

Thursday, July 12, 2012

2:15pm – 4:05 pm

Minutes

GATEWAY CITIES SERVICE COUNCIL

Regular Meeting

Salt Lake Recreation Center
3401 E. Florence
Huntington Park, CA 90255

Call to Order

Council Members:

Lillie Dobson, Chair
Josue Barrios, Vice Chair

Richard Burnett
Jo Ann Eros-Delgado
Sergio Infanzon
Cheri Kelley
Marisa Perez
Wally Shidler
Cynde Soto

Officers:

Jon Hillmer, Director, Regional Councils
David Hershenson, Comm. Rel. Mgr.
Henry Gonzalez, Council Comm. Rel.
Mgr.
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 – absent Sergio Infanzon, Marisa Perez
3. APPROVE Minutes from June 14, 2012 meeting - approved
4. SAFETY Tip, Lt. Ibelle
 - Personal safety, cell phone thefts/robberies. Nationwide, cell phones have become the item to steal. New York in 2011 50% of their robbery related instances had some sort of electronic device related tie. Over 70% were I-phones. In California within the Metro system we are not exempt from the nationwide trend. Cell phones are easy to be converted over for use by another, just take the symcard out of one phone and put it in another. Very quick turnaround from the standpoint of getting money for that phone. It calls to question our actions. Statistics prove that those who are more likely to be a victim of a crime are unaware of their surroundings. In order to have a crime you need a victim, suspect, location and opportunity. Law enforcement historically is pretty good at the suspect level, on the location level, it is locking doors in house and car, close the windows, fence, alarm system. The victim, some are more vulnerable, how do we deal with millions of people coming and going from our system. Awareness is important, we have some flyers we've been putting out and we will continue to put out and I understand more are being created for, twofold, 1) you've been targeted flyer, what we do we will approach folks who are on the train or bus and if they are distracted by their phones or generally distracted, we will hand these out, and it will inform them of personal protection, self-awareness. On the back of it has a section for jotting down suspect information. 2) 'See Something, Say Something' is in both English and Spanish. Keep your valuables close to you, do not flaunt expensive jewelry, phones, ipads, do not leave things out. Make it less opportunistic. Do not allow yourself to be immersed or distracted. Consider what you are comfortable having in your phone. Enable your password and items on your phone, encrypt them. Pay attention to your instincts. Report suspicious persons and crimes.

Any questions?

Chair Shidler: I noticed you do not have a space on the card to put what type of crime it is.

Lt. Ibelle: We will make the determination on the type of crime. Sometimes there are subtleties within what is a difference between a robbery vs. burglary vs. grand theft vs. petty theft. What is critical how tall is the person, what were they wearing, where did you last see them, etc. Identifying characteristics like tattoos, headwear.

Chair Shidler: Transit Bureau staff are they devoted full-time to Metro?

Lt. Ibelle: The short answer is yes.

Chair Shidler: I am seeing right here that they seized a locker with fireworks over in the city of Norwalk, and the article says it was handled by the Transit Service Bureau. I was curious why it was not handled by the local Sheriff Department.

Lt. Ibelle: I would have to research that particular event. But what happens sometimes, something will originate on the rail or bus line that has ties to other geography. As a matter of fact with the cell phone and recent robberies, in our neck of woods, our special task forces who work undercover have done excellent work tying back to many locations.

5. ELECT new Chair and Vice Chair for FY 2013, All Members

➤ Nominated and approved by majority: Lillie Dobson, Chair and Josue Barrios Vice Chair

6. UPDATE on OCTA's West County Connectors (WCC), Niall Barrett, OCTA Program Manager

We are pleased to be here. Overview on the West County Connectors project which is currently under construction is essentially phase two of the Garden Grove Freeway Improvement Project which opened in 2007. We are constructing HOV lanes connecting from the SR-22 to the 405 via direct connector structure. Along the 405 connection that additional lane up to the 605 via another HOV lane. When we are finished there will be two car pool lanes between the 22 and 605.

OCTA developed the project design, we have hired the construction management consultant and are doing the community outreach. Caltrans' developed the design independent quality assurance and are performing the construction administration.

Funding for the East Segment is coming from CMAQ \$68 million and American Recovery and reinvestment \$50 million. The west segment is funded by the Corridor Mobility Improvement Act Prop 1B \$135 million. Congestion Mitigation and Air Quality program \$19 million and local funds at \$5 million. For a total of \$277 million.

