

Minutes

Thursday, November 13, 2014
2:00PM

GATEWAY CITIES
SERVICE COUNCIL
Regular Meeting

Salt Lake Park Community Center
Lounge
3401 E. Florence Ave.
Huntington Park, CA 90255

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Lines 111, 311, and 612.

Called to Order at 2:03 p.m.

Council Members:

Richard Burnett, Chair
Gene Daniels, Vice Chair
Thomas Martin
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.
Michael Sieckert, Transportation Planning Mgr.

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Для получения информации о Metro на русском языке, пожалуйста, позвоните по указанному ниже телефонному номеру: 323-466-3876

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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. ROLL Called
3. APPROVE Minutes from October 9, 2014 Meeting
4. RECEIVE Update on Caltrans I-5 Bridge Construction, Samson Teshome, TMP & Safety Coordinator For I-5 South Projects, Caltrans

The project consists of 6 sections between LA & Orange County on the I-5 south. The Alondra segment construction will begin in about a month, and the Valley View segment construction will start in December 2015. When the freeway project is completed by 2019, the freeway will have a 7-mile stretch with new HOV lanes.

The Alondra portion is 0.9 miles long and 85% complete. Construction started in 2013. Caltrans has coordinated construction to reduce impacts to Metro Line 460. The bridge was opened in August. Line 460 routing will be restored once the Carmenita bridge is open. The next phase of the project is the Carmenita section. When bridge is done, there will be 10 lanes. The bridge is anticipated to open by May 2015. The freeway will not be restriped until all segments are completed. After Carmenita, the next segment is Rosecrans, which has 2 stretches, one at Shoemaker Ave and another at Rosecrans Ave/Bloomfield Ave. The southbound off-ramp will open sometime next year. It is currently closed for the construction of a retaining wall.

The next portion of the project is Imperial, which consists of has 3 stretches; each is being built in phases. The project includes building a new southbound off ramp at Imperial. Construction of the Florence segment will start in about a month. The last portion is Valley View. Design is complete but the project is going through right of way acquisition. Construction will start in 2015. After this final project is completed, then Caltrans will restripe the freeway.

The Florence Ave. closure will occur sometime next year. Project construction was going to overlap with some other planned construction in the project area, so Caltrans has been coordinating with the different cities that the project runs through.

Councilmember Martin suggested for Alondra and Florence segments that postcards be sent to residents and businesses within a 3-mile radius of the project. Mr. Teshome replied that before the project was started, there were 5,000 cards mailed out and several community outreach meetings held. The same steps were taken for the Florence project.

Mr. Timberlake asked for the project contact information on the project to be repeated, and what will happen to Line 111/311 when the Florence section closures begin. Mr. Teshome and Mr. Sieckert clarified that Line 111/311 will continue to operate down Telegraph Rd. The project will impact half of the roadway during construction and will slow traffic but is the only feasible option for Line 111/311. A few stops may be moved temporarily to accommodate construction.

Councilmember Martin asked if there have been any positive media stories about the project, or has there been any desire to do that to inform communities. Mr. Teshome replied that the project has received significant exposure and media coverage. There were some news stories at groundbreaking, and there has been extensive advertising.

Mr. Sieckert added that Metro has been working closely with Caltrans to keep any impacts to Metro services to a minimum.

5. RECEIVE Update on Eastside Transit Corridor Phase II Board Action, David Hershenson, Community Relations Manager

Two routes are being considered for extension of the Gold Line East, in addition to No Build and TSM (enhanced transit) options. Both communities where the potential alignments are located advocated for the projects to be built in their cities. At this morning's Board meeting, the Board passed a recommendation to continue the technical study of both alignments, which was the staff recommendation. The Board also approved a motion to see if the Eco Rapid project (along the Santa Ana Branch) could somehow be connected with the Washington Blvd proposed alignment for the project.

A series of community meetings and open houses at city halls along both alignments were held prior to the four public hearings conducted, which resulted in over 1,000 comments received regarding the potential project. The proposed Washington Blvd. alignment will be revised to change the routing along Garfield to Washington Blvd. as there were lots of complaints and concerns about an aerial structure over Garfield. Staff will work to identify a different route to connect to Washington Blvd. A North Side Design Variation was moved forward for the SR-60 alignment to avoid a superfund site. To build both alignments would present challenges having trains from two branches instead of one coming into the Atlantic Station, as it might make headways longer.

Vice Chair Daniels commented that one of the main concerns with the proposed alignment is at Garfield due to the problem with building an aerial structure and the impacts it would have.

Councilmember Shidler asked how long would a tunnel segment be on Garfield instead if it replaced an aerial structure. Mr. Hershenson replied that it would be 2 to 2 1/2 miles long, but that it has somewhat been ruled out due to expense. There currently aren't enough funds to build either of the options, and to build both would cost about \$8 billion. The projects might be included in a future ballot measure to provide funding. Councilmember Shidler asked if there was any discussion about trying to move around Measure R projects. Mr. Hershenson replied that there were not but that there was a motion to tie the project in to the eco-rapid line.

