

Thursday, December 9, 2010

2:00-4:00 PM

Minutes

GATEWAY CITIES GOVERNANCE
COUNCIL

Regular Meeting

The Gas Company
9240 Firestone Blvd.
Downey, CA 90241

Call to Order

Council Members:

Cynde Soto, Chair
Wally Shidler, Vice Chair
Josue Barrios
George Bass
Anne Bayer
Jo Ann Eros-Delgado
Lillie Dobson
Cheri Kelley

Officers:

Jon Hillmer, Director
David Hershenson, Community
Relations Manager
Suzanne Handler, Council Secretary



Metro

Los Angeles County
Metropolitan Transportation Authority

Please turn off cell phones or put them on vibrate

1. Pledge of Allegiance
2. Roll Call – all present
3. APPROVE Minutes from December 9, 2010 meeting – approved and seconded
4. Public Comment – no public comment
5. RECEIVE Director's Report, Jon Hillmer
 - Performance Report for October 2010
 - on time performance target is 80.0%; system-wide 72.6%, Gateway Cities 72.3%; Complaints target 2.52 system-wide Gateway Cities 2.79; Miles Between Mechanical road calls target system-wide 3,664, Gateway Cities 3,754; Accidents per 100,000 miles system-wide target is 3.14, Gateway Cities 3.19; Monthly Ridership target for Gateway Cities is 6,030,000, October 5,810,000
 - System-wide Road Calls
 - Engine 35%; Doors 7%; Transmission 7%; Electrical System 6%; Suspension 3%; Brake Systems 4%; Tires 5%; Windows 3%; Coolant 6%; Wheel Chair System 5%; other problems 19%
 - Revenue Hour Trends for Bus and Rail
 - From FY 2004 to present there has been a decrease of -2% in budgeted annual revenue hours on the bus system
 - From FY 2004 to present there has been an increase of 6% in budgeted annual revenue hours on the rail system (car hours not train hours)

Representative Bass, I've noticed in the last couple of months a tremendous increase in the number of school students riding the Atlantic bus, I've talked to quite a few at the stops 762 means nothing, they get on the first bus that comes. A passenger mentioned why don't you paint the red bus yellow we take whatever bus comes first, no matter the color.

Jon Hillmer, that is one of the topics Mr. Leahy spoke of at the Meet and Confer, he asked that the councils, if they would, to come up with a resolution/letter making a recommendation to have a single color for our system. He is very open to that concept. The Atlantic rapid is an odd line, there is no signal priority buses that are in the City of Los Angeles have signal priority. They are still working on implementing signal priority so one of the results are we make more stops on the 762, it is more like a limited bus line. It still does fairly well under its limited guise, at the Westside council to take the Pico rapid and make it into a limited stop.

6. REVIEW Bylaws for Service Councils, Jon Hillmer, Director of Service Councils

Because of the restructure of the agency and recentralization from sectors to a centralized management structure there is a need to redo the by-laws. The reason Mr. Leahy has centralized is to improve the service performance. Prior to centralization, we were averaging 65% on on-time-performance. Also, the responsibilities that were inherent in the sectors direct management of mechanics and service attendants has been centralized, there is a need again to update the by-laws to reflect the company changes.

There is an aim for the councils to improve and become more active and responsible and more important to Metro. One of those aspects has to do with bus route changes. Presently, any action that the councils take on a tier 1 line has to go to the Board for approval. Many times the Board will modify the council's recommendations. What this would do if approved by the Board of Directors, would allow the councils to make the decisions on all routes irrespective of BRT, Rapid, local or Tier 1 routes. These would go to the Board but only as an informational item. This does not preclude the Board from asking that the item come back the following month with their changes, but it makes it a little more difficult for them to do so. These new by-laws would give the council full responsibility for making the decisions on route changes.

Another item is the terms of service for the council representatives. We have terms that begin in April, May, December and July. In some councils we will have up to 6 members ending on the same month. What we are trying to spread this out by having all terms begin on July 1 have only 3 of the terms ending each year. To do that we are going to ask each of the councils to decide among themselves whose term should be extended, so we have three ending every year. It puts less of a burden on the appointing authority improves the continuity of our councils.

I would like to get your input by the middle of December what I will do is put them altogether and e-mail them out to the council members. Delay going to the Board in January, it will now be February, so I can come back in January to the councils with a revised draft version of the by-laws.