Milestones: Valley View Street Bridge was completed in June 2012. SB I-405 Bolsa Chica off-ramp is now accessible from the SB I-405. SB 405/EB 22 Connector will be complete in the fall of 2012. 7th Street Connector (long beach) reopened April 2012; Seal Beach Bridge reconstruction begins August 2012 ends in July 2014.

Long Term Closures: EB SR 22/ NB I-405 12 months beginning August 2012; EB SR-22/SB I-405 12 day closure in late August; NB I-405/NB I-605 55 hours

closure begins September 2012 2 or 3 weekends; SB I-605/SB I-405 12 day closure begins in late 2013 detour routes will be provided along the closure.

Outreach to Community and Commuters: Flyers, 230 detour and closure-alerts; 155 community meetings; 6 stakeholder working group meetings; 637 phone calls; 1,631 emails; 24 automated calls; message boards, detour signs; construction helpline.

Outreach to businesses: 850 door-to-door visits; 2012 online coupon book; 13 lobby displays; 3 brown bag briefings; e-blasts to employees; break room posters.

Stay connected via facebook, internet, OCTA webpage; helpline

Representative Kelley: Our stakeholder working group meetings, who are those people?

Niall Barrett: Are usually businesses, vested interests like AAA, local businesses, policy working group, comprised of elected officials and their representatives.

Representative Burnett: How will this affect the 577 line? Runs from the station to the VA in long beach.

Niall Barrett: we've met with Long Beach Transit a number of times and made plans to detour that route, not sure specifically what it is for each stage of construction. We have done outreach in City of Long Beach, Cal State, the port.

7. RECEIVE Report on the I-405 Improvement Projects, Niall Barrett, OCTA Program Manager
- The project study area is from Costa Mesa SR 73 to Seal Beach I 605.
 - Project Need: Both HOV and GP exceed available capacity. Limitations in detecting, responding, and clearing traffic accidents.
 - History of the project started in 2003, report came out in 2007-08, Environmental process initial in Fall 2009; set up policy working group; stakeholder working groups; 90+ Civic and community presentations.
 - Project Schedule: Draft EIR/EIS 2009-2012; Public Review May 18 – July 17, 2012; OCTA selects locally preferred alternative September 24, 2012; Caltrans selects preferred alternative Fall 2012; Final EIR/EIS April 2013; record of Decision Spring 2013, Design and Construction 2015-2019
 - General Project: build bridges, overcrossings of arterial highways standards; improve local street on/off ramps; add bike lanes, sidewalks; maintain or improve sound walls; construct sound walls
 - Alt. 1 add one GP lane in each direction on the I-405; or Alt 2 add two GP lanes in both direction; or Alt 3 add one 1 GP and one express lane in either direction
 - Access Points: I-605/I-405, SR22, Bolsa/Goldenwest, Magnolia/Warner, I-405/SR73

- Mobility by Alternative Year 2040 SR 73 to I-605: Peak hour No Build 6,000 vehicles; Average daily traffic 288,000-427,000 Travel time 133 min GP or 121 min HOV. Peak Hour Alt 1, 7,200 vehicles p/h, Average traffic 321,000-475,000; travel time 57 min GP 54 min HOV; Alt 2 8,400 vehicles p/h; 344,000, Average traffic 344,000-509,000, 28 min GP, 27 min HOV; Alt 3 9,500 vehicles p/h, Average traffic 352,000-512,000, travel time 29 min GP, 13 min Express
- Cost for Alt 1- 3 \$1.3 billion adding 1 regular lane: Above and Beyond Alt 1 – none; Alt 2 1.4B; Alt 3 \$1.7B
- Adjacent properties: right of way minimized; no full residential acquisitions; business acquisitions minimized; add sound walls
- Environmental Documents can be found on the Caltrans and OCTA website, local libraries and hard copies at Caltrans and OCTA. More information can be found at www.octa.net/405improvement; www.dot.ca.gov/dist12/405/index.htm or www.facebook.com/405improvement.

Representative Kelley: I understood you to say if this alternative is selected, if there are 2 in a car will now have to pay whereas now they do not.

