenda

Mr. Timberlake commented that the electronic signs at 7th/Metro Station are always wrong, even during the day and peak evening hours. There is always at least one train that is incorrect. People get very confused. People board the train as it arrives because the sign says it is one train then it turns out to be another and then they rush off after the operator announces which train it is. He has complained for 2 years and its only getting worse. These problems occur during regular service, not when there are planned service advisories. The longest gap on the Green Line between stations is between Long Beach and Lakewood Station. It is a 4 minute gap. Line 260/760 buses operating on Atlantic Blvd. are some of the most heavily traveled buses. Since Metro seems ready to build everything everywhere, it seems they could add a Green Line station there because of the traffic north and south so that people that want to go east could connect to services there.

## 13. CHAIR and Council Member Comments

Councilmember Macias thanked the Council, staff and public for the warm welcome. She has been a transit user since she was a kid. She is currently a Huntington Park City Councilmember. She is looking forward to serving. Councilmembers Peña and Burnett congratulated her on her appointment.

Vice Chair Shidler commented that Metro has retired employees that work as safety ambassadors. They are stationed at most if not all of the Rail stations that have at-grade

crossings. All of a sudden, he hasn't seen any of them at Florence Station; he was told that the reason they are no longer at Florence Station is due to some kind of gang issue and it's not considered safe for them to be there. He asked how the station can be considered safe for the public if it's unsafe for employees. Deputy Elias replied that she was unaware of the issue; that area is handled by the Century division, she will discuss with the Service Area Lieutenant who oversees the Blue Line to see what they're doing to address the issue.

Deputy Elias added that a cleanup of the illegal vendors was conducted a few months ago in conjunction with the Health Department, but the vendors have since returned.

**ADJOURNED at 7:36 p.m.**