Representative Kelley, if the board decides to make a change before we've seen it, does it have to come back to us to be approved? Or is it a done deal.

Jon Hillmer, the Board basically is like a supreme court, once they make a decision, unless they remand it back to us, they could decide to overrule whatever we put forward. For instance if the Board does not like our decision on a line, they will ask the councils to rethink their decision, or they will have to put it as an action item on their agenda the next month.

Representative Kelley, one of the items, council observations of bus and rail services and recommended modifications to be communicated to the COO on a monthly basis. How will that work?

Jon Hillmer, we have line rides that we do, they have forms they fill out with their observations and those come to me, and I will follow up with whatever they find. If there is a recommended change in a practice, then I will take that and go to the Executive officer responsible and work with them.

Representative Shidler, on the terms of service, I know on our council we have 5 members term ending June 2011 and 2 in June 2012. Three of the councils all expire in June that will remain the same?

Jon Hillmer, it was on my recommendation that some of the council member terms be extended a year if they end in 2011 and another year if they are ending in 2012. We will end up with three people terms ending 2011, 2012 and 2013.

Representative Shidler, regarding the paragraph 50% of the council members will be regular users of the public transit system. We have that, no problem here, but what about the other councils?

Jon Hillmer, I will ask the councils to re-verify those observations. The 50% is really a carryover from the existing by-laws, I think it is a good idea it was not defined as to what it means by regular, my expectations is I would like to have each of our council members to ride at least once per month.

Representative Shidler, how are you going to determine if they ride or not?

Jon Hillmer, this is like our fare system on the rails, it is an honor system. I will provide rider forms that I would encourage the individuals to use when they ride so I get the feedback on the trips, but I am not going to keep track. It is an honor system.

Representative Bass, Gateway COG used to always have a concern selecting someone to serve on this council and are they going to be involved in this?

Jon Hillmer, each council has its own unique way of appointing i.e., others may have a combination of cluster cities, county supervisors, COG's, City of Los Angeles that appoint representatives.

Representative Shidler, what will be out input for the rails?

Jon Hillmer, there will be facility reviews and bus/rail interface.

Representative Shidler, I am really concerned on what is happening on the Blue Line and parts of the Green Line even though I've turned in photographs. I see no action on the vendors.

Lt. Obenberger gave a presentation not scheduled on the Agenda

Update on Crime Statistics December 2010 on the blue and green line is that crime is going up slightly in comparison to what it was last year, the stats are significant, between January 1 and November 6 close to 3,000 warrant arrests one of the concerns is the illegal peddling we've made close to 100 arrests. Citations issued are close to 25,000 of those 258 were illegal peddling, 46 probation and parole search. Part 1 crimes are the most serious 11.9 per 1 million riders compared to 10.0 one year ago on the Blue Line. Green Line Part 1 crimes 22.9 per 1 million riders compared to 26.0 one year ago.

We've cut our staff by 10%.

For the buses, the crime rate is 1.1 per million riders, significantly lower than the trains. Most of the crimes on the rails are crimes of opportunity, snatch, grab and go just before you get to a station. Normally you do not have this on a bus. If the operator is cognizant of his passengers, he can close the door until the matter is settled and the sheriff or police arrive.

Commuter bus and rail safety, observe and report suspicious behavior not based on the nationality or what they are wearing. Pay attention to what is going on in and around transit stations. Type and location of packages not all are suspicious, people put down their packages while buying a ticket and leave it there but let someone know a package has been left behind. If you are going to call it in, describe your location, type of package, type of suspicious behavior give as much detail as you can.

See something, say something call 1-888-950-7233 (SAFE)

This information is located on the bus, but not on a car card on the bus, but it is prominently posted on the rail.

7. UPDATE on change of venue for 2011 Motion is move council meeting to Huntington Park

We can have the large room at Salt Lake Recreation Center if our meetings are held at 2pm on Thursday. The other rooms are not large enough and are unacceptable. Now it is up to you.

Representative Kelley, any Thursday?

Suzanne Handler, only 2nd Thursday which is the time we meet now. I cannot get the room in the evening at this time.

Representative Shidler, I would like to move that we change the location to Salt Lake Recreation Center.

Suzanne Handler, it is a nice facility, they are remodeling at this time.