Niall Barrett: Correct. I think that is the difference from what you have proposed on the 110 - two plus will not have to pay.

Representative Kelley: If I were a carpooler on that freeway everyday and now I have to, why would I use it?

Niall Barrett: I always mention that because it is the one takeaway for people who carpool. Two people will not be classified as carpoolers but three people in a car would be classified as such and would be free. In alternative 3 the difference between this and the 91 is the 91 is like a pipeline, you go in one end and out the other whereas the 405 would have access points along the corridor.

Representative Shidler: Are these costs in today's dollars or projected out to what the cost will be when you do this.

Niall Barrett: We projected out to what the contractor will bid. We have up to 4 full business acquisitions and they are all in Fountain Valley and we have various sound walls.

Niall Barrett: If anyone has any comments that is why we are here we want everyone's input to our projects for better or worse.

8. REPORT on Bus Station Cleanliness, John Roberts, Deputy Executive Officer of Operations

The last month or two we have been taking a new look at how we are approaching at being a better neighbor as far as the condition of our stations so that not only the customers can appreciate the cleanliness and safety but also our neighbors. I

will show you some pictures comparing before and after. We have 6 rail lines 2 transitways, 96 rail stations, 36 bus terminals and 15,900 bus stops plus we are carrying over 103 million rail and 357 million bus passengers (FY11). I have observed that every other day someone drops a piece of paper, gum, coke spills, on the platforms, this accumulates and causes concern.

Our program that we have been focusing on is a combination of cleaning painting and landscaping. We have focused on the Aviation station, Galleria, LAX and Universal Stations. Historically we have taken the approach that if it is not ours, we do not do the upkeep even when it is adjoining our station. That mindset will be changed. We asked Union Pacific for track allocation time to clean around the rails and their right-of-way since we are assuming the paper along the tracks came from our customers. Multiple stations along the Blue Line particularly Rosa Parks station, 103rd station, Artesia station we have contracted out for cleaning. At the Rosa Parks station we spent 3 days and hauled out 3 dumpsters worth of trash that had accumulated. There was a homeless encampment about 100 yds from the station, with a foot trash that had been left. We are taking responsibility of our stations along this rail line. We are trying to assess if the cleaning of the UP rail is going to be weekly/monthly.

Elevators, we have a prolific etching situation in our communities. What we have done in the elevators is we've put a sacrificial film on all the glass panels. We had a program \$5 million to have an outside company come through and change out the sacrificial film. We have been changing about 20,000 sq ft a month. It was insufficient. We will probably triple the contract. We have 150 elevators all etched. We are also working with sacrificial film on the stainless steel. The expense of replacing the glass or buffing stainless steel is just astronomical so we feel this is a better approach. Our elevators sit within a glass enclosure and between the elevator and enclosure dust accumulates and we have not done a good job keeping it clean. We are working with our contractor (Mitsubishi) on cleaning this area. Unfortunately urination is a problem in elevators and corrodes everything. We have put a steel tub inside of our elevators. We have also been attacking the odor with an enzyme, we don't want a tidy-bowl smell, but the enzyme attacks the bacteria. We are having good success.

Our bus stops, we have a crew that works with us and the court system, during the week we have community service workers cleaning around our bus stops with our staff supervising. On the weekend we have the youth offenders they do a similar task. We separate the adults from the youth. This is cost-effective, also it is a learning tool. Many of bus stops have trash cans that the cities maintain.

Painting program, we have not done a good job of maintaining what we have built. Our new program is once we get done, we start over again, so it will be continuous. We will be hiring some additional painters. We have started painting our curbs red again and have done over 4,000 feet. At the Artesia Station we have cleaned and repainted the "casino's" fence it was unsightly

and showed badly against MTA. This is just one of the examples, if it is near our stations in disrepair we will fix it.

Landscaping, we are sprucing it up, replanting, fixing irrigation systems. If our station is next to a community we want it to be as good if not better than the surrounding community. We've done landscaping at LAX Station, Artesia, Universal and working on others as well.

