

Minutes

Monday, July 11, 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 5:01 p.m.

Council Members:

Harry Baldwin, Chair
Vivian Romero, Vice Chair
Roger Chandler
Alex Gonzalez
John Harrington
Bruce Heard
Steven Ly
Dave Spence

Officers:

Gary Spivack, Deputy Executive Officer
Wayne Wassell, Transportation Planning Mgr.
Lilian De Loza, Community Relations Mgr.
Dolores Ramos, Council Admin Analyst
Pamela del Valle, Administrative Intern

For Metro information in English, please call the following phone number: 213-922-1282.

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

需要都会运输局的（语言名称）资料, 请拨打以下电话号码: 323-466-3876

Metroに関する日本語での情報は、以下の電話番号でお問い合わせください : 323-466-3876

สำหรับข้อมูลเกี่ยวกับรถโดยสารเมโทรเป็นภาษา [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. APPROVED Minutes of June 13, 2016 Meeting
3. 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. This executive order 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 Chandler asked what is used as the benchmark for the poverty level in the calculations. Ms. Garcia replied that they use the federal poverty threshold which is based on both household income and size; the number of individuals in the household is factored in.

Vice Chair Romero asked where Line 534's previous route operated. Mr. Spivack replied that the line used to operate from Santa Monica to downtown, but a segment from Santa Monica was eliminated to reduce duplication when the Expo Line extension was opened.

Chair Baldwin asked what data source is used to determine the proportion of minority population. Ms. Garcia replied that the agency can use Census or ridership data, but can't mix the two. Because full ridership data is not available, Metro uses Census data. Even if the thresholds have not changed, Metro still needs to submit the report to the FTA every three years. The report will go to the Board's September meeting for approval.

4. 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.

5. ADOPTED Service Council FY17 Work Plan, Council Members

6. APPROVED Going Dark for August 2016, Council Members

7. DENIED Changing Regular Service Council Meeting Time, Councilmembers

8. RECEIVE Director's Report, Gary Spivack, Deputy Executive Officer

- The Board approved placing a measure on the ballot in November to support transit. The name of the measure will be LA County Traffic Improvement Plan (LACTIP)
- Paid parking was recently implemented at the Azusa Gold Line lots. It is now much easier to find parking at Sierra Madre Station.
- A community meeting regarding the East LA Gold Line extension was held on June 22 to discuss route alternatives. Three options for the alignment are currently being studied: along SR-60, from East LA to Washington Blvd. via Atlantic Blvd., or Arizona. A series of community meetings were convened because the alternative alignments were not part of the original study process. From the discussion, it seems the community prefers the SR-60 route. They did not discard the idea of having the line connect to key locations in the region such as through Commerce and a stop at the Citadel. The Arizona alignment is

definitely not wanted, neither underground nor above ground. If the Atlantic option were pursued, they would prefer underground. Staff explained the process for underground construction including the cut and cover process. Technical studies and meetings with stakeholders continue.

Councilmember Ly asked whether below grade construction is being considered for the other alignments, and whether underground would be used for just a portion of the route. Ms. De Loza replied that they are discussing putting the section from Washington to Garfield completely underground. For the Arizona and Atlantic alignments, they are looking at underground, aerial, and at grade options. The public has expressed that they only want underground for the Atlantic alignment.

Vice Chair Romero expressed concern regarding potentially ending the line at Paramount Blvd. due to the multiple Tehachapi lines already there that obstruct the views. If that location was chosen, they would have to be elevated further. Ms. De Loza replied that she has heard in the preliminary discussions that they would be elevated an additional 16-18 feet. Vice Chair Romero replied that she had heard they would need to be elevated an additional 60 feet and asked whether the lines could be tunneled. Ms. De Loza replied that it isn't clear as the Army Corps of Engineers is still assessing due to the flood zone. Councilmember Ly asked if there had been any discussion of undergrounding power lines, and requested a more formal presentation about the project as it progresses.

Councilmember Chandler commented that the Gold Line Foothill Extension has been so successful that it put one of Foothill Transit's lines out of business. They are now rerouting service from Azusa to Montclair.

Councilmember Heard asked about Line 501 ridership levels. Mr. Spivack replied that weekday ridership is currently around 1,000 passengers a day. There may be scheduling changes made to the service. Weekends have weak ridership and may be eliminated.

Councilmember Ly noted that ridership is consistently declining on the Green Line. He asked if the cause has been examined. Mr. Spivack replied that at some stations with lots of connections, the parking lots are full, so people decide to drive. A number of manufacturing jobs have left the area, which also affects ridership. Ridership declines are occurring industry wide, and Metro is involved with a task force with local operators to address the issue.

Councilmember Ly requested that an ExpressLanes update be provided at a future meeting to include speed averages, fees charged and collected, and how funds are being invested.

Councilmember Gonzalez commented that December report on Line 194. He's ridden the line a couple of times and the transition seems to be going well.

9. PUBLIC COMMENT for items not on the Agenda

Wayne Wright commented that he has previously shared his concerns with Lines 487/489 weekend service. Ridership is low in and out of downtown. He asked that staff consider expanding service south of the I-10 to Montebello Town Center. During peak hours, the Line 489 route stops in the middle of nowhere; he would like to see it extended to one of the Gold

Line stations or for the service to be eliminated. He'd like to see what improvements can be made.

10. CLOSING Remarks, Council Members and Staff

ADJOURNED at 5: 50 p.m.