Representative Kelley, let me make this clear, after all this conversation we are still meeting in the afternoon?

Suzanne Handler/Representative Shidler, yes, we are still meeting in the afternoon on the 2nd Thursday. Eventually we would like to move to an evening meeting when a time slot opens up at the Recreation Park building, right now evening slots are taken. This location is more centralized to where transit service is available.

Motion to change venue of Gateway Cities Council Meeting to Salt Lake Park Recreation Center on E. Florence between State and Salt Lake Park.
Representative Bass seconded the motion.

Representative Kelley, we are going to have two new members, we need to make a decision.

Chair Soto, which month?

Representative Shidler, what is the council's recommendation? Let's start in January on the 13, 2011 at 2pm.

Representative Shilder, retracting all motions, move venue of the meeting to the Huntington Park Recreation Center, 3401 E. Florence Avenue at 2pm on the second Thursday of the month, commencing January 2011.
Representative Bass – seconded – motion is carried

8. RECEIVE preliminary recommendations on Service Changes for June 2011; Authorize publication of hearing notice; and approve public hearing date, time and location, Conan Cheung, Deputy Executive Officer

Scott Page, what I am bringing to you today is the proposed service changes for June 2011. Scott Greene will also present and I will be here to assist in any questions. Today we are also presenting the Expo Bus/Rail interface plan. The reason we are bringing it to you now, we wanted to go ahead and get the changes through the public hearing process, and then it is done so when the line opens there will be no delays.

Proposed Service modifications:

- Line 26 discontinue on Virgil Avenue and augment lines 51/52/352
- Line 102 discontinue line and extend Line 200
- Line 200 extend to Vernon Yard via route of 102
- Line 254 discontinue Saturday service
- Line 460 discontinue from LA to Norwalk Station
- Line 577 discontinue from Long Beach Transit Mall to VA
- Line 611 reschedule with wider headways (60 minutes)
- Line 612 reschedule with wider headways (60 minutes)

Rapid Evaluation – Five measurable Criteria; 20% faster than local; stop spacing 0.7 miles; operate every 10 minutes at peak with a 20 minute base; boarding per revenue hour at least 80% of system average; trip length 25% longer than local

Line 760 does not meet the Sunday criteria for a rapid line

- Line 760 discontinue line south of Green Line
- Line 760 discontinue Sunday service, augment Line 60

Expo Bus Rail Interface Plan

Line 30-305-550 discontinue lines 305 and 550, extend line 30 on San Vicente

Line 42 route to Expo Western Station discontinue route to Los Angeles
Line 102 discontinue service

Line 200 route east to Vernon Yard over a portion of line 102

Lines 217/439 route line 217 south extend to the Culver City Transit Center over line 439 route and discontinue line 439

Line 534 modify route to serve Robertson/Venice Expo Station

Line 740 (Hawthorne Rapid) route to Expo Crenshaw Station and terminate line at the station

Next Steps

Approve publishing of public hearing notice in local papers on Sunday January 2, 2011

Approve holding public hearing on February 10, 2011

Representative Shidler, on the 102 and the 200, there might be an opportunity to extend the 200 line instead of going into Vernon Yard, turn the line and go down Santa Fe Avenue to Florence or Broadway. We've never had service on Santa Fe and Gage. Extension on the 30 line, coming from E. LA to W. LA how is the scheduling going to be handled by such a long line; this is one of my concerns. The 460 I agree to the termination at Norwalk Station because there is the alternative of the blue line and green line, but the passengers say transferring at Imperial is dangerous.

Representative Shidler, I would like to see before the public hearing all council members take an excursion on some of these lines to see what we will be doing. See who is riding and who it is affecting. We need to experience the service.

Jon Hillmer, we will do what we did last service change and have rides set up for council members.