We also have a program working with Caltrans on the 18 park and ride lots next to our stations. In many cases over the years, the landscape is non-existent, mainly weeds. We have taken over the parking lot street sweeping and graffiti removal, we will take over the landscaping. This will include repairing the irrigation systems, replanting and maintaining. Not sure how long this will take but the estimate is \$100,000 per parking lot. We want to make sure our lots are clean and safe and we will continue to work the Sheriffs department. Park and Ride at the Rosa Parks station will be the first. We think by improving the lot lights it will cut down on vandalism and theft. We are reinvesting in our stations making them acceptable, clean, graffiti and etch-free, elevators safe, escalators clean. If it looks like it is ours, we will take care of it.

Representative Kelley: You spoke of the elevators and escalators keeping them clean, but who is in charge of repairs?

John Roberts: We have a contract with Mitsubishi for repairs. We have 200 escalators and 150 elevators.

Representative Kelley: You talked about a schedule for the park and rides.

John Roberts: We don't know how long it will take for each one, we don't know the damage, Caltrans has turned the drawings over to us, it would appear in many cases there is no irrigation at all, we may have to repair and install or reinstall irrigation systems.

Representative Kelley: At the next meeting will you have a schedule?

John Roberts: We may have a better idea, Rosa Parks will be the first.

Chair Dobson: I was happy to see that you were able to do something with Artesia Station, who owns that fence?

John Roberts: We don't know, it could be the Casino or the property managers, that fence is so far away from their property it was probably forgotten. We will be going back to the Board in September/October to ask for more money to see all these projects through.

Chair Dobson: Did you trim the palm trees? Graffiti is also bad. Any job opportunities for the local citizens?

John Roberts: If they were not on our property, we probably did not. We just trimmed 240 palm trees along the blue line 6-8 months ago. Hiring would come from our contractors, Woods Maintenance and Marina. The actual work on the stations is union protected. We will be giving the contractors more work, so they will need more workers along with the film protector contractor.

Representative Shidler: If that is not our fence, why is MTA adding the additional 12 feet and razor wire?

David Hershenson: Safety issues of people jumping over the fence and it is our fence.

Representative Shidler: We have cameras that are monitored in BOC, I know they can see some of the areas that are being etched, can't they identify these people? I know they can download and save these pictures. I asked BOC once and they said that is not what they are there for.

John Roberts: We are able to catch some we have had programs with the Sheriffs department, most of the graffiti artists have a moniker that they practice. We arrest hundreds of individuals. My son is a deputy sheriff and I have gone with him to arrest the artists, there are programs, each year you have a new generation of aspiring artists getting their name recognized. It is a social issue. We are fortunate in having the sheriff's department work with us to mitigate.

Representative Shidler: the PUC code requires the rail road to keep their right of ways clean. Several years ago when I went to the transit police about the crossing block and cleaning it seems as though Metro should be able to go to the PUC and ask them to force the rail road to maintain their right of ways as required. For some reason Metro is reluctant to do that, why?

John Roberts: I don't have an answer for you.

Representative Kelley: I am thrilled when you see something you are willing to do it. Might I suggest the next time you see that, I will almost guarantee that the casino is required to maintain that fence. You might want to work with cities and use their enforcement to make somebody do the work, so Metro does not have to pay for it. Wally, I will tell you from personal experience, working with the PUC and rail roads is like knocking you head against a wall. We went out and cleaned graffiti in our own city and they cited us because we did not have a flagman with our people. Now they were not willing to clean it up, but they wanted a flagman.

John Roberts: It is basically track allocation, we have the same thing. When we cleaned up we had a flagman to comply with the rules.

9. CONSIDER Florence Avenue Lines 211 and 311 for Corridor Study, Jon Hillmer and Members

Line 211's route is from LAX City Bus Center to the Norwalk Green Line Station. It is a long route and takes approximately 1 hr 40 min to make a one way trip. The limited stop 311 saves about 10 minutes. Limited stop service is provided by the local bus it goes to the terminal, and turns around as a limited or vice a versa, it is not a separate line the limited stop is built into the schedule. Our concept here is we would study this corridor. It is very productive route and carries approx 20,000 boarding passengers on an average weekday. We would look at this service sponsor some trips were we might go out to ride a portion of the line, talk to the passengers, operators. Special meeting of our council simply to look at that line and speak with our schedule makers and take a look at how that line is scheduled. There may be an issue with the frequency of service, for example the limited runs only every 18-20 minutes with the local running at the same frequency. There are some concepts we could look at, eliminating the limited or more frequent service on the limited running our locals on a shorter route so we could use the same resources that are currently allocated to the line but provide a different level of service over portions of service. We will begin the program in August thru September or October our aim would be a concept that could be implemented with the December service changes this year or next year in June.

