

Minutes

Monday, February 9, 2015
5:00 PM

SAN GABRIEL VALLEY
SERVICE COUNCIL
Regular Meeting

East Los Angeles Library
4837 E. Third Street
Los Angeles, CA 90022

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Rail Gold Line Civic Center Station, Metro Bus Line 258, Montebello Bus Line 40, and El Sol Shuttle Line A

Called to Order at 5:11 p.m.

Council Members:

John Harabedian, Chair
Harry Baldwin
Alex Gonzalez
Bruce Heard
Rosie Vasquez

Officers:

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

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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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สำหรับข้อมูลเกี่ยวกับรถโดยสารเมโทรเป็นภาษา [ไทย] กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง:
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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 January 12, 2015 Meeting
3. RECEIVED Presentation on Metro FY16 Budget Process, Conan Cheung, Deputy Executive Officer, Performance Management

The FY16 Budget will emphasize safety and security, transit service quality improvement, new bus and rail vehicle purchases, delivery of rail and highway projects, bike programs, technology enhancements, opening of EXPO II to Santa Monica and Gold Line Foothill Extension, state of good repair, Union Station, potential transportation ballot measure, and other new initiatives such as first/last mile and active transportation.

The FY15 sales tax budget is assumed to grow 2.4% above the FY14 actuals. Given that FY15 first quarter actual revenues are only slightly above budget (1.3%) and a drop in revenue growth from FY12 to FY15, the FY16 sales tax growth rate is assumed to continue growing at 2.4% over FY15 Budget in order to provide a conservative approach to revenue projections.

Metro's budget is allocated to Capital (41%), Operations (26%), Subsidy Funding (23%), Debt Service (6%), General Planning and Programs (3%) and Congestion Management (1%).

The budget development timeline begins in December with budget development strategies. Sales tax and expense assumptions are tackled in January and the Capital Program is handled in February. March's categories are full-time equivalents, subsidies, operating and agencywide expenses. Everything comes together in April and a proposed budget is released for review and Board Adoption occurs in May. Outreach to key stakeholders for the budget process include the Board of Directors, Executive Staff, Service Councils, Citizen Advisory Council, Technical Advisory Committee, Bus Operations Subcommittee as well as the use of electronic media. Once a budget has been developed, it will be presented to the Service Councils in April prior to adoption by the Board.

Chair Harabedian asked if the future deficit has been avoided through the fare increases. Mr. Cheung replied that the budget deficit has been pushed out because of the additional revenues generated through the first phase of the fare increase. However, it is still early to tell what the full impact of the additional revenue is.

Councilmember Avila asked if the number of buses to be replaced in Divisions 3 and 9 has been identified. Mr. Cheung replied he did not have the specific schedule but that Title VI requires equitable distribution of resources. Mr. Hillmer added that he would look into obtaining a copy of the bus replacement schedule and sharing with the Council.

Councilmember Gonzalez asked how Metro's fare box recovery compares with other systems. Mr. Cheung replied that Metro's is 26%; most other transit providers are well above us. For example CTA (Chicago) has a fare box recovery rate of around 50%; Seattle's is around 30%, however, they receive a lot of their fares from large institutions such as educational institutions and employers that subsidize fares.

Councilmember Baldwin asked when the final APTA Peer Review report would be released. Mr. Cheung replied that the report is being finalized to be taken to the Board in March.

4. RECEIVE Presentation on Potential 2016 Ballot Measure and Long Range Transportation Plan Update, Vincent Gonzalez, Community Relations Manager

Metro not only operates bus and train service, but also contributes to carpool, highway, bike and transit infrastructure. Metro operates the greenest bus fleet in the nation and LA County has the largest vanpool network in the US. LA County's highway system is improving and expanding and Metro Bike Sharing is on the horizon.

Seven years ago, there was continued congestion and aging infrastructure. Key projects were being studied but long term funding was limited. Metro was primed for change to grow our rail and HOV network. Measure R approval by voters in 2008 began transforming Los Angeles by securing \$35 billion in funding over 30 years. There are 12 transit and 16 highway projects in the works with record levels of Federal matching funds and \$5.2 billion in local return to cities over the life of the measure. The projects that are funded by Measure R will create 400,000 new jobs.

Several transit projects are currently under construction including the Purple Line Extension, Expo Line Phase 2, Gold Line Foothill Extension, the Regional Connector Transit Project, and the Crenshaw/LAX Transit Project. Also in the works are the Sepulveda Pass Transit Corridor, South Bay Metro Green Line Extension, Airport Metro Connector, West Santa Ana Branch Transit Corridor, East San Fernando Valley Transit Corridor, and the Eastside Transit Corridor Phase 2, as well as various highway projects, highway soundwall improvements, and heavy rail grade separation improvements.

For a ballot measure to be successful with voters, Metro needs to build on the success and opportunities of Measure R. Federal and State resources are limited. Metro started a transportation revolution but there is much more to be done.

Councilmember Avila asked what the proposed ballot measure is. Mr. Gonzalez replied that it has not been determined, but could include a new ½ cent sales tax or an extension of the Measure R sales tax. Measure R currently is in effect until 2039.