Public Comment

Wayne Wright, couple of changes to Line 26 I don't want to see the line cut but consolidated with 175 and 685 to provide a direct link from the Wilshire/Vermont Red Line via Virgil/Hyperion/Rowena/Fletcher to Glendale College. One of the reasons LADOT is having money problems and it could be the next decade before they could take the line over on Virgil. As for the changes with line 102 and 200 I support the 200 extension but would ask staff not to mess with the night time 30 minute headway service that runs on Alvarado. Also if you have a short line 200, consider 37 street station which is a underutilized you do have the right of way on the north side of the station that could be used for bus layover for LADOT and Metro. Line 102, ask LADOT to restructure its Crenshaw Dash to replace a portion of the 102 on Coliseum between LaBrea and King, reroute on Rodeo Road to serve Dorsey High School or branch line 105 to 106 have the branch run on Rodeo on King to Crenshaw regular route to Vernon and Santa Fe. Since 305 and 550 are on the hit list, reroute line 42 on Rodeo and Exposition and run the service as far as USC only during the peak hours have the 42A use terminal at Jefferson and 10th avenue. To have service on these two streets since there are no stations at Arlington and Normandy for the Expo Line last reroute the 611 to operate on Hooper south of Vernon because you do have duplicate service with the 55 and 355 limited, between Vernon and Florence. The 611 was moved off Long Beach and avenue due to turning problems at Vernon and long beach avenue station. Last but not least the 460 I am kind of puzzled that the line would terminate at Norwalk Station because it would require division 1 operators to travel from downtown to Norwalk. (tape was garbled and could not make out last sentence)

Council members requested Wayne send in his changes to Jon Hillmer for distribution among the council and planning staff.

Representative Shidler, I move that we approve the publishing of the Public Hearing Notice in local newspapers on Sunday, January 2, 2011. Seconded and approved

Approve holding public hearing on February 10, 2011 at 2pm, at the Huntington Park Recreation Center, Salt Lake Park, 3401 E. Florence Avenue, Huntington Park, CA. seconded and approved

I would like to see our public hearing posted in the California Section of the Newspaper or Local Section of the newspaper, not in the classifieds.

Scott Page, the Board Secretary's office is responsible for publishing in the newspaper, I give them a copy and they publish it.

Jon Hillmer, I will see what can be done on placement in the newspapers. Our best advertisement for our public hearings are on the buses.

9. RECEIVE report on Contract Lines, Shannon Anderson, Transportation Services Manager

Update on contract services and answer any questions you may have. Metro's contract bus program has 22 lines, 3 are being canceled in December due to lower ridership. We have 196 buses from 20-40 feet. We run approx 7% of the metro bus service or 549,254 revenue service hours. Contract service is divided into three regions: MV Transportation South Region; Southland Transit East Region; Veolia Transportation North Region.

Key contract provisions: Contractor provides: Management, operators, insurance, radios, fare collection, dispatchers, training, uniforms, supervision, maintenance, facility & fuel, supplies. Metro provides: buses, schedules, marketing, project management, timetables, policies and procedures; farebox collection; coordination

Contract must: comply with all laws and regs; manage day to day operation; keep staff levels at least minimum; ensure systems are working on the bus; vehicle cleanliness; respond to customer complaints with 5 days.

Metro staff will conduct the following: cleanliness inspections; vehicle safety; mystery rider program; on-time performance checks; rollout inspections; drug and alcohol audits; safety program audits

Performance indicators trend of customer complaints by month over a two year period, generally positive; we have some peaks and valleys. Mean miles between road calls, positive trend, moved significantly upward. One of the factors influencing this is our 50 new buses.

Key objectives: we are working to improve service management by on-time performance monitoring; monthly cleanliness inspections; quarterly vehicle maintenance and safety inspection and our mystery rider program assessing operator performance. Expand our use of ATMS technology, upgrade and add our AVA and APC on the 102 contract fleet buses. As of today we only have 1/3 of the fleet has the ATMS technology we are working to have all the buses installed with this technology. Improving Metro's options to better manage the contract service operations. Implement two new contracts for our south and east regions.

10. Chair and Council Member Comments

Representative Dobson, what will be the official time and meeting for next months meeting? Staff: January 13 at 2pm, Salt Lake Park Recreation Center in Huntington Park

Representative Shidler, thank you to Anne Bayer for her service on the council for the last 8 years

Representative Kelley, I will miss Anne Bayer and thank you for serving on this council

Representative Bayer, thank you I've enjoyed serving and now I'll be moving on to the other things, but I will be back from time to time and sit in the audience.

Representative Barrios, Green Line when will we be connecting to LAX? Have we explored service between Lakewood and Long Beach possibly along Atlantic?

Representative Bass and Representative Shidler, would like to close the meeting remembering Larry Nelson and his contribution to the council over the years.

Meeting Adjourned 4:00pm