

Minutes

Monday, October 13, 2014
5:00 PM

SAN GABRIEL VALLEY
SERVICE COUNCIL
Regular Meeting

Metro El Monte Division 9 Building
3449 Santa Anita Ave. (Santa Anita Ave. & Ramona Blvd.)
Third Floor Service Council Room
El Monte, CA 91731

All Metro meetings are held in ADA accessible facilities. Meeting location served by all Metro, Foothill Transit and El Monte Shuttle lines serving the El Monte Station.

Called to Order at 5:08 p.m.

Council Members:

John Harrington, Vice Chair
Harry Baldwin
Juventino Gomez
Alex Gonzalez
Steven Ly
Dave Spence

Officers:

Jon Hillmer, Director, Regional Councils
David Hershenson, Comm. Rel. Mgr.
Henry Gonzalez, Council Comm. Rel. Mgr.
Vincent Gonzalez, Comm. Rel. Mgr.
Carl Torres, Transportation Planning Mgr.

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զանգահարել այս հեռախոսահամարով՝ 323-466-3876

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ниже телефонному номеру: 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. APPROVED Minutes of September 8, 2014 Meeting
3. RECEIVED Presentation on Access Services, Hector Rodriguez, Controller, and Matthew Avancena, Planning & Coordination Manager, Access Services

Access was created in 1994 by the Metro Board to provide mandated ADA services. Access provides services for Metro and the 44 transit providers throughout Los Angeles County, the Antelope Valley, and Santa Clarita Valley. The primary eligibility criteria for services is that a patron must have a disability that prevents them from using the bus. Applicants complete a functional evaluation to determine eligibility.

Access is governed by its own board which has representative seats from Metro, local and municipal transit agency representatives, and a member of the Board of Supervisors. Access is the second largest paratransit agency in the county, serving approximately 150,000 eligible customers and providing them with 2.7 million trips annual basis, and over 10,000 average weekday trips. Access has around 650 access minivans; during peak periods, service is supplemented by about 400 taxi cabs.

Within the San Gabriel Valley, the largest concentration of riders and trips originate from Pasadena, El Monte, and Whittier. The San Gabriel region is the second largest recipient of Access services, receiving 25% of all Access services provided to patrons. Access ridership is expected to increase nearly 50% by 2027; associated costs of providing service to the ridership is anticipated to increase by 42%.

Councilmember Gonzalez commented that he hopes that there is an honest and realistic effort to address upcoming issues and cost increases to provide coordinated services in light of the anticipated increases in both ridership and costs. Mr. Rodriguez replied that Access vehicles are currently averaging over 400,000 miles per year, and that the number of contract services is due to lack of available vehicles. Access is requesting additional vehicles in the upcoming fiscal year to address service demands.

Councilmember Baldwin asked if Access services are being included in the regional presentation plan being prepared on the regional transportation plan. Mr. Rodriguez replied that Access is in the process of completing its short term transportation plan which will be submitted to SCAG. There is regional commitment to removing barriers to bus stops and public right of way to facilitate more use of the existing transit system.

Mr. Hillmer commented that Metro has approximately 25,000 wheelchair rail boardings per month. He noted that it is much easier to both provide service and to provide better service for passengers with a disability on rail than by bus, but proximity varies widely.

4. RECEIVED Report on Eastside Transit Corridor Phase II Public Hearings, David Hershenson, Community Relations Manager

Metro conducted four public hearings to receive public comment on the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for a proposed extension of the Metro Gold Line Eastside light rail system. Each of the public hearings was preceded by a 30 minute open house, where residents could see project boards, talk to staff, and view the Draft EIS/EIR. The four hearings attracted over 525 attendees, with approximately 125 people providing public comments on the Draft EIS/EIR. There was support for each of the proposed alternatives throughout the hearings, and some commented that they would like to see both alternatives built.

The Draft EIS/EIR analyzes potential extensions from the Atlantic/Pomona Gold Line Station in East Los Angeles to either the City of South El Monte (SR 60 Alternative) or the City of Whittier (Washington Boulevard Alternative). It also includes a no-build option and a Transportation Systems Management alternative that identifies bus corridor improvements.

The draft environmental document was released August 22, 2014 with a 60-day public comment period concluding at 5:00 p.m. on Tuesday, October 21, 2014. Metro staff is scheduled to present a summary of the technical analysis and comments received, along with a recommended Locally Preferred Alternative, to the Metro Board of Directors in November, where the Board will be asked to decide how to proceed

5. RECEIVED Director's Report, Jon Hillmer, Director

The fare change was implemented on September 15th and 250+ Metro staff were placed at stations to assist patrons during the first two days. There were relatively minor issues with TAP readers related to free transfers. Many riders were unaware of fare changes. An APTA Peer Review will begin in the near future.

Short term service improvements to the Orange Line are currently being evaluated. Under consideration is increasing peak service from every 4 minutes to every 3 or 3-4 minutes. Staff is currently working with the City of Los Angeles and Metro Safety to improve intersection speeds from 10 to 25 mph and instructing Bus Operators to maintain 35 mph between stations. Metro is also working with the City to reposition four bus detection loops in Warner Center.

The Board directed review of potential Rapid/Express service between Orange and Gold Lines. Potential bus routes to link Bob Hope Airport, NoHo, Burbank Media, Glendale and the Gold Line are being reviewed. Route options should maximize use of SR 134 HOV Lanes. They will discuss service improvement to Commuter Express Line 549 will be discussed with City of Los Angeles.

6. PUBLIC COMMENT for items not on the Agenda

Bill Stockman commented that when the Gold Line extension to Azusa is complete, he hopes that Line 270 service is improved with more frequent and evening service

North of the alignment, Line 264 can be abandoned because it'll be duplicative of the Gold Line Extension. Lines 264 and 270 could go across the hill to Pasadena at Rose and Foothill. He would like to see Line 577 service expanded s to the 210 Freeway across from the Gold Line Station with added service on nights and weekends. He doesn't care for the TAP card system, he prefers paper transfers because you could more easily tell when they expired. He applied for a senior tap card, and found out he has to provide a photo. At Monrovia City Hall, they wanted to charge \$22 for the picture. He also checked with a photography studio that wanted \$50. He thinks there should be someplace where you can get it less expensively. Council replied that passport photos are \$15 at the post office, and that photo booths adjacent to many of the customer service centers are much less expensive.

7. CLOSING Remarks, Council Members and Staff

ADJOURNED at 6:01 p.m.