

Minutes

Monday, May 9, 2016
5:00 PM

SAN GABRIEL VALLEY
SERVICE COUNCIL
Regular Meeting

Metro El Monte Division 9 Building
Third Floor Service Council Conference Room
3449 Santa Anita Ave. (Santa Anita Ave. & Ramona Blvd.)
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 5:02 p.m.

Council Members:

John Harrington, Chair
Dave Spence, Vice Chair
Harry Baldwin
Roger Chandler
Bruce Heard
Steven Ly
Ben Wong

Officers:

Gary Spivack, Deputy Executive Officer
Carl Torres, Transportation Planning Mgr.
Dolores Ramos, Council Admin Analyst

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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 April 11, 2016 Meeting
3. RECOGNIZED Ben Wong for his Service as a San Gabriel Valley Service Council Member, Gary Spivack, Deputy Executive Officer, and Councilmembers

Councilmember Wong was recognized for his service as the First District Appointee to the Service Council.

4. RECOGNIZED Transit Ambassador Shannon Harold, Jennifer Arndt, Community Relations Director

Transit Ambassador Shannon Harold was recognized for her actions which notified a distracted pedestrian of an approaching train. Ms. Harold was unable to attend, and recognition was accepted on her behalf by Ms. Arndt, her supervisor.

5. RECEIVED Presentation on Silver Line All-Door Boarding Project, Anika Smart, Office of Management & Budget

An all-door boarding pilot was conducted last May-July 2015 as part of strategy to improve overall reliability and travel time, with a focus on improving dwell time. The pilot was conducted at two Rapid stop locations on Wilshire Blvd. during weekday peak morning hours at the westbound Vermont stop, and the Westwood eastbound stop in the evening peak hours.

Based on initial pilot results, a 6-month all-door pilot is being implemented effective June 26th on all Silver Line buses. Validators will be installed at front and the back doors to facilitate boarding at all doors. The increased need for people to fill their TAP cards will be addressed via ticket vending machines to be installed at all Silver Line stations by December 2016. Operators will initially have a “top up” capability on the fare boxes, and staff will hand out free TAP cards to assist cash-paying passengers to make the transition.

Councilmember Chandler asked if fare inspectors can check the TAP cards to see if a fare has been paid. Ms. Smart replied that the fare inspectors use a hand-held mobile device to check whether the card was used to pay fare.

6. RECEIVED Presentation on FY17 Budget Development, Irene Fine, Office of Management and Budget

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.

7. RECEIVED Executive Officer's Report, Gary Spivack, Deputy Executive Officer

- At the April Board meeting, the Metro Board voted to override the Gateway Cities and San Gabriel Valley Service Council's decision to retain the southern portion of Line 270. The southern portion of the Line will be turned over to Norwalk Transit.
- Telephone Town Halls are being held to provide more information on the Potential Ballot Measure.

Vice Chair Spence asked if the Board made any comments regarding the decision to allow Norwalk Transit to assume the southern portion of Line 270. Mr. Spivack replied that they didn't make any comments. The justification was that the Line operates in the Norwalk Transit reserve service area and should operate in that be all to them.

Councilmember Baldwin asked if there are any savings from the discounting of Line 270, and noted that any savings should be reinvested in the regions where the savings were gained from. Mr. Spivack replied that according to the Transit Service Policies, when a service is discontinued for assumption by another transit operator, Metro does have the ability to reinvest up to 50% of the hours. In terms of the budget, only 25% of the savings will be available for reinvestment, which is a total of 18,000 hours from the transfer of Lines 190/194, and 6,200 hours from the transfer of Line 270. The intent is for those hours to be reinvested in the San Gabriel Valley where they came from.

Councilmember Wong asked what the participation in the telephone town halls has been, how they were publicized, and whether signing up is required. Mr. Spivack replied that people have to sign up in order to be able to ask a question. Questions are asked and everyone hears the answer, but there are no follow up questions. Participants can follow along with the presentation online.

Councilmember Ly commented that the Silver Line is standing room only during peak hours. He asked if Foothill Transit's Silver Streak service is similarly full. Mr. Torres replied that the Silver streak is not over capacity, and is at 75-80% of capacity during peak times.

Councilmember Ly requested a report on Line 266 ridership at the next meeting.

8. PUBLIC COMMENT for items not on the Agenda

9. CLOSING Remarks, Council Members and Staff

Councilmember Wong commented that last Thursday, he took the Gold Line to downtown Los Angeles to get to USC. He commended the Sheriff's personnel that were doing fare checks on his trip. They came across a couple with 2 bikes that were using one TAP card. They claimed they thought they could share the TAP card. Instead of citing the couple, they took them off the train to show them how to purchase the additional card needed and to TAP.

Councilmember Chandler asked what the protocol is when security finds people who have not paid their fare. Mr. Spivack replied that the majority of time, they issue citations. They do have the discretion to take people off the train to purchase their fare or to TAP. The staff in the white shirts are civilian security assistants. They can issue citations. Under the code, patrons cannot be both ejected from the train and cited – security can only do one or the other.

Vice Chair Spence asked if the FY17 budget is dependent on the potential ballot measure passing. Ms. Fine replied that the FY17 does not assume revenues from a ballot measure. The budget is become an annualized effort and will include a mid-year review. If the ballot measure does pass, an analysis will be completed at the mid-year point to project impact on the budget.

Councilmember Wong asked if the ballot measure passes if it will go into effect as of January 1, 2017. Ms. Fine replied that it would but that there would be a bit of a lag as to when money starts coming in.

Vice Chair Spence asked about further study of fare evasion suppression efforts and if fare evasion has dropped. Mr. Spivack replied that overall, the fare evasion rate is around 5%, which is similar to the fare evasion rate experienced by other transit agencies, both local and national. Metro is able to track fare evasion by service area through the buttons the operator presses on the fare box to count short and no fare incidents.

Councilmember Chandler commented that if Metro didn't use the Sheriff's for security, they would have to contract with another agency. Fare evasion is part of the transit security mission.

ADJOURNED at 5:57 p.m.