Chair Harabedian asked if there is any doubt that it would include Gold Line extension to Claremont. Mr. Gonzalez replied that it is listed as one of the priorities, and that its inclusion in a future ballot measure would be up to the Metro Board of Directors and the San Gabriel Valley Council of Governments.

Councilmember Baldwin asked if there's been any conversation about entering into a joint venture with San Bernardino County to get the Gold Line extended to Montclair. Mr. Gonzalez replied that he is not aware of any such discussions.

5. RECEIVE Presentation on Potential Restructuring of Lines 68 and 620, Carl Torres, Transportation Planning Manager

In anticipation of budget cuts, Service Planning was tasked with studying potential service concepts to increase ridership and reduce costs. Concepts are not currently scheduled for implementation in the immediate future.

Line 620 is a short weekday shuttle route that is one of Metro's worst performing lines and Metro has tried to revitalize ridership by modifying route to extend to Indiana Station and on 1st St. to service a Food 4 Less. Ridership has not increased. Line 68 extension on 1st street is also a weekday only line in response to community request for local service. The route is not very convenient, as it ends at Indiana and patrons have to backtrack to travel further west.

Combining both 68 and 620 to create bidirectional route tentatively called Line 106 that would maintain service on 1st St. between East LA College to Indiana Street but would also continue westbound on southern portion of line 620 which would maintain the part of Line 620 that has the most ridership and the least amount of duplication.

Line 254 runs every day, low performing runs to Gateway Cities starting at 103rd St./Watts Tower Blue Line to East LA near Indiana Station. The reroute concept would change the northern end of route to combine at Olympic & Lorena with Line 605, a highly productive shuttle line. Combining the lines would provide a continuous route to County USC Hospital which may attract additional ridership. It would also provide better frequency on the Line 254 segment as Line 605 has much higher frequency.

Councilmember Gonzalez asked how the frequencies of these lines would match up. Mr. Torres replied that since Line 605 already had a natural short line at Olympic and Grande Vista, Line 605 could continue to run its current frequency and the Line 254 portion could run every other or third trip down to 103rd St./Watts Tower Station to fit the current line's frequency.

Line 762 travels from Pasadena to Fair Oaks to Atlantic Ave. down to Blue Line Artesia Station. To attract boardings on the southern portion, instead of traveling down to Artesia Blue Line station, the modification would send it over to Rosa Parks/Willowbrook Station so that it would connect to both the Blue and Green Lines, as well as all of the bus service at that station. Passengers that currently ride Line 762 would still have Line 260 that travels down to Artesia Station. Thus there would be no abandonment of the segment.

Councilmember Heard asked how ridership on Line 260 is doing. Mr. Hillmer replied that it is a good performing line with 70 boardings per hour compared to 50 systemwide.

Wayne Wright likes the concepts. He would like to see improvements made to Lines 71 and 665 as well as Lines 254 and 605. He is in favor of the merger of Lines 254 and 605 service. Line 605 runs 7 days a week while Line 254 only runs 6 days a week. He would like to see service run all the way down to Watts 7 days a week. The changes to the southern portion of Line 762 are welcome and needed. It is a good idea to route to Rosa Parks Station though it won't connect to Long Beach Transit anymore.

6. RECEIVE Director's Report, Jon Hillmer, Director

- The APTA Peer Review was held in January 2015. A draft final summary report has been presented to Metro management. The scope of the Review was to review fare policy, increase efficiency and productivity of service and explore alternative revenue sources.
- Draft Recommendations were: proceed with Phases 2 & 3 of fare restructuring; service design should minimize duplications; frequent service on wider spacing with wider stop spacing; comprehensive program to address fare evasion; increase bus and rail loading standards; develop comprehensive approach to improving OTP; improve coordination with municipal bus systems and; consider contracting and "performance pricing" of Metro parking lots.
- A Potential New Express Bus service from RITC to Gold Line via NoHo is being explored. A Metro Board motion directed staff to evaluate new express line. An evaluation of possible funding sources will be taken to Metro Board in February.

Councilmember Heard asked if Line 549 would operate in addition to the new service. Mr. Hillmer replied that the option presented to the Board provided options of adding service to their base service, either through directly operated service or as a contracted bus line.

Councilmember Gonzalez commented that the cost of building, maintaining, and securing parking is frequently overlooked and that Metro is a little behind the times on this. Funds should be focused on improving transit service and people who want to park to access the service should help to pay for those parking costs.

7. PUBLIC COMMENT for items not on the Agenda

Andrew Wang suggested installing TVM machines at major bus stations such as Harbor Transitway, El Monte Busway, and Harbor Gateway Transit Center. He also suggested converting the carpool lanes on the 105 Fwy to ExpressLanes. He prefers to use parking lots without expense in order to use Metro rail.

Ernesto Hidalgo – stop request button. Some people are used to the cord and end up missing their stop. Would be good if when tapping, the machine told how much money is left on the TAP card for people who use stored value.

Manebu Miyohu asked if a shuttle service could be added from the Washington/Alameda to Union Station. Mr. Hillmer replied that there used to be a DASH bus that operated there; he can discuss with LADOT.

8. CLOSING Remarks, Council Members and Staff

ADJOURNED at 6:21 p.m.