

Thursday, November 14, 2013

2:00-4:00 PM

Minutes

GATEWAY CITIES
SERVICE COUNCIL

Regular Meeting

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

Called to Order at

Council Members:

Jo Ann Eros-Delgado
Cheri Kelley
Ana Maria Quintana
Wally Shidler
Cynde Soto

Officers:

Jon Hillmer, Director, Regional Councils
David Hershenson, Comm. Rel. Mgr.
Dolores Ramos, Council Admin Analyst
Henry Gonzalez, Council Comm. Rel. Mgr.



Metro

Los Angeles County
Metropolitan Transportation Authority

1. PLEDGE of Allegiance
2. CARRIED OVER Swearing in of Aja Brown, Mayor, City of Compton as Council Member
3. ROLL Called
4. APPROVE Minutes from September 12, 2013 and October 10, 2013 Meetings

5. SAFETY Tip, Deputy Elias

During the holiday season there is usually a spike in robberies and burglaries. To avoid theft, secure belongings stored in personal vehicles in the trunk out of view. While riding public transit, hold personal items close to you and try not to have electronics out.

Councilmember Kelley asked how that message is disseminated to the public. Mr. Hershenson replied that patron safety was the focus of a special marketing project last year and that he would bring copies of the campaign's materials to a future meeting.

6. CARRIED OVER Approval of Service Council Biannual Evening Meeting Schedule, Marisa Perez, Chair, and Council Members
7. RECEIVE Report on Gateway Council of Governments (COG) Strategic Plan, Ernesto Chaves, Highway Program Project Manager, and Jerry Wood, Gateway COG Engineering Director

Gateway Cities COG represents 28 cities and their combined total population of 2.2 million. The COG is undertaking an integrated study to include all projects into the development of a unified, subregional multimodal transportation improvement strategy, a Strategic Transportation Plan (STP). The study will analyze includes demographic analysis, air quality, public health, stormwater treatment, goods movement impacts, new technologies, and funding and financing strategies of all transportation modes.

To achieve plan goals, the study will integrate existing transportation plans and studies, refine project ideas and identify new projects, and develop tools to analyze systemwide interactions. The plan integrates existing projects such as projects along the I-405 corridor, SR-91, I-605, the I-710 corridor, and I-5 corridor improvements. As part of the plan, the Air Quality Action Plan will be updated, and studies of technology deployment will be integrated. Transit analysis will be conducted of all existing bus and rail service and ridership, Park and Ride facilities, planned and possible transit projects, and capacity and utilization information to better understand future trends. The study will also

include a 2035 maximum transit assessment analysis which considers 3 scenarios: existing 2013 conditions, 2035 no build, and 2035 maximum transit.

The 2035 No Build scenario has projected average weekday subregional transit ridership of about 352,950 by the year 2035, an 11% increase over existing conditions; and the 2035 Maximum Transit scenario increases weekday transit ridership in the Gateway Cities to 462,700, a 45% increase over existing conditions and a 31% increase over 2035 No build conditions. Proposed light rail improvements offer the greatest increase in ridership.

Sources of new transit trips and what they will mean to various transit modes including personal vehicles, air, other transit, biking and walking, and induced trips are being included in the modeling as part of the effort. The assessment suggests that transit ridership growth may not keep pace with aggressive capacity expansion. Park and Ride lots have a lot of potential growth with more utilization which has implications for local cities.

The study also includes a preliminary estimate of all transit system improvement project costs. Traffic modeling results are just coming in, and the COG is looking forward to sharing the results on the effects of auto trips and providing to transit agencies for their review and comment. The goal is for the study to be finished by next summer, then share that information and begin funding/finance strategy sessions to identify potential funding and financing for improvements. The COG will come back to the communities with results from the analysis conducted and pick projects to begin to move forward.

Councilmember Soto asked if pedestrian traffic being figured into the plan. Mr. Wood replied that the active transportation plan element includes pedestrians. That section will be posted on the Gateway Cities Council of Governments website soon. Area school districts have also been invited to provide safe routes to school to be included in the study.

Councilmember Shidler asked when the presentation of the plan will be made. Mr. Wood replied that there will be a will be a rollout of the plan at the December 4th Council of Governments Board meeting to be held at the Cerritos Performance Arts Center. Invitations are being distributed to all regional city councils and their staff

8. RECEIVE Update on Transfer of Caltrans Norwalk and Artesia Station Parking Lots, Frank Quon, Executive Officer, Highway Programs

There are currently 42 Caltrans parking lots being considered for transfer to Metro. The Norwalk Park and Ride lot is in the Priority 2 group of the transfer process, along with many of the lots along I-105 and I-110. As part of the final transfer process, Caltrans requires approval from the California Transportation Commission (CTC) for relinquishment of the Park and Ride lots. Metro hopes to go to the CTC soon. Prior to going to the CTC, Metro is working with Caltrans to resolve additional concerns and requirements they have identified so that the transfers can move forward. Caltrans'

concerns are related to federal monies originally used to purchase the lots. Caltrans also has concerns regarding freeway access control on specific Park and Ride lots that have off-ramps on the lots, such as Norwalk. Metro has responded by offering various options to address the issues such as proposing an easement to the access ramp.

There are some issues with the transfer of the Harbor Gateway Transit Center that must be resolved with Federal Highway Administration before it can be completed. There have been discussions with the Caltrans District Director to move forward. Caltrans is currently trying to update the transfer schedule as the previously proposed schedule will not be met.

Metro is currently supplementing Caltrans maintenance on the Park and Ride Lots. And has completed a needs assessment which identifies what is necessary to upgrade the lots to Metro's standards. The assessment has been shared with the Board and will be considered for approval. The Board is committed to keeping the transfer project moving forward.

Councilmember Shidler asked how mitigation will be handled on lots where there may be underground contamination if it is found later. Which agency would be responsible, Caltrans or Metro? Mr. Quon replied that some of the sites, namely Harbor Gateway, do have hazardous conditions. The parking area is an engineered cover of those conditions. Metro has agreed to maintain the cover, but will not be responsible for the cleanup of the site unless Metro has to make improvements. While there may be unforeseen conditions, Metro has done due diligence reports to ensure existing conditions upon transfer of the lots. Most of the due diligence reports have been completed and approved by Caltrans.

9. RECEIVE Presentation on the Service Change Process, Dave Hershenson, Community Relations Manager

The service change process is a 6-month cycle from beginning to completion. Service is adjusted twice per year, usually in December and June. Changes are proposed based on performance monitoring results, customer input, service restructuring studies, requests from other transit operators, and opening of new rail service. Evaluation includes technical analysis of ridership impacts, Title VI, environmental justice analysis, and resource impacts. Changes must fall within the allocated revenue service hours. Changes affecting over 25% in miles or hours within a 3-year period are considered to be major service changes and require a public hearing.

Prior to having public hearing, the Service Councils must approve the time, date, and location of hearings. Hearings must be advertised by public notice at least 30 days in advance of the hearing. Hearings are also publicized through advertised published notices, Take Ones, and press releases. Public comments are usually due the day of or day after the hearings have been held. Comments can be submitted in person or in writing at the hearings, or via mail, e-mail, or fax.

Staff develops final recommendations based on comments received and prepares them for the Service Councils for review at their meeting subsequent to the public hearing. The Councils then take action to approve, modify, or deny recommended service changes. The Service Councils' recommendations and a Title VI report on the recommended changes are then forwarded to the Board for review and decision.

Once changes are approved, timetables are revised and printed, Marketing conducts public outreach regarding the approved changes, and regional meetings are held to share information with the local transit providers. Operators, mechanics, and service attendants bid on new assignments. Rider notices are issued and outreach is conducted, new timetables are distributed, and the service changes are implemented. Then the next service change cycle begins.

Councilmember Shidler asked what is being done to ensure that the timetables will be made available in a timely manner for the December service changes. Last shakeup, timetables were not available until the week after the changes occurred. Mr. Hillmer replied that there was insufficient coordination, late changes to the schedules, and not enough urgency exercised from printing to mailroom distribution. Mr. Leahy has indicated that changes must be available to the public at least 2 weeks prior to implementation.

10. RECEIVE Director's Report on Gateway Cities September 2013 Service, Jon Hillmer, Director

- On-time Performance: 71.8%, Goal: 80.0%, System: 73.3%
- Complaints Per 100,000 Passengers: 3.79; Goal: 2.20, System: 3.38
- Miles Between Mechanical Road Calls: 3,939, Goal: 3,900, System: 3,520
- Bus Cleanliness Rating: 8.36, Goal: 9.0, System: 8.54
- Accidents per 100,000 miles: 3.63, Goal: 3.10, System: 3.52
- Bus Station Monthly Cleanliness Ratings by Region: 8.28, Goal: 8.5, System: 8.22
- Average Bus Weekday Ridership: 269,582 of system's 1,199,457
- Line 111 Average Weekday Ridership: 20,968
- Blue Line Ridership Average: Weekday 88,619, Saturday 61,379, Sunday, 47,866

11. PUBLIC Comment for items not on the Agenda

Roberto Hernandez shared that while riding Line 111 to Garfield, he witnessed an accident. He recommended that the Sheriffs ride buses more regularly. He added that the changes made to Line 111 during the last shakeup have really affected him. While there may be a lot of people riding during rush hours, the schedule adjustments are not working like they were supposed to.

Wayne Wright suggested that the stops for Lines 51, 52, 53 be merged. He suggested moving the northbound Line 51 at northeast corner of Compton & Avalon next to the

Edison substation to the northeast side of Avalon. He suggested that the Line 51 westbound Compton stop be moved to westbound Redondo Beach Blvd. thereby utilizing existing stops. He would not recommend a similar change for the eastbound Line 151 as there isn't anywhere to put a stop, but service could be moved to two separate stops.

Mr. Timberlake recently experienced an incident where Line 216/111 stopped running; he will submit details to Metro's Customer Service office. He requested that Council consider asking the Metro Board to outlaw electronic cigarettes on Metro buses and trains. He appreciates that traditional smoking is prohibited, but it appears that electronic vapor cigarettes are not, as he has seen people smoking on the buses and trains. Deputy Elias responded that people smoking electronic cigarettes on Metro trains and buses can be cited, but that there is an ongoing effort to clarify this in the Customer Code of Conduct.

12. CHAIR and Council Member Comments

Councilmember Shidler wished everyone a Happy Thanksgiving, and announced that the next meeting would be held on December 12 at 2 pm.

ADJOURNED at 3:13 p.m.