

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA*



Metro

Agenda - Final Revised

Thursday, June 18, 2015

9:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

System Safety, Security and Operations Committee

*John Fasana, Chair
Michael Antonovich, Vice Chair
Jacquelyn Dupont-Walker
Don Knabe
Hilda Solis
Carrie Bowen, non-voting member*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES (ALSO APPLIES TO BOARD COMMITTEES)

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In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

28. **Operations Employee of the Month.** [2015-0766](#)
29. RECEIVE report on **System Safety, Security and Operations.** [2015-0767](#)
30. RECEIVE AND FILE this update on the **Wilshire Bus Rapid Transit (BRT) All-Door Boarding Pilot and the Off-Board Fare Payment study** in response to the April Board Motion 24. [2015-0756](#)
Attachments: [Attachment A - Motion 24 April 2015](#)

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)
31. AUTHORIZE the Chief Executive Officer (CEO) to execute a Memorandum of Understanding (MOU) with the Los Angeles Trade Technical College (LATTC) for FY16 - FY18 to provide continuation services in support of the **Rail Technical Training and Rail Apprentice Programs**, for up to \$500,000 each year for a total value of \$1,500,000 to support Rail Technical Training for Metro's workforce. [2015-0454](#)
Attachments: [Att A - ATU Sec G](#)
[Att B - Mar JAC News](#)
[Att C - Rail Fleet Services Program](#)
32. APPROVE nominees for **membership on Metro's San Fernando Valley, San Gabriel Valley, South Bay, and Westside Central Service Councils.** [2015-0688](#)
Attachments: [ATTACHMENT A - New Appointees Biographies and Listing of Qualifications](#)
[Attachment B 7-25-15](#)
64. AUTHORIZE the Chief Executive Officer (CEO) to enter into a joint partnership agreement between the Los Angeles County Metropolitan Transportation Authority (Metro) and the **2015 Special Olympics (World Games).** [2015-0839](#)
Attachments: [Attachment A - Item 75 April 2015 Board Report - w Header](#)
33. RECEIVE AND FILE report responding to **Motion 21: Bus Rapid Transit Service - Silver Line**, brought forward at the February 2015 System Safety, Security and Operations Committee. [2015-0612](#)
Attachments: [Attachment A - Motion 21](#)
[ATTACHMENT B - Development of Silver Line](#)
34. RECEIVE AND FILE update on **bus/rail car washing and facility water** [2015-0684](#)

reduction efforts.

Attachments: [Attachment A - Water Use Presentation](#)

35. RECEIVE report of the Chief Executive Officer.

[2015-0769](#)

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

Adjournment



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2015-0766, **File Type:** Oral Report / Presentation

Agenda Number: 28.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 18, 2015**

Operations Employee of the Month.

June Operations Employees of the Month



Arnold Fortaleza
Bus Transportation

Lawrence Sears
Wayside Systems Custodial
Services

Operations Employees of the Month

Bus Transportation

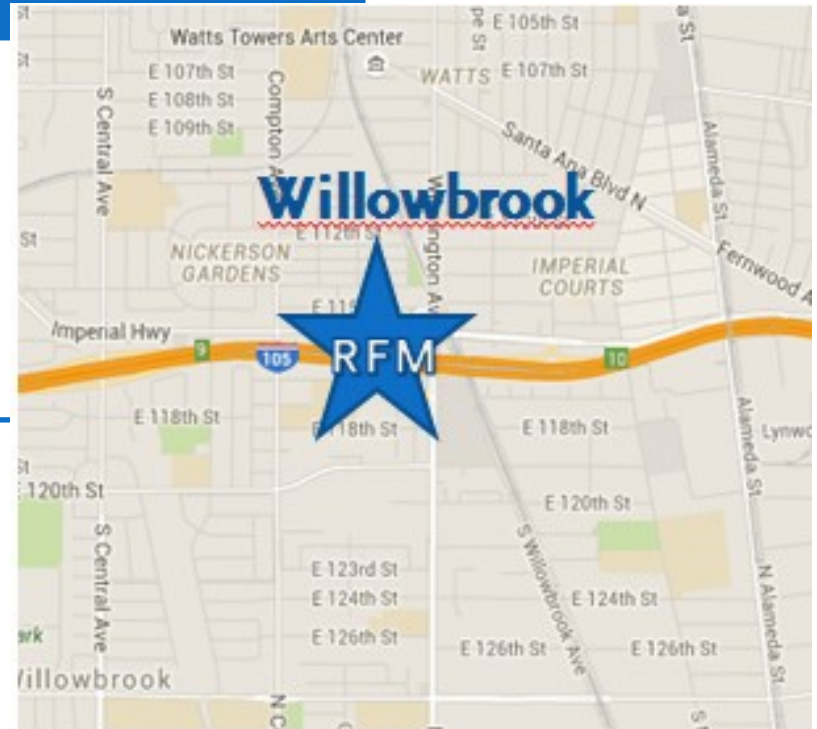
- Arnold Fortaleza
- Bus Operator
- Division 8



Operations Employees of the Month

Rail Maintenance

- Lawrence Sears
- Custodian
- Rail Facilities Maintenance



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System Safety, Security and Operations Report



Metro

**System Safety, Security and Operations
Committee**

June 18, 2015

Security

Safety

On-Time
Performance

Reliability

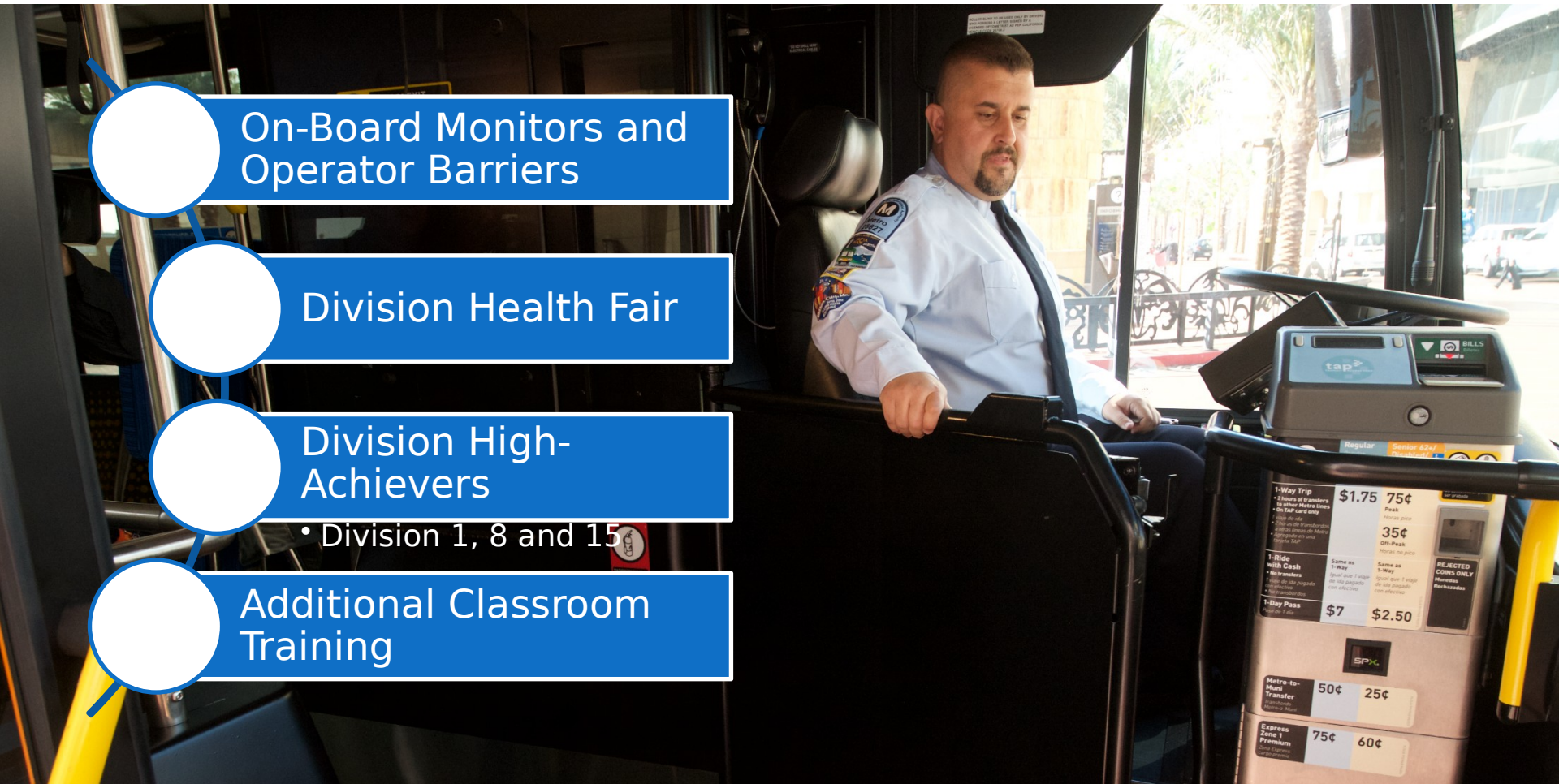
On-Board Monitors and
Operator Barriers

Division Health Fair

Division High-Achievers

• Division 1, 8 and 15

Additional Classroom
Training



1-Way Trip	\$1.75	75¢
2-Trip or 3-trip riders to other Metro lines with STAR card only		
1-Way with cash		35¢
1-Way with cash and transfer		
1-Ride with cash		
1-Way with cash and transfer		
1-Day Pass	\$7	\$2.50
Metro-to-Metro Transfer	50¢	25¢
Express Zone 1 Premium	75¢	60¢

June Operations Updates

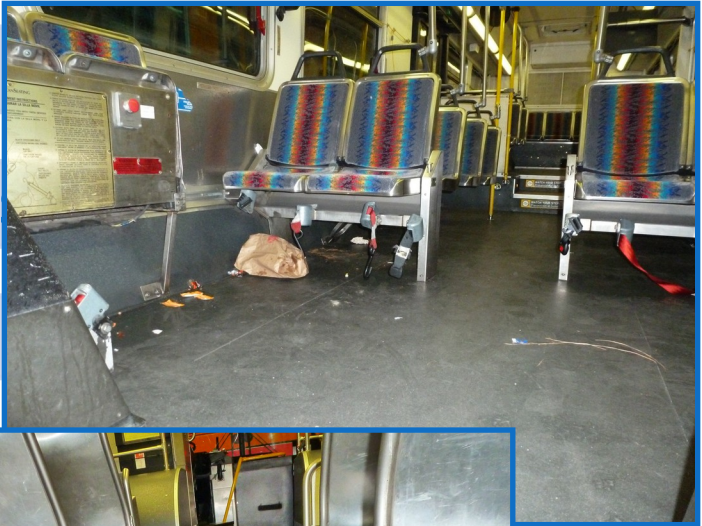
System Cleanliness



Background
Inspection Score



Initiatives



Rail

Bus



Metro

Background

Cleanline
SS
Inspections

Vehicle Inspection Program (Bus and Rail)

- Average 4 - 25 random rail cars and buses are inspected monthly at each Division
- Problem areas are brought up to Supervisors for immediate action

Station Inspections

- Employees ride the Metro Rail System station to station conducting inspections
- Photos are taken of problem areas for immediate corrective action

Training

- In July 2014, all newly hired and existing Rail Supervision was trained on Metro's cleanliness expectations

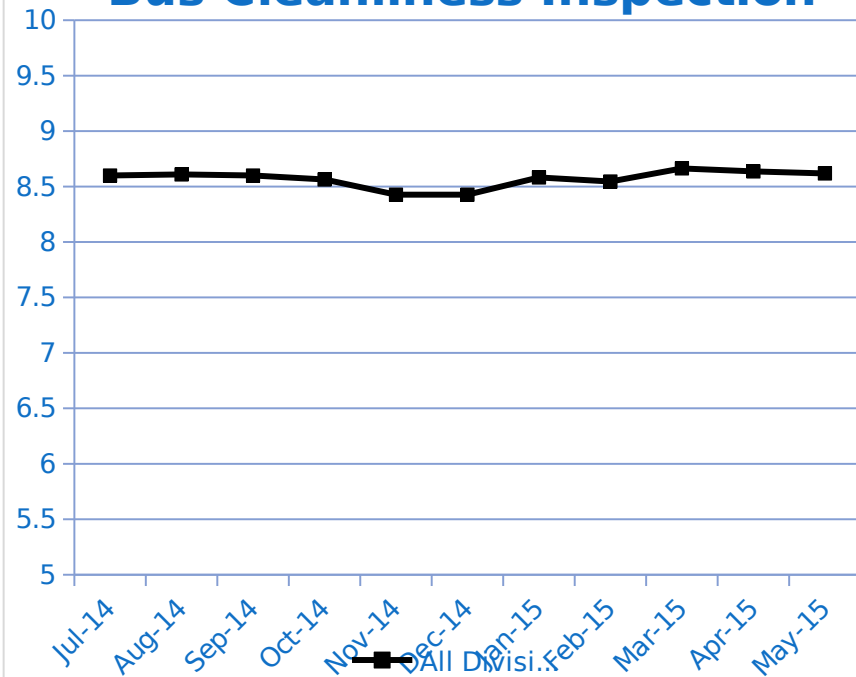


Metro

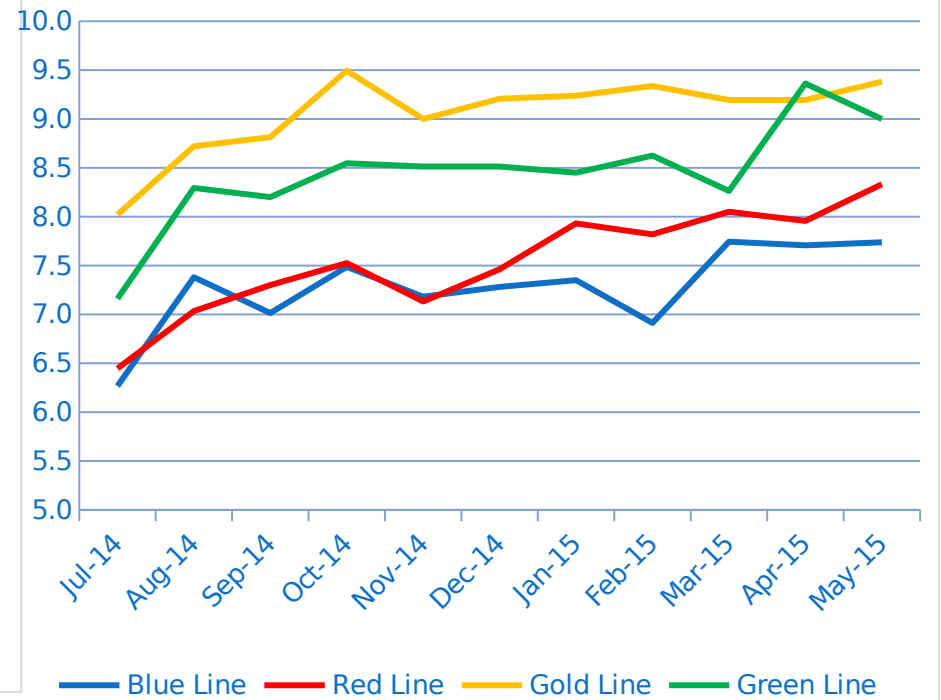
Inspection Scores

Bus and
Rail
Cleanlines
s FY15

Bus Cleanliness Inspection



Rail Cleanliness Inspection



Initiatives

Cleanline SS Programs

Bus Anti-Graffiti Program

- Replaced 65,000 damaged seat inserts (yearly)
- Replaced 50,000 window sacrificial guards (yearly)
- Remove and clean all graffiti and slap tags (daily)

Expanded Cleaning Programs

- Mopping floors daily
- Wiping down bus operators area, dashes and ledges daily
- Wipe down bus interior panels and A/C vents
- Window water spot removal program

Rail Stations

- Aggressive platform and station pressure washing program
- Stainless steel sacrificial film
- Actively monitor service contracts for compliance





Board Report

File #: 2015-0756, **File Type:** Informational Report

Agenda Number: 30.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015
SYSTEM SAFETY, SECURITY & OPERATIONS COMMITTEE
JUNE 18, 2015

**SUBJECT: ALL-DOOR BOARDING PILOT AND OFF-BOARD FARE
PAYMENT**

ACTION: RECEIVE AND FILE PRELIMINARY RESPONSE TO MOTION #24

RECOMMENDATION

RECEIVE AND FILE this update on the **Wilshire Bus Rapid Transit (BRT) All-Door Boarding Pilot and the Off-Board Fare Payment study** in response to the April Board Motion 24.

ISSUE

At the April 30, 2015 meeting, the Board directed staff to report to the June Planning and Programming Committee with a preliminary analysis of the opportunities and challenges of implementing an All-Door Boarding and/or Off-Board Fare Payment program to support Metro's Countywide BRT expansion. The motion (Attachment A) further directed staff to conduct a study using the Wilshire BRT or other appropriate corridors to assess the practical challenges and opportunities of an All-Door Boarding and/or Off-Board Fare Payment. This report responds to the Board directive.

DISCUSSION

Background

The Federal Transit Administration (FTA) identifies several major elements in developing Bus Rapid Transit (BRT), including running ways, transit priority, branding, station amenities, and expedited fare payment and boarding. Incorporating these elements is critical in achieving the objectives of BRT service, such as travel time savings, improved reliability, branding to attract new markets, enhanced safety and security, enhanced capacity (passenger throughput), and accessibility. When implemented in June 2000, the Wilshire Metro Rapid Line 720 incorporated several key BRT elements, but did not include dedicated bus lanes and/or right-of-way and expedited fare payment.

When the Wilshire BRT Project's construction is completed in August 2015, Wilshire Boulevard will have a total of 7.7 miles of dedicated peak period bus lanes (6.8 miles currently operational). While

the lanes allow buses to operate at higher speeds through the congested corridor, excessive dwell times at key stops continue to impact travel time. All Door Boarding and/or Off Board Fare Payment would further improve service quality by expediting boardings at heavy stops.

Motion 24 directs staff to conduct a study using the Wilshire BRT corridor or other appropriate corridors to fully assess the practical challenges and opportunities of implementing an All-Door Boarding and/or Off-Board Fare Payment program in support of planned Countywide BRT expansion projects.

All-Door Boarding Pilot

As a first step towards evaluating All-Door Boarding and/or Off-Board Fare Payment, staff from the Office of Management and Budget (OMB) and TAP are leading an agency wide effort, in conjunction with Communications, Countywide Planning, Operations, and Security, to pilot All-Door Boarding on the Wilshire BRT corridor (Metro Rapid Line 720). The Pilot commenced on Monday, May 18, 2015 and is expected to extend through July 10, 2015 (eight weeks), weekdays only. During this time, mobile Stand Alone Validators (SAVs) are being placed at two of Line 720's busiest bus stops:

- Wilshire/Vermont, westbound, from 6:00 AM to 11:00 AM
- Wilshire/Westwood, eastbound, from 2:00 PM to 7:00 PM

Passengers with valid TAP cards are allowed to validate their card at an SAV and board at any door (front, middle, and rear). Passengers paying with cash, transfer, token, or requiring assistance are required to board through the front door.

TAP "Blue Shirt" ambassadors are on site throughout the test period to provide information on the pilot project and to remind passengers with valid TAP cards that they may board through any door. OMB and Revenue Department staff are also on site during the test to address any issues with the operation of the project, ensure equipment is functioning properly, and data is captured accurately from the TAP SAVs. Vehicle Operations Supervisors are present to monitor on-street operations, and security personnel are on hand to address any safety/security issues.

Prior to commencing the pilot, a comprehensive marketing and outreach effort was conducted, including the distribution of a number of marketing materials in various languages, and social and electronic media. Staff also visited affected Operating Divisions to solicit input from the bus Operators. OMB staff will provide an update at the June 17th Planning and Programming Committee meeting including initial findings to date, with a full evaluation report to be presented in the Fall.

Off-Board Fare Payment Study

As directed, OMB, TAP and Countywide Planning staff are developing a Scope of Work for an All-Door Boarding and Off-Board Fare Payment (OBFP) Study. The purpose of the study is to assess both the challenges and opportunities of implementing an All-Door Boarding and/or Off-Board Fare Payment program using industry best practices in technology, station design and enforcement. The study will include, but not be limited to:

- The impacts on bus dwell times, passenger convenience, fare evasion, and pedestrian accessibility and circulation
- Guidelines/criteria for implementing this type of program, including options for payment systems, required right-of-way, capital costs, and on-going support and/or maintenance
- A Cost/Benefit analysis
- Developing thresholds for ridership and/or boardings at stops that could benefit from all-door boarding and/or off-board fare payment
- Bus stop locations with right-of-way characteristics that are highly constrained and those with more ample space
- Best practices regarding off-board fare payment at peer transit agencies

The Request for Proposal (RFP) is expected be released to the Planning Bench in Summer 2015 with contract award anticipated in Fall 2015. It is estimated that the study will take approximately six months to complete from the Notice to Proceed.

As a concurrent activity, staff will engage with other agencies about their experience with All-Door Boarding and/or Off-Board Fare Payment to identify keys to success, lessons learned, and other critical information to help shape the consultant effort and future opportunities for implementing projects. This key BRT element will also be examined as part of the two technical studies that are in the procurement phase for the Vermont and North Hollywood to Pasadena corridors.

Transportation Investment Generating Economic Recovery Grant

Concurrently, OMB and TAP staff submitted an application for a 2015 Transportation Investment Generating Economic Recovery (TIGER) grant to support an All-Door Boarding and/or Off-Board Fare Payment program based on the results of the pilot and study. Final TIGER grant applications were due to the United States Department of Transportation (USDOT) by June 5, 2015.

NEXT STEPS

Immediate Next Steps include:

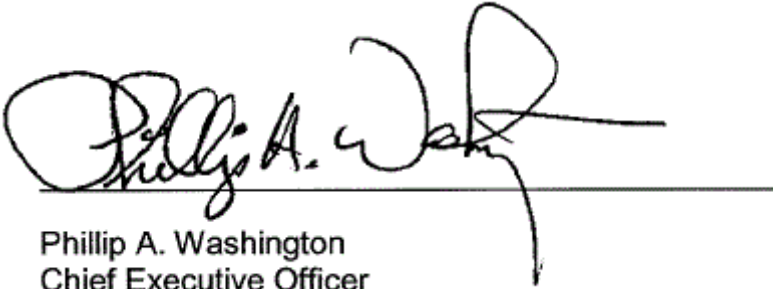
- 1) An evaluation report on the All-Door Boarding pilot, to be presented to the Board upon completion of the test period; and
- 2) Procurement of consultant services for the All-Door Boarding and Off-Board Fare Payment study.

ATTACHMENTS

Attachment A - April 30, 2015 Board Motion

Prepared by: Conan Cheung, Executive Officer, (213) 922-6949
David Sutton, Executive Officer, (213) 922-5633
Martha Butler, Director, (213) 922-7651
Mark Simpson, Systems Project Manager, (213) 922-4842
Pari Ahmadi, TPM IV, (213) 922-2864

Reviewed By: Nalini Ahuja, Executive Director, Finance & Budget
Martha Welborne, Chief Planning Officer



Phillip A. Washington
Chief Executive Officer

Motion by Directors Bonin, Garcetti and Kuehl
Amending Item # 24 Countywide Bus Rapid Transit
Planning & Programming Committee
April 15, 2015 - REVISED

Metro recently completed a Countywide BRT and Street Design Improvement study and is now embarking on the expansion of its BRT system to address regional mobility goals. BRT systems have proven highly advantageous to passengers, providing frequent, fast, reliable, high capacity service.

Metro has already implemented a range of BRT type improvements in the County from the Rapid system to Dedicated Bus Lane projects to the Orange Line. Travel time and service reliability could be improved through the proper application of off board fare payment and/or all door boarding.

The time needed to load all passengers through the front door and require on board fare payment can significantly slow bus operations, increasing dwell time at stops and potentially impacting schedule reliability.

Moving fare payment off the bus and/or using all doors for boarding offers the potential to reduce dwell time.

Off-board fare payment can present challenges in terms of technology, enforcement and the constrained right of way common in an urban environment. Nevertheless, if Metro is to pursue a world-class system of BRT, the advantages of off-board fare payment and/or all door boarding should not be ignored and should be studied concurrently with Metro BRT studies currently underway.

I THEREFORE MOVE that the Board direct the CEO to report back at the Planning and Programming meeting with a preliminary analysis of the opportunities and challenges of implementing an off-board fare payment program and/or all door boarding to support our Countywide BRT expansion, using industry best practices in technology, station design and enforcement as a guide.

I FURTHER MOVE that the Board direct the CEO to undertake an applied study using the Wilshire Boulevard BRT corridor or other appropriate corridors as an opportunity to fully assess the practical challenges and opportunities. The study should include, but not be limited to:

- A. The impact of off board fare payment and all door boarding policy on bus dwell time, passenger convenience, and fare evasion
- B. Guidelines and criteria for off board fare payment and all door boarding, including options for payment systems, requirements for right of way and utilities for each option, capital cost and ongoing support for each (i.e. maintenance, revenue collection, fare enforcement, etc.)
- C. Cost/benefit analysis of implementing a program
- D. Impacts to pedestrian accessibility and circulation
- E. Station design, technology enhancements and enforcement
- F. Recommendations on thresholds of ridership and/or boardings at specific stop locations that could benefit from off-board fare payment and/or all door boarding
- G. Consideration of bus stop locations with right-of-way characteristics that are highly constrained and those with more ample space.

**Board Report**

File #: 2015-0454, **File Type:** Agreement

Agenda Number: 31.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 18, 2015**

SUBJECT: ATU/MANAGEMENT JOINT APPRENTICESHIP COMMITTEE PROGRAM

ACTION: AUTHORIZE MEMORANDUM OF UNDERSTANDING WITH LOS ANGELES TRADE-TECHNICAL COLLEGE

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a Memorandum of Understanding with the Los Angeles Trade Technical College for FY16 - FY18 to provide continuation services in support of the **Rail Technical Training and Rail Apprentice Programs**, for up to \$500,000 each year for a total value of \$1,500,000 to support Rail Technical Training for Metro's workforce.

ISSUE

Trained technical personnel are needed to operate Metro's rail lines. With the growth of the rail system, and the anticipated loss of personnel through retirements and attrition over the next several years, it is important that Metro partner with a technical community college to prepare our current and future workforce to meet Metro's needs.

DISCUSSION

On April 18, 2013, the Metro Board approved an MOU with LATTC to work with Metro management to develop and deliver a rail technical training pilot program. This agency-focused, job specific training has been provided to incumbent workers in Rail Fleet Services and Wayside Systems. Given the scope and pace of the planned expansion in rail operations, and with an increasing number of Rail Operations employees reaching eligibility for retirement, we can no longer rely on the past practice of incrementally filling and training for rail maintenance positions with employees from bus operations.

This MOU will authorize Metro to continue and strengthen the pilot program developed through Metro's partnership with LATTC. The partnership will develop and deliver a standardized training curriculum responsive to the requirements specified by management in Rail Operations.

ATU Local 1277 and Metro management previously agreed upon a Rail Apprentice Program called the Joint Apprenticeship Committee (JAC) Program (Attachment A). The pilot program was used to

give more structure and a standardized curriculum to JAC participants (Attachment B). Continuation of this program under the new MOU would provide a more clearly defined career pathway for current Metro employees, as well as future new hires interested in technical careers in rail maintenance.

In addition to providing training to incumbent workers through the JAC program, Metro management and the ATU are discussing how Metro might provide pathways to apprenticeship opportunities for veterans and young adults from under-represented communities. This training would focus on the disciplines listed below:

Job Title

- Rail Vehicle Maintenance Specialist
- Rail Signal Inspector
- Rail Traction Power Inspector
- Rail Track Inspector
- Rail Electronic Communications Inspector

In addition to its current work with Metro, LATTC is working to develop and offer a two-year degree in rail technology using virtual technology and on-line learning strategies supporting flexibility in apprenticeship training. This could provide a pipeline of well-trained potential employees who could be hired for rail technical positions.

DETERMINATION OF SAFETY IMPACT

Approval of this item will result in a positive impact on safety. Training personnel in the most up-to-date rail practices will ensure the safety of our patrons and employees.

FINANCIAL IMPACT

Funding of \$200,000 for the MOU is included in the FY16 budget in cost center 2041 - Office of Strategic Workforce Planning, project 300040 (Rail Operations Management and Administration). Additional funding as needed will come from various maintenance cost centers in project 300022 (Blue Line Operations), 300033 (Green Line Operations), 300044 (Red Line Operations), 300055 (Gold Line Operations), and 300066 (Expo Line Operations).

Since this is a multi-year MOU, the cost center manager and Executive Director will ensure that program funds are budgeted in future fiscal years.

Impact to Budget

The funding for this action will come from Enterprise Operating funds. No other sources of funds were considered for this activity because these funds are earmarked for rail operations. This project is part of Metro's on-going staff training program.

ALTERNATIVES CONSIDERED

The Board could reject the proposed program and address the individual elements of the program on an ad hoc basis as issues are identified. However, this is not recommended because Metro risks not

having sufficient personnel with the technical skills needed to support our rail system, and further widens the skills gap areas for technical expertise. In addition, not to continue the program could be a lost opportunity for the residents of Los Angeles County for job creation and careers in transportation.

NEXT STEPS

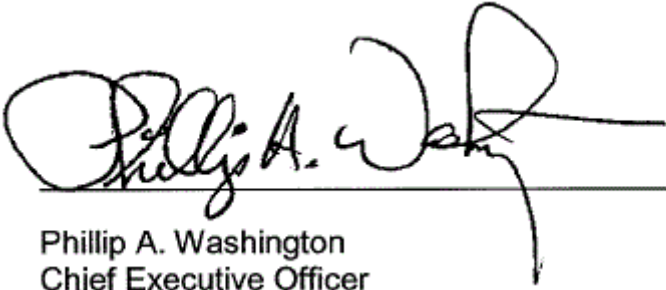
Upon approval, staff will execute an MOU with LATTC to continue with the JAC program as well as other opportunities to further develop incumbent workers' skill and knowledge, and a possible degree program in rail systems technology.

ATTACHMENTS

- A. ATU and LACMTA 2013 - 2017 Agreement - Article 8 Section G - Rail Apprentice Programs
- B. JAC Program Newsletter
- C. Metro Rail Operations Incumbent Worker Training Program Outline - Facilitated by LATTC

Prepared by: Marion Jane Colston, Director, Strategic & Organizational Planning
(213) 922-2260

Reviewed by: Donald E. Ott, Executive Director, Employee & Labor Relations
(213) 922-8864



Phillip A. Washington
Chief Executive Officer

SECTION G – RAIL APPRENTICE PROGRAMS

This section replaces Side Letter #97-03 – Joint Apprenticeship Committee (JAC).

The Authority has established a rail training program for employees in the ATU bargaining unit who desire to avail themselves of possible advancement to a higher classification in rail.

Training opportunities will be offered as a vacancy occurs in the following classifications: Maintenance Specialist, Traction Power Inspector, Track Inspector and Signal Inspector. Other classifications covered by Article 43 may be added by mutual consent of the parties. The program will be offered to all employees qualified as agreed to by the Authority and ATU. The employee will be considered qualified for the training after he/she successfully completes twenty four (24) units of electrical or electronics at an accredited college or trade school for those rail maintenance position as listed in Article 43 that require electrical qualifications. Eligibility lists will be established by the JAC for each applicable classification. Vacancies will be filled from the appropriate eligibility list.

For the position of Track Inspector, employee must have at least two (2) years' experience as a Laborer/Service Attendant, be physically fit and prepared to work outside in adverse weather conditions. Track Inspector applicants must demonstrate the adequate ability to perform basic math, (including decimals and fractions), to read and follow work instructions, to comprehend mechanical systems and to lift and move objects up to one hundred (100) pounds.

Entrance into the program will be by seniority order among applicants who meet minimum program criteria established by the JAC for the particular training. The JAC will have sole authority to determine applicant qualifications for the program. All applicants that meet the qualifications for the rail positions covered above, will be assigned to training in ATU seniority order. These positions will include substantial in the field training in the form of working with other qualified employees in the classification. Qualified applicants will be placed on a qualified candidate pool list for a period of twelve (12) months from the date of his/her acceptance. Applicants must have a good work record for the last one (1) year which will include good attendance and punctuality, and a good driving record as confirmed by the D.M.V. The JAC will determine the length of any training program.

Employees may be disqualified from the program if they are not demonstrating proficiency in the position during the training program. Such disqualification would be subject to the grievance procedure but not to the arbitration procedure. Trainees will receive a written evaluation by the Instructor or Supervisor, at least every two (2) months. Evaluations are not subject to grievance or arbitration. Employees in a training program will be paid the rate of pay for the classification for which they are being trained.

The present Joint Apprenticeship Committee will continue. The JAC will be composed of three members appointed by the LACMTA Chief Executive Officer and three (3) members appointed by the ATU President. If any committee member is unable or unwilling to serve he will be replaced. As to the LACMTA appointees, the LACMTA CEO or designee will name their replacements. As to the ATU appointees, the President of ATU Local 1277 or designee will name their replacements.

**RAIL FLEET SERVICES
JOINT APPRENTICESHIP COMMITTEE (JAC)
COMMUNICATION BRIEF - GRADUATION PROGRAM
MARCH 20, 2015**



**RAIL FLEET SERVICES
Joint Apprenticeship Committee (JAC)
Program Overview and Graduation Program
March 20, 2015**

Metro, has established a Rail Technical Training Program to provide agency-focused, job-specific training in support of the Rail Expansion program. Given the scope and pace of the planned expansion in Rail Operations, we can no longer rely on the past practice of incrementally filling new rail maintenance positions with “just-in-time” training of current Metro bus maintenance employees. As part of this program, working in conjunction with the Amalgamated Transit Union Local 1277, Metro has instituted a rail apprentice program to provide a career pathway for current Metro employees, as well as future new hires, interested in a career in rail maintenance.

The pilot program course delivery began on August 18, 2014 and ended on March 20, 2015. It was the first ATU/Management Joint Apprenticeship Committee (JAC) training course, which included 12 ATU members including 1 one female ATU member. The program to partner with LATTC was Board-approved in April 2013, with a charter to design, develop, and deliver standardized training curriculum responsive to the requirements specified by management in Rail Operations.

To date, LATTC has trained 300 ATU incumbent workers participating in the Rail Technical Training Program in what for them was essentially a refresher course on technical aspects of working in the rail maintenance field. Additionally, as discussed above, a first cohort of 12 non-technical Metro employees completed

the introductory classroom training offered under the JAC program to qualify them for Rail Fleet Services Maintenance positions. They are now in the next phase of their training pipeline to become journeymen maintainers, receiving on-the-job training at Metro's Blue Line and Green Line Divisions on the requirements of maintaining vehicles specific to each line. Cohorts in succeeding Rail Technical Training classroom instruction will include Wayside Systems, as well as Rail Fleet Services.

Prepared by
OSWP
Lonnie Mitchell
M. J. Colston
D. Orduno

RAIL FLEET SERVICES
Joint Apprenticeship Committee (JAC)
JAC PROGRAM SCHEDULE
2014 - 2015

INCUMBENT WORKER TRAINING MODULES:

Module I	General Rail Safety
Module II	Measuring Devices & Tools
Module III	Technical Writing
Module IV	Schematic Training
Module V	Logic Schematics
Module VI	Microprocessor Functions
Module VII	Basic & Beginner Computer Software Training
Evaluation	Assessment & Participant Feedback

JAC TRAINING MODULES:

Module 1	Rail Safety
Module 2	Shop Tools
Module 3	Electrical Theory and Concepts
Module 4	Mechanical Systems
Module 5	Electronic Principles
Module 6	Advanced Diagnostic Equipment
Module 7	Car Monitoring & Communications





Board Report

File #: 2015-0688, File Type: Project

Agenda Number: 32.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 18, 2015**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEES FOR APPOINTMENT TO METRO SERVICE COUNCILS

RECOMMENDATION

APPROVED ON CONSENT CALENDAR nominees for **membership on Metro’s San Fernando Valley, San Gabriel Valley, South Bay, and Westside Central Service Councils.**

ISSUE

Each Metro Service Council is comprised of nine Representatives that serve a term of three years; terms are staggered so that the terms of three of each Council’s nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

DISCUSSION

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. The 2010 Census demographics of each of the Service Council regions are as follows:

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
SGV	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
SFV	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The individuals listed below have been nominated or re-nominated to serve by their respective Council’s appointing authorities. If approved by the Board, these appointments will serve a three-year term ending on June 30, 2018. A brief listing of qualifications for new nominees is provided along with the nomination letter(s) from the nominating authorities for all nominees:

- A. Michael Cano, San Fernando Valley Service Council, Re-Appointment

Nominated by: Fifth District Supervisor Michael D. Antonovich
Term Ending: June 30, 2018

The demographic makeup of the San Fernando Valley Service Council with the appointment of this nominee will consist of five (5) Latinos, and two (2) Caucasian members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) males and no (0) females.

B. Roger Chandler, San Gabriel Valley Service Council, New Appointment
Nominated by: City of Arcadia
Term Ending: June 30, 2018

The demographic makeup of the San Gabriel Valley Service Council with the appointment of this nominee will consist of one (1) Latino, one (1) Asian, one (1) Native American, and four (4) Caucasian members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) males and no (0) females.

C. Charles Michael Deemer, South Bay Service Council, New Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2018

D. John Addleman, South Bay Service Council; Re-Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2018

E. Don Szerlip, South Bay Service Council, Re-Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2018

The demographic makeup of the South Bay Service Council with the appointment of these nominees will consist of one (1) Latino, two (2) Black, and six (6) Caucasian members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) males and two (2) females.

F. George Taule, Westside Central Service Council, Re-Appointment
Nominated by: City of Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2018

G. Elliot Petty, Westside Central Service Council, Re-Appointment
Nominated by: Second District Supervisor Mark Ridley-Thomas
Term Ending: June 30, 2018

The demographic makeup of the Westside Central Service Council with the appointment of these nominees will consist of one (1) Latino, one (1) Asian, two (2) Black, and three (3) Caucasian members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) males and two (2) females.

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

FINANCIAL IMPACT

There is no financial impact imparted by approving the recommended action.

ALTERNATIVES CONSIDERED

The alternative to approving these appointments would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Councils to: conduct public hearings to consider staff proposed major service changes to Metro's bus routes within their service region, to approve, modify, or revise major and minor service changes proposed by Metro staff. It would also result in each of the Service Councils having less diverse representation of their respective service areas.

NEXT STEPS

There are five (5) Service Council representatives with current terms of service that will expire at the end of June 30, 2015 and three (3) pre-existing vacancies for which no nominations to reappoint or replace have been received. Staff will continue to work closely with the nominating authorities for these eight (8) positions. The current representatives may continue to sit with their Service Council and participate in discussions but will not be eligible to vote on any matter before their Service Council after their terms expire on June 30, 2015. When the Board of Directors approves the nominating authority's candidate(s), those representatives will be eligible to vote at their Service Council meeting.

ATTACHMENTS

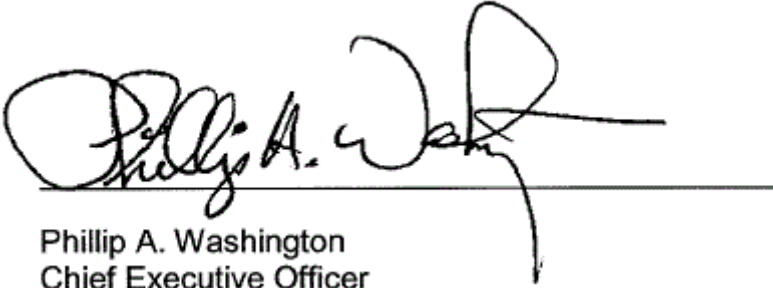
Attachment A - New Appointees Biographies and Listing of Qualifications
Attachment B - Appointing Authority Nomination Letters Attachment

Prepared by: Jon Hillmer, Executive Officer of Service Development, Scheduling & Analysis,

(213) 922-6972

Gary Spivack, DEO, Metro Regional Service Councils (213) 922-1241

Reviewed by: Robert Holland, Interim Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND LISTING OF QUALIFICATIONS

Roger Chandler, Nominee for San Gabriel Service Council



Roger Chandler has dedicated much of his life to public service. Mr. Chandler worked for the Los Angeles County Sheriff's Department 24 years. After retiring from the Sheriff's Department, become the Chief of Police of the Los Angeles City Housing Authority and in 1994 he created the City of Hawaiian Gardens Police Department. Mr. Chandler and his wife Jane have lived in Arcadia for over 38 years and they have two sons. Elected to four terms on the Arcadia City Council and serving three times as Mayor, Roger has consistently demonstrated a commitment to ensuring Arcadia residents receive outstanding public service.

Public safety, water quality and the provision of effective and efficient municipal services are important to Mr. Chandler and he looks forward to continuing his work to maintain the high quality of life and traditions that Arcadians cherish. Mr. Chandler previously served on the San Gabriel Service Council from July 2006 to April 2012.

APPOINTING AUTHORITY NOMINATION LETTERS



City of
Arcadia

Dominic Lazzaretto
City Manager

May 7, 2015

Mr. Jon Hillmer
Executive Director, Regional Service Councils
One Gateway Plaza
Los Angeles, Ca 90012-2952

Dear Mr. Hillmer,

At its regular meeting on April 21, 2015, the Arcadia City Council took action to formally nominate Mayor Pro Tem Roger Chandler to the San Gabriel Valley Council.

I was informed that the Cities of El Monte and Temple City have also nominated Mayor Pro Tem Roger Chandler for the July 1, 2015 – June 30, 2018 term.

Please let me know if you need additional information.

Cordially,

Dominic Lazzaretto
City Manager



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
MAYOR

May 4, 2015

Mr. Jon Hillmer
Director, Metro Service Councils
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012

**RE: Recommendation to re-appoint Michael Cano to the San Fernando Valley
Service Council**

Dear Mr. Hillmer:

This letter serves as my recommendation to re-appoint Michael Cano as my representative for another term to the Los Angeles County Metro San Fernando Valley Service Council.

As my transportation deputy for the last decade, I appreciate his service to the 5th District of Los Angeles County and his leadership as Chair of the Service Council the past two years. Michael's knowledge and experience with transportation issues affecting the San Fernando Valley and the region will continue to serve the San Fernando Valley well.

Sincerely,


MICHAEL D. ANTONOVICH
Mayor

MDA:mco

ROOM 900 KENNETH HAHN HALL OF ADMINISTRATION, 500 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012
TELEPHONE (213) 974-5555 • FAX (213) 974-1310 • WEBSITE <http://antonovich.ca.la.ca.us/> • E-MAIL 11ndistrict@laobos.org



**BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES**

666 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-2222

MARK RIDLEY-THOMAS
SUPERVISOR, SECOND DISTRICT

May 7, 2015

Ms. Michelle Jackson
Board Secretary
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012


Re: Reappointment of Mr. Elliott Petty to the Westside/Central Service Council

Dear Ms. Jackson:

I write in support of nominating Mr. Elliott Petty for reappointment to the Westside/Central Service Council (Council) for the seat which expires on June 30, 2018. Mr. Petty has served for over four years and continues to make positive contributions to the Council. Please place his nomination on the next Metro Board agenda for consideration.

If you have any questions, please contact Karly Katona from my office at (213) 974-2222.

With hope,


MARK RIDLEY-THOMAS
Supervisor, Second District



20285 Western Avenue, Suite 100
Torrance, California 90501
(310) 371-7222
shccoo@southbaycities.org
www.southbaycities.org

May 29, 2015

The Honorable Eric Garcetti, Chair & Members of the Board
Los Angeles Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California 90012

Re: Nominations for the Members of the South Bay Service Council

The South Bay Service Council has been extremely successful since its inception. The dedicated people on our council have worked with Metro staff to make changes in service to improve efficiency and coordination of the transit services provided by the Metro in our sector.

The South Bay Cities Council of Governments (SBCCOG) takes its responsibility to nominate members to the council very seriously and with this letter we are submitting our nominees to fill the three seats whose terms are expiring. Recommended after receiving the approval of the SBCCOG Board of Directors at the meeting of May 28, 2015 are Don Szerlip (Redondo Beach businessman) and John Addleman (Rolling Hills Estates Mayor) for re-appointment and new member Charles Michel Deemer (Torrance resident & City Commissioner). These appointments are for 3 years.

We request that you agendize the appointment of these representatives for as soon as possible so that they may be seated in July, 2015.

Please notify us when the appointments are confirmed or if you have any questions.

Sincerely,

James F. Goodhart
Chair, South Bay Cities Council of Governments
Mayor, City of Palos Verdes Estates

cc: Phil Washington, CEO

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



ERIC GARÇETTI
Mayor

June 1, 2015

Jon Hillner
Executive Director
Service Planning, Scheduling and Analysis
1 Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012

Dear Mr. Hillner:

I hereby reappoint Mr. George Taule to the Westside/Central Service Council for a term ending June 30, 2016. Mr. Taule's current term expires June 30, 2015. He may be contacted at:

5136 Highland View Avenue
Los Angeles, CA 90041
Cell: (305) 244-2967
Office: (213) 235-9603
gtaule@yahoo.com

If you have any questions please do not hesitate to contact my office.

Sincerely,

ERIC GARÇETTI
Mayor

EG:cg

cc: MTA Board Members
Arthur T. Leahy, Chief Executive Officer
Charles Safer, General Counsel
Karen Gorman, Inspector General and Chief Ethics Officer
Dolores Ramos, Governance Council Coordinator
George Taule



Board Report

File #: 2015-0839, File Type: Contract

Agenda Number: 64.

SYSTEM SAFETY, SECURITY & OPERATIONS COMMITTEE JUNE 18, 2015

SUBJECT: 2015 SPECIAL OLYMPICS WORLD GAMES

ACTION: AUTHORIZATION TO ENTER INTO A JOINT PARTNERSHIP AGREEMENT

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to enter into a joint partnership agreement between the Los Angeles County Metropolitan Transportation Authority (Metro) and the **2015 Special Olympics (World Games)**.

ISSUE

The formal agreement between Metro and the World Games is needed to clarify roles, responsibilities and to outline the expectations between the two organizations.

Background

The 2015 Special Olympics World Games, a sports competition for children and adults with intellectual disabilities, will be the largest sports and humanitarian event in the world in 2015. This nine-day event will be taking place in Los Angeles during Saturday, July 25, 2015 through Sunday, August 2, 2015.

The opening ceremony will be held at the Los Angeles Memorial Coliseum on Saturday, July 25, 2015 and closing ceremony will be hosted at the Coliseum on Sunday, August 2, 2015. There will be 25 sporting events occurring at 27 different venues throughout Los Angeles County. The World Games has also garnered support from local businesses, global companies and government agencies. World Games officials estimate that approximately 7,000 athletes and 3,000 coaches will represent 177 countries, along with 12,000 volunteers and an anticipated 500,000 spectators over the course of the competition.

DISCUSSION

Upon Board approval, the World Games will recognize Metro as its "Official Transit Provider" of the 2015 Special Olympics. The following items highlight Metro's support of the World Games:

Volunteer Commemorative TAP Cards

In April 2015, the Metro Board approved 12,000 loaded TAP cards for the 2015 Special Olympics volunteers (Attachment A). Given the global nature of the World Games, the nine-day event period, and the countywide impact, staff will produce 100,000 commemorative cards for public sale and distribution across our system.

Operations

As the “Official Transit Provider” of the 2015 Special Olympics World Games, Metro Operations will support the nine-day event by:

- Deploying additional staff to monitor and maintain seamless operation
- Focusing and enhancing efforts on station maintenance
- Providing additional customer service information
- Installing event wayfinding signs throughout the system for:
 - Assisting with fare collection
 - Facilitating safe boarding

These effort, as well as additional services, will be implemented by Metro in coordination with the World Games’ transportation staff and other partnering agencies in support of this event, where and when necessary. Metro Operations is prepared to provide additional special event support to provide safe and efficient transportation for event-goers and all Metro patrons.

Communications & Marketing

The agreement will allow various cross-promotional activities between the two organizations. Specifically, the marketing and communications campaign will encourage fans, spectators and volunteers to “Go Metro” during the 2015 Special Olympics World Games.

With the help of the Special Olympics, Metro will distribute transit information to event-goers and will target our current riders and the general public via on-board and paid advertising. Utilizing the various media tactics available, including digital, print, outdoor billboards, broadcast, and Media Relations, the marketing and communications efforts will aim to highlight existing American with Disabilities Act (ADA) programs and will promote the benefits of using transit in Los Angeles for accessing the World Games and other destinations.

DETERMINATION OF SAFETY IMPACT

There are no safety issues associated with the approval of this board report.

FINANCIAL IMPACT

The estimated value of the agreement between Metro and the Special Olympics is approximately \$2.3 million. Of this dollar amount, the hard costs to Metro are estimated at \$1 million, inclusive of the costs associated with the board approved TAP Card commitment. Working in partnership, the departments responsible for the support efforts in the agreement will work with the Office of

Management and Budget to identify funds in FY15 and FY16. All costs will be monitored and tracked through Project Number 306001 and the following Task Numbers: 20 (Special Events/2015 Special Olympics), 20.15 (Special Events Asst./ 2015 Special Olympics) and 20.04 (Events Marketing/2015 Special Olympics).

Impact to Budget

The source of funds for this activity come from federal, state and local funding sources that are eligible for Bus and Rail Operations. These funding sources will maximize the use of funds for these activities. No other sources of funds were considered for this activity because it supports Bus and Rail Operations.

NEXT STEPS

Upon approval of this item, Metro will enter into a formal agreement with the World Games which will allow Metro to initiate all of the necessary steps required for the effective and efficient implementation of Metro's Operations and Communications plans in support of the 2015 Special Olympics.

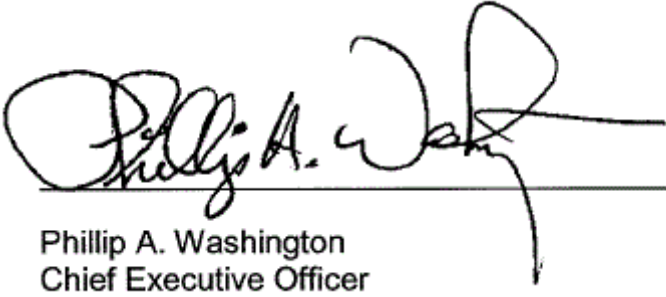
ATTACHMENTS

Attachment A - April 2015 Special Olympics Board Report

Prepared by: Nancy Saravia, Transportation Planning Manager, Operations

Questions: Christopher Reyes, Senior Administrative Analyst, Operations
(213)922-4808

Reviewed by: Ann Kerman, Interim Chief Communications Officer, (213)922-7671
Robert Holland, Interim Chief Operations Officer, (213)922-4438
Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-2296



Phillip A. Washington
Chief Executive Officer

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 ext
metro.net**REGULAR BOARD MEETING
APRIL 30, 2015****SUBJECT: 2015 SPECIAL OLYMPICS WORLD GAMES****ACTION: APPROVE STAFF RECOMMENDATION****RECOMMENDATION**

- A. Receive and file report on Metro's efforts in support of the 2015 Special Olympic World Games; and
- B. Authorize the Chief Executive Officer (CEO) to provide TAP cards loaded with passes for 12,000 volunteers for the 2015 Special Olympic World Games and 100,000 commemorative TAP cards.

ISSUE

This report is an update on the on-going coordination efforts in support of the 2015 Special Olympic World Games (World Games) in addition to requesting the Board to approve providing 12,000 TAP Cards loaded with passes for the World Games volunteers.

BACKGROUND

As noted in the April 1, 2015 board box, Metro has been working closely with the 2015 Special Olympic World Games staff to support the upcoming sports competition games from July 25-August 2, 2015 (Attachment A).

The 2015 Special Olympic World Games, a sports competition for children and adults with intellectual disabilities, will be the largest sports and humanitarian event in the world in 2015. This nine day event will be taking place in Los Angeles during Saturday, July 25, 2015 through Sunday, August 2, 2015. The opening ceremony will be held at the Los Angeles Memorial Coliseum on Saturday, July 25, 2015 and closing ceremony will be hosted at the Coliseum on Sunday, August 2, 2015. There will be 25 sporting events occurring at 27 different venues throughout Los Angeles County (Attachment B). The University of Southern California (USC) and the University of California Los Angeles (UCLA) are the designated Olympic Villages, where approximately 7,000 athletes will be housed. The World Games officials estimate the following attendees over the course of the competition:

ATTACHMENT A

- Athletes: 7,000
- Coaches: 3,000
- Officials: 1,200
- Honored Guests: 4,000
- Family Members: 10,000
- Media: 3,000
- Volunteers: 12,000
- Spectators: 500,000

This will be the largest event hosted in Los Angeles since the 1984 Olympic Games. It is the second time since 1972 that the World Games will be in Los Angeles. This event has garnered support from our local businesses, global companies and government agencies. The World Games is expected to have a positive impact on Los Angeles County, with projected economic benefits are estimated at approximately \$415 million, according to a collaborative analysis from Micronomics, a national research and consulting firm, and the Los Angeles Tourism and Convention Board.

DISCUSSION

Volunteer TAP Card Request

As a part of this unique partnership, World Games officials have requested 12,000 TAP cards loaded with passes for their volunteers. There will be a focused effort by the World Games officials to promote their volunteer and spectator use of public transportation to the 25 sporting events (Attachment B). Especially for the volunteers, World Games officials will reiterate taking public transportation as parking accommodations will not be compensated in an effort to have as little impact on traffic congestion across the Los Angeles region.

One example of how volunteers will be encouraged to take public transportation is that for the opening ceremony which is scheduled to be held at the Los Angeles Memorial Coliseum on Saturday, July 25, 2015 from 6:00 p.m. to 9:00 p.m., all volunteers will be highly urged to take the Metro Expo Line as the stations at Expo/Vermont and Expo Park/USC are walking distance from the Los Angeles Memorial Coliseum.

Commemorative TAP Card

Given the global nature of the World Games, the nine-day event period, and the positive countywide impact, staff is working with the World Games to produce 100,000 commemorative cards for public distribution.

The commemorative cards will be distributed at high-volume stations across Los Angeles County. Metro is on-track to begin distributing the commemorative cards in ticket vending machines during the weeks before the opening event, which starts July 25, 2015. Metro has developed a card design (Attachment C) which has been reviewed,

ATTACHMENT A

and approved internally and by the county municipal operators. Upon receiving Board approval, the design will be sent to a vendor to begin the production process.

Distributing the commemorative cards will raise awareness for the event and will be an event collectable for Special Olympics spectators and Metro patrons.

Historically, during the 1984 Olympic Games in Los Angeles, the Southern California Rapid Transit District (Metro's predecessor agency), created commemorative transit tokens to recognize the global reach of the event and importance to the regional economy. In the thirty years following the 1984 Olympic Games, Los Angeles has not hosted an event of this magnitude; however this summer over 7,000 athletes from 177 countries will descend upon Los Angeles to compete at the 2015 Special Olympics World Games.

There is limited precedent for the large scale production and distribution of commemorative cards and Metro staff is working to develop policy guidelines for the future development and distribution of commemorative cards for the Board to consider.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have a direct impact on safety; however, if the volunteers working the 2015 Special Olympic World Games do not take public transportation, their transportation will likely consist of the use personal automobiles, adding congestion and pollution to major streets throughout the Los Angeles region. It should also be noted that during opening and closing ceremonies, all patrons will be provided a safe and paved queuing area for boarding of our buses and trains.

FINANCIAL IMPACT

The potential cost in lost revenues is estimated at \$492,000 if all 12,000 volunteers for the World Games would have purchased TAP fare media and would have used public transportation throughout the course of the nine day event. Metro has a contract with a vendor to print TAP cards and this order falls within that agreement. In addition, the commemorative TAP cards for the World Games will be provided and dispensed in TAP vending machines at the ten highest revenue-producing rail stations. The cards will be available at regular price for members of the public to purchase. The design fee for the commemorative TAP cards will cost \$450 and these funds are available in the TAP department budget for FY15. Lastly, it is anticipated that Metro would benefit from potential increased revenue from spectator ridership who utilize public transportation to the World Games.

NEXT STEPS

Metro staff will return to the Board in May 2015 with details regarding a comprehensive and sustainable Operations Transportation plan and a Communications & Marketing plan in support of the World Games, inclusive of efforts to finalize the unique partnership opportunity between the World Games and Metro, along with detailed costs

ATTACHMENT A

for specific activities in support of this event for consideration and approval by the Board.

The May 2015 report will also include information regarding Metro's interagency coordination efforts with agencies such Los Angeles Police Department, Los Angeles Sheriff's Department and other regional municipal operators.

ATTACHMENTS

Attachment A: 2015 Special Olympics Board Box dated March 31, 2015

Attachment B: Preliminary Competition schedule

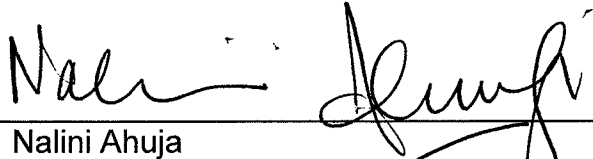
Attachment C: Commemorative TAP Card Design

Attachment D: Volunteer TAP Card Cost/Lost Revenue Analysis

Prepared by: Michelle Stewart, Transportation Planner, Operations
Nancy Saravia, Transportation Planning Manager, Operations
Robin O'Hara, DEO, Finance

Questions: Christopher Reyes, Senior Administrative Analyst, Operations
(213) 922-4808

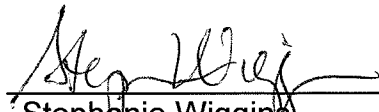
ATTACHMENT A



Nalini Ahuja
Executive Director, Finance & Budget



Robert Holland
Interim Chief Operations Officer



Stephanie Wiggins
Interim Deputy Chief Executive Officer

ATTACHMENT A

ATTACHMENT A



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

MARCH 31, 2015

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: ROBERT HOLLAND *RH*
INTERIM CHIEF OPERATIONS OFFICER

NOELIA RODRIGUEZ *NR*
CHIEF COMMUNICATIONS OFFICER

PATRICIA BRUNO *PB*
CHIEF POLICY OFFICER

SUBJECT: 2015 SPECIAL OLYMPICS

ISSUE

The purpose of this report is to apprise the Board regarding Metro's efforts in support of the 2015 Special Olympic Games.

BACKGROUND

The 2015 Special Olympic World Games (World Games), a sports competition for children and adults with intellectual disabilities, will be taking place in Los Angeles during Saturday, July 25, 2015 through Sunday, August 2, 2015. The opening ceremony will be held at the Los Angeles Memorial Coliseum on Saturday, July 25, 2015, and the closing ceremony will be hosted at the Coliseum on Sunday, August 2, 2015. There will be 25 sporting events occurring at 27 different venues throughout Los Angeles County (Attachment A). The University of Southern California (USC) and the University of California Los Angeles (UCLA) are the designated Olympic Villages, where approximately 7,000 athletes will be housed. The World Games officials estimate the following attendees over the course of the competition:

- Athletes: 7,000
- Coaches: 3,000
- Officials: 1,200
- Honored Guests: 4,000

ATTACHMENT A

- Family Members: 10,000
- Media: 3,000
- Volunteers: 12,000
- Spectators: 500,000

Some of the sporting venues for the sports competition include:

- Los Angeles Memorial Coliseum
- Los Angeles Convention Center
- L.A. Live
- USC
- UCLA
- Los Angeles Equestrian Center
- Balboa Sports Center
- Wilson Municipal Golf Course
- Long Beach Marina

This will be the largest event hosted in Los Angeles since the 1984 Olympic Games and it is the second time since 1972 that the World Games will be in Los Angeles. This event has garnered support from our local businesses, global companies, and government agencies. The World Games is expected to have a positive impact on Los Angeles County and projected economic benefits of \$415 million, according to a collaborative analysis from Micronomics, a national research and consulting firm, and the Los Angeles Tourism and Convention Board.

NEXT STEPS

Metro staff will return to the Board before May 2015 with details for a comprehensive and sustainable Operations Transportation plan and a Communications & Marketing plan in support of the World Games, inclusive of efforts to develop and create potential partnership opportunities, along with detailed costs for specific activities in support of this event for consideration and approval by the board. This report will also include information regarding Metro's internal Operations and Communications 2015 Special Olympics Task Force goals, objectives, budget impact, deliverables, and interagency coordination efforts with agencies such as Metrolink, Los Angeles Police Department and Los Angeles Sheriff's Department.

ATTACHMENTS

Attachment A: Preliminary Competition schedule

ATTACHMENT A

ATTACHMENT B

Preliminary 2015 Special Olympics Competition Schedule

Hub/Location	Date(s)	Competition/Event	Venue
Los Angeles	Sat, July 25	<i>Ceremony, Opening</i>	<i>Los Angeles Memorial Coliseum</i>
	Sun, Aug 2	<i>Ceremony, Closing</i>	<i>Los Angeles Memorial Coliseum</i>
	Mon, July 27 -Fri, July 31	Golf	Wilson/Harding Golf Courses (Griffith Park)
	Sat, July 25 -Sat, Aug 1	Equestrian	LA Equestrian Center (Burbank)
	Sat, July 25 -Sat, Aug 1	Bocce	Los Angeles Convension Center (Downtown LA)
	Sun, July 26 -Sat, Aug 1	Team Handball	Los Angeles Convension Center (Downtown LA)
	Sat, July 25 -Sat, Aug 1	Badminton	Los Angeles Convension Center (Downtown LA)
	Sat, July 25 -Sat, Aug 1	Table Tennis	Los Angeles Convension Center (Downtown LA)
	Sun, July 26 -Thurs, July 30	Rollerskating	Los Angeles Convension Center (Downtown LA)
	Sun, July 26 -Sat, Aug 1	Powerlifting	Los Angeles Convension Center (Downtown LA)
Encino	Sun, July 26 -Thurs, July 30	Bowling	Lucky Strike Lanes (LA Live)
Encino	Sat, July 25 -Fri, July 31	Football, 7v7	Balboa Sports Center
Burbank	Sat, July 25 -Sat, Aug 1	Equestrian	LA Equestrian Center
USC	Sat, July 25 -Sat, Aug 1	Athