

# Minutes

Thursday, March 9, 2017  
2:00PM

GATEWAY CITIES  
SERVICE COUNCIL  
Regular Meeting

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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 and 612.

## Called to Order at 2:01pm

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Council Members:  
Samuel Peña, Chair  
Richard Burnett  
Gene Daniels  
JoAnn Eros-Delgado  
Wally Shidler  
Joe Strapac  
Lori Y. Woods

Officers:  
Gary Spivack, Deputy Executive Officer  
Dolores Ramos, Council Admin Analyst  
Michael Sieckert, Transportation Planning Mgr.  
Julia Brown, Community Relations Manager  
Kelly Blanton, Transportation Associate  
Pamela del Valle, Administrative Analyst

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Para más información de Metro en español, por favor llame al número que aparece a continuación: 213-922-1282

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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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สำหรับข้อมูลเกี่ยวกับรถโดยสารเมโทรเป็นภาษาไทย [ไทย] กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง: 323-466-3876

ដើម្បីនិយាយជាមួយអ្នកបកប្រែ Metro អ្នក សូមទូរស័ព្ទតាមលេខ 323.466.3876។

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. APPROVED Minutes from March 9, 2017 Regular Meeting, Councilmembers
4. PUBLIC Comment for items on the Agenda
5. APPROVED Holding May 2017 Meeting on Regular Meeting Date, Councilmembers

The Office of Management and Budget has scheduled a budget presentation to be given at all regularly scheduled May 2017 Service Council meetings that has been promoted extensively via take-one brochures distributed throughout the county.

Chair Peña, Vice Chair Armenta, and Councilmembers Woods and Daniels will not be able to attend the May 11 meeting due to the Contract Cities Conference.

6. RECEIVED Presentation on FY18 Budget Process, Koreyne Clarke, Budget Manager

The budget development timeline begins in February. Focus is on the process and schedule and outreach begins. Sales tax revenue and the Consumer Price Index are used for assumptions so that the budget process can begin. In March, focus shifts to transit projects, Metro Bus/Rail service levels and State of Good Repair. Transit boardings and fare revenue projects are added to the mix to further refine the process. During April, the preliminary FY18 Budget is proposed. The Board will hold a public hearing on Wednesday, May 17 at 1pm in the Metro Headquarters Board Room, and the Board will adopt the budget at the May 25 Board meeting.

The public is encouraged to use the interactive Online Budget Tool to provide feedback on their individual transportation priorities. To accommodate members of the public who are unable to attend the public hearing, a telephone town hall will be conducted to allow everyone access to voice their concerns

Councilmember Strapac asked how the telephone town hall works. Ms. Clarke replied that people are called on the day of the call and that people can also call in to participate. The number to call has not yet been published.

Councilmember Shidler asked how Metro is addressing the low fare recovery rate of approximately 23%. Ms. Clarke replied that the agency has launched several ridership initiatives and that there are no specific fare changes planned. A portion of Measure M is earmarked to support discounts for seniors and students. Guidelines are currently in the development stage.

Councilmember Shidler commented that the APTA peer review recommended moving forward with the next two phases of the 2014 fare increase proposal; why are they not being

implemented? Ms. Clarke replied that the Metro Board has chosen not to pursue phase 2 and 3 of the 2014 proposal at this time. With the new 2-hour transfer policy and the passage of Measure M, staff would have to start with a new proposal.

Chair Pena asked how the budget projections are calculated to prevent going over budget. Ms. Clarke replied that Metro uses conservative projections to minimize risk.

7. RECEIVED Presentation on Formula Allocation Procedure, Manijeh Ahmadi, Principal Transportation Planner, Office of Management & Budget

The Formula Allocation Procedure (FAP) allocates funds to municipal, eligible, and Tier 2 Operators. They are:

- Municipal: Arcadia, Claremont, Commerce, Culver city, Foothill Transit, Gardena, La Mirada, Long Beach, Montebello, Metro Bus Ops, Norwalk, Redondo Beach, Santa Monica, Torrance
- Eligible: Antelope Valley, LADOT (Local & Express), Santa Clarita, Foothill BSCP
- Tier 2: LADOT Community DASH, Glendale, Pasadena, Burbank.

Allocation is based on a formula which is based 50% on vehicle service miles operated and 50% on Operators' fare unit (Fare units are defined as operators' passenger revenues divided by Operators' base fare).. For FY18, state and local funds estimates for Transportation Development Act Funds are \$400 million, Proposition A funds are \$800 million, and \$800 million in Measure M funds will be distributed starting in FY18.

Councilmembers requested visual materials to better understand the formula and the funds allocated. Mr. Spivack replied that he would distribute the quarterly report with an explanation of the FAP.

Mr. Timberlake commented that he uses transit every day, including municipal services. He is concerned about amount of money Metro distributes to them in comparison to the amount and quality of service they provide. Mr. Spivack explained that FAP is a set formula for allocation of funds which has been agreed to by operators and the Metro Board. Funds are not granted based on performance but are based on a formula which takes into account the service miles operated, and then regionally divides funds to create an index.

Councilmember Daniels asked if there is any verification to make sure that the municipal operators are using the funds appropriately, and if feedback is been received from transit users that verifies that they are getting the service they deserve. Mr. Spivack replied that all transit operators are audited to verify service provided. Ms. Ahmadi explained that operators submit their transit performance measurement with their total number of miles operated per year and fare revenue. Metro also collects their National Transit Data (NTD), a certified, audited document submitted to the Federal Transit Administration. Funds are allocated according to the number of miles reported to the NTD based on the reported amount of miles. There is a 2-year lag; allocations are based on the reported data from two years prior.

Councilmember Shidler requested data on how much funding each operator receives. He thinks performance should be a key element. Mr. Spivack added that the Office of Management and Budget submits a quarterly report to the Board with information on the

amounts allocated. A copy of the report will be submitted to the Council. The NTD is audited triennially by the Federal Transportation Authority.

Councilmember Shidler asked if transit operator meetings are still convened. Mr. Spivack replied that they are; he will be working with Julia Brown, the new Community Relations Manager for the Gateway Cities Region, to organize them.

Councilmember Daniels asked about the performance of Montebello Transit. Mr. Spivack replied that Metro does not track the municipal operator performance. Not all operators track the same amount or type of information, nor do they gather it via the same method, which makes comparison difficult. He will contact other operators to see what performance information he can gather.

#### 8. RECEIVED Transit Safety Programs Update, Lilly Ortiz, Community Relations Officer

On The Move Riders Club is a program where seniors can travel as a group, make new friends, learn from peers and gain independence. One can participate by being a travel buddy or being a participant. The program kicked off in September 2012. In its first year, there were 13 clubs with 245 participants and 17 group trips organized. The next year, 11 clubs were formed; 81 trips were taken with 792 participants. By 2014-2015, 9 new clubs were added, 200 group trips were taken with 1,604 participants. Finally by 2015-2016, 14 new clubs were added. 285 group trips were taken with 3,453 participants.

In the Gateway Cities area, there are 3 active clubs: Long Beach Senior Center, Weingart Senior Center in Lakewood, and Osher Lifelong Learning Institute at Cal State University Dominguez Hills. A club currently being formed in the area is Los Nietos Community and Senior Center.

The program has also begun organizing transportation pop-up expos to share information on Metro programs, services and region-specific transportation partners. The pop-ups include a visit by the mobile Customer Service Center, where seniors can complete an application for a Senior TAP card and have it processed on the spot.

Councilmember Woods asked if all of the original established clubs are still operating. Ms. Ortiz replied that some have been active since inception. Because the program is operated with volunteers, lose and gain as we go. There are currently 29 clubs around the county.

Councilmember Strapac asked if the group boards regularly scheduled services or if they take chartered service. Ms. Ortiz replied that all excursions occur on regular fixed route service. The idea is to teach people how to access the system.