10. ADOPT FY 13 Service Council Work Plan, Jon Hillmer and Members

Staff will do a more aggressive outreach to our public, using the new media, webpage, twitter, source, bi-annual meetings at other locations, currently scheduling a meeting in Compton. Public Hearings as required. Enhance our service council understanding, highlight a bus route in our area. We might organize an owl trip with the council members it is a very different ridership. We will have the service planning staff come twice a year tell us about the services they will modify as well as giving us an opportunity to interject our thoughts on any changes. Review the budget in February.

Work Plan approved by council

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

- Performance Report
 - On-Time Performance by Region: GWC 75.8%; SBC 76.8%; SFV 77.7%; SGV 77.6%; WSC 76.3%; Bus System 76.5%
 - Complaints per 100,000 passengers by Region: SGV 3.53; SBC 2.81; GWC 3.90; WSC 2.36; SFV 4.12; System 3.13
 - Miles Between Road Call: SFV 5,078; SGV 4,117; GWC 3,821, SBC 3,599, WSC 2,843; System 3,748
 - Cleanliness: GWC 8.21; SBC 8.; SFV 8.79; SGV 8.69; WSC 8.21; System 8.44
 - Accidents per 100,000 Miles: GWC 3.32; SBC 3.99; SFV 2.79; SGV 2.69, WSC 4.83; System 3.88
 - Monthly Ridership: GWC 5.87M; SBC 9.99M; SFV 5.68M; SGV 4.9M; WSC 18.9M; System 32.5M

- Lines 60 and 760 Weekday Ridership trends: May Weekday 27,000; Weekday Line 60 20,000; Weekday Line 260 7,000
- Metro Rail Weekday Rider Trends: Red Line 151,000; Blue Line 81,000; Green and Gold 42,000; Expo 12,000
- Bus Station Cleanliness: Artesia Blue Line Bus 'C'; Del Amo Blue Line Bus 'B'; Norwalk Green Line Bus 'C'; Rosa Parks Bus 'C'.

12. PUBLIC Comment

Wayne Wight: In late 1990 right after the blue line opened the RTD removed westbound 108 stop across the street from the Slauson Station for safety reasons mainly because there were no crosswalks, flashing or otherwise. I would ask staff to bring the stop back across the street from the Slauson Blue Line. The nearest stop is at Holmes. The time has come to bring back the bus stop and put in a crosswalk.

Mr. Hernandez: The 111 is getting really crowded especially on Sunday, it is not working for a lot of people. The construction work on Florence Avenue is very disruptive for bus and auto, especially for those using a wheelchair. When they tear up the street the curbs are gone too and getting a wheelchair out to meet a bus in the middle of the street is dangerous. At the Metro bus stations there is a problem with rats.

Mr. Timberlake: On the draft EIR 405 in Orange County I would like to urge this council to not go forward without some express buses coming from LA to Orange County. As a bus rider and transit rider for many years it is impossible to get from here to Orange County. It is totally impossible to get back. The 701 and 721 express lines are very limited in times they actually run. But you cannot get back, they are for the benefit orange county residents who work in LA. We have the 460 but it does not get you to Costa Mesa. Getting to Orange County Arts Center, it is impossible to get there and back unless it is on a Sunday afternoon.

Representative Shidler: Between Southgate and Santa Ana they will be building something. That is coming along.

Mr. Timberlake: I am concerned with the lack of communication between OCTA and Metro. The suspension of 131 and 171 Long Beach buses will leave us at the mercy of OCTA line 1 to get across to Seal Beach.

Representative Kelley: Dave would you contact Dick Powers and express Mr. Timberlake's comments.

13. CHAIR and Council Member Comments

Representative Shidler: Nine years ago today the Council had its first meeting in Paramount. The Council was made up of 7 members and 3 of which are still here today, Cynde Soto, Jo Ann Eros Delgado and I. Sam Pena was our first Chair and Bonnie Lowenthal was vice chair, Larry Nelson from Artesia, Jack Ryerson of

Lakewood, Rich Rodgers was our first General Manager. I want to thank everyone who is a part of this.

ADJOURNMENT