Vice Chair Daniels commented that the Cities of Cerritos and Santa Clarita formally withdrew from the eco line because they wanted mag-lev technology utilized, but it was deemed too expensive.

Councilmember Martin commented that there had originally been some options that included routing on Atlantic Blvd. Mr. Hershenson replied that originally there were 47

alternatives looked at to build an extension. Atlantic was one of them with a branch that came from SR-60 and traveled south. That alignment was originally ruled out, but may be reconsidered now that the elevated Garfield option has been ruled out. The line's path is scheduled to be funded around 2026 and built in the 2030s.

6. APPROVED February 2015 Service Council meeting to be held at 5:30 p.m. to be followed by Public Hearing at 6 p.m. on Thursday, February 12, 2015 at Aspire Academy in Huntington Park, Council Members

Councilmember Soto commented that Compton City Hall or the Compton Civic Center might be viable options for future evening meetings. Councilmember Shidler supported a recommendation to see if Compton City Hall would be available for evening meetings.

7. APPROVED Council to go Dark for December 2014, Council Members

8. RECEIVED Director's Report, Jon Hillmer, Director

Councilmember Shidler commented that when the proposed service changes are brought before the Council, they should include information regarding where the heaviest loads are any potential time savings as a result of the proposed changes. He asked that information regarding fare box recovery since the fare increase and sales of day passes since the transfer policy was changed be shared. Mr. Hillmer replied that data regarding changes in the riding public's behavior since the fare structure change is not yet available, but some preliminary information may be available by January and he will bring to the Council at that time.

9. PUBLIC Comment for items not on the Agenda

Mr. Timberlake commented that he has occasionally experienced other patrons blocking the aisles of the buses with shopping carts and baskets. In September, he tripped on one such cart, fell and gashed his leg. He wrote to Metro about the incident but did not receive a response. While he understands why people bring them on the bus, such carts do cause a real problem. On Line 111, the operator asked a passenger to line up her cart so that it was flush with the seat. It is not his understanding that it is ok to bring large carts onto the bus if others can squeeze by. He has been injured by not seeing cart wheels sticking out, which caused him to trip, fall, and gash his leg. Also, a lot of the bus fare boxes don't work.

Mr. Hillmer replied that the policy is that operators are not to allow large carts or packages that do not fit or can't be stored. Passengers are allowed to bring such items onto trains where it is less of a problem because the aisles are wider, but it is somewhat of a double standard and may cause confusion for passengers with such carts. It also puts operators in an awkward position because they may have to leave someone behind who has a large cart.

Wayne Wright commented that on Sundays Line 53 experiences problems in service south of Avalon Station. Lines 51 and 53 have poor Sunday morning service; patrons have to wait an hour, then afterwards until noon. The schedule has been messed up in last year or 2. It needs to be adjusted to 30-40 minute service going to Cal State Long Beach. Line 51 is too long, the drivers late, and the amount of service in Compton stinks, as there is no east-west service after 9 pm. Line 125 service needs to be overhauled.

10. CHAIR and Council Member Comments

Deputy Elias commented that the Sheriffs are conducting bus line operations in the Gateway Cities region. Yesterday they conducted an operation on the lines serving Manchester High School to address issues the operators were having with students being unruly. The next line to be targeted will be Line 105 which operates on Vernon. The Sheriffs have also been conducting fare audits on the rail system. This coming week they are going to conduct a fare audit on four Green Line stations. The audit is being conducted to keep track of all the fare evasions on the lines and generate a report to see how many people have paid and have not.

Vice Chair Daniels requested a report be made at a future meeting on the audit results.

Councilmember Shidler commented that the Board received a report on youth fare evasion, and that the line where fare evasion most frequently occurs is the Blue Line. Council requested that the January agenda include an update on Metro security.

Councilmember Martin commented that he read an article in Governing Magazine about public agencies selling air rights and that he wondered if Metro has looked into it. He added that the City of Maywood and the Maywood Chamber of Commerce are hosting a turkey giveaway on Saturday November 22nd from 9 a.m. to noon with the United Steelworkers. He would like a Metro information table there if possible. Ms. Ramos replied that she would forward his request to the appropriate staff.

Chair Burnett shared that a Long Beach Transit wheelchair user fell out of chair after a sharp turn fell on his back; the bus driver got some of passengers to help the person get back into their wheelchair without waiting for an EMT to arrive on the scene. He asked what Metro's policy is in such an event. Mr. Hillmer replied that any time a passenger falls, the operator is required to report the incident as a passenger accident. Typically the on-bus video is downloaded to observe the accident. The operator is required to ask the patron involved how they feel, and to call for medical assistance as the passenger requests.

ADJOURNED at 3:28 p.m.