Councilmember Burnett asked if outreach is conducted to the disabled community. Ms. Ortiz replied that the club participation is strictly for older adults. However, there are several older adults with disabilities or who use mobility devices that participate in the program.

Councilmember Eros-Delgado asked how the mobile service center works. Ms. Ortiz replied that Metro's Mobile Customer Center has a team of people from Metro equipped to process TAP applications who go to community locations such as senior centers to sign people up for their TAP cards. They collect their applications, take the picture needed, issue temporary TAP cards, and load funds onto the temporary cards. Then in 4-6 weeks, the applicant

receives their card in the mail. If an organization or city is interested, she can facilitate arrangements for the Mobile Customer Center to come to their community.

Mr. Timberlake commented that transit safety for seniors includes not just planning trips but also safety issues such as not being mugged or inhaling pot smoke on the Blue Line. There are lots of problems with pot smoking on Blue Line trains. He has watched people walk onto the train and puff away, and other riders get up and move away. It is an increasing problem. A lot of seniors will not ride again once they're exposed to that.

9. RECEIVED Update on Metro Gold Line Eastside Project, Lilian De Loza, Community Relations Manager, Jill Liu, Transportation Planning

The Eastside Phase 2 project is currently studying options to extend further east from current terminus at Atlantic in East Los Angeles. The technical study results will go to the April Metro Board meeting.

The study reviewed two potential routes and the associated stations:

- SR-60 with stations at Garfield, Shops at Montebello, Whittier Narrows, and Peck Rd
- Washington Blvd with stations at Garfield/Via Campo, Whittier/Garfield, Greenwood/Washington in Montebello, Pico Rivera at Rosemead/Washington, Norwalk/Washington, and City of Whittier near Whittier Presbyterian.

To address comments on the SR-60 route received from the Army Corps of Engineers, Caltrans, US EPA, Southern California Edison, and the California Department of Fish and Wildlife, several modifications were made. To avoid the superfund site, a north side variation design option would continue on south side, cross over the 60, then come back over the 60 to shops at Montebello. That option would require columns that would prevent future freeway expansion and the power line towers would need to be raised to clear a train. There are also concerns that the station at Whittier Narrows would be within a flood zone, so the proposal has been modified to place that station on columns on an elevated structure.

Three potential Washington Blvd north-south routes were studied. The Garfield aerial structure and at-grade construction were eliminated. Underground routing would be very challenging due to the amount of underground utilities and the number of easements that would need to be acquired. Montebello also doesn't want to affect commercial properties. Routing on Arizona in East Los Angeles would allow the train to turn south then eventually connect to the Citadel, but residents do not want at-grade construction due to concerns that it would further bisect East Los Angeles. Underground routing would require construction of an underground universal junction and acquisition of several residential properties. Study of a throughway at Atlantic found that it would require some parking removal. The Citadel and the City of Commerce have offered to find lots to serve as the two portals needed to launch the tunnel borer if Metro decides to put the line underground.

Six billion dollars has been allocated for project in Measure M. If the project completely clears all environmental processes, Metro can then pursue federal funding or other funding to attempt to expedite construction. Staff is recommending that an Atlantic underground route move forward and that the Board add that alternative so that it can be included in the environmental analysis and provide better information for decisions.

Councilmember Woods asked how long it will take for EIR to be completed. Ms. De Loza

replied that it will take approximately 24 months to finalize the document. The entire EIR process will take around three years. It usually takes around 10 years from initiation to complete all processes for a project of this scope, though a public-private partnership could speed up the process.

Councilmember Strapac asked if the travel time difference between the separated Right-Of-Way and street operation was calculated, and how much additional run time the switchbacks in Montebello added to the travel time. Ms. Liu replied that depending on the grade crossing design, the time travel difference would be between 1-5 minutes.

Councilmember Shidler commented that if Metro can spend the money to tunnel for Westside projects, they can spend it on the Eastside as well. The Washington Blvd alignment ridership would be much higher than the SR-60 option and it also serves disadvantaged communities that are transit dependent. He is in favor of the Washington Blvd alignment. Ms. De Loza replied that potential ridership studies will have to be reexamined due to the addition of the two new stations.

Councilmember Shidler commented that he thinks that new signaling systems will eventually be able to decrease headways. Ms. De Loza replied that the Rail Operations has stated that the minimum headways would be five minutes due to the neck at the Regional Connector.

Robert Quillin asked when would be the earliest possible construction if money were not an issue. Ms. De Loza replied that the first of the Measure M money will be allocated to the project in 2029. The study portion will take approximately three years to complete the review process once the environmental study is revised.

Mr. Timberlake commented that it seems to him that Metro is more interested in the people who live near the project that don't use transit than frequent transit users. He agrees with Councilmember Shidler that if only one of the two alignments were to be built, Washington Bl would get much more ridership. He sees foreign tourists taking Lines 260 and 762 all the time to get to the Citadel. He thinks Metro should pay more attention to transit user needs than NIMBYs who don't use transit.

#### 10. CARRIED OVER Line Ride Report, Council Member Karina Macias

#### 11. RECEIVED Report on Regional Service Performance, Gary Spivack, Deputy Executive Officer

A new Law Enforcement Contract Update was adopted at the February Board meeting. The contract is worth \$800 million and services will be provided by Long Beach Police Department, LA Police Department (LAPD), and LA Sheriff's Department (LASD). The contract was adopted with the goal of increasing the number of law enforcement personnel on transit on a consistent basis.

Councilmember Shidler asked if Metro security, the three police agencies, and the private security contracted by Metro will be able to communicate with each other. Mr. Spivack replied that he didn't know the specifics, but that those protocols are being worked out. Bus

Operations Control and Rail Operations Control serve as the coordinating bases.

Councilmember Strapac asked how many of the special assignments are done with overtime pay, and if Metro is being charged at overtime rates. Mr. Spivack replied that there is an overall sworn officer shortage. One of items being worked on during the transition period is provision of services without use of overtime.

Councilmember Strapac asked what the penalties are for smoking on the bus or train. Mr. Spivack replied that the person would be cited and/or removed from the train.

## 12. PUBLIC Comment for items not on the Agenda

Mr. Timberlake shared that on Tuesday, he scheduled two hours to make the trip from Commerce to Santa Monica. Montebello Line 50 did not arrive on time, so he called and was told that the bus was 19 minutes late. The headways on that service are every 30 minutes. Instead he opted to take Metro Line 258 to the Gold Line. Line 258 was 8 minutes late. He got to Gold Line just in time to see train leave. He waited 7 minutes for the next train. The train traveled to the next station than stopped for more than 6 minutes. The train finally arrived at Union Station and he rode to 7<sup>th</sup>/Metro Station. The Expo Line was supposed to arrive at 3:43pm but didn't show up for another 10 minutes. Ultimately, two hours was not enough for him to get to Santa Monica via transit.

Councilmember Shidler asked if the operator made an announcement. Mr. Timberlake replied that he did not.

Ms. Brown shared that the Metro Mobile Customer Center will make a visit to Houghton Park Community Center in Long Beach on March 21 from noon to 2pm. She encouraged the Council to contact her to schedule a Mobile Customer Center visit to their city or event. The Active Transportation Rail to River meeting will be held on Thursday, March 23<sup>rd</sup> in Huntington Park.

## 13. CHAIR and Council Member Comments

Chair Peña congratulated Councilmember Macias on her recent reelection to the Huntington Park City Council, and thanked Councilmember Daniels for his 20 years of service on the Paramount City Council.

Councilmember Daniels commented that during a recent trip on the Blue Line, the auto annunciator was off by around three stations for the duration of the trip. This could be confusing to newer riders who are not familiar with the system.

Councilmember Shidler commented that last week, he was on a bus when two people boarded the bus with their dogs. The dogs got into a fight and the operator made them exit the bus. There are people who legitimately need to use a service animal and the number of people who bring animals on board is increasing; Metro needs to do something about this.

**ADJOURNED at 3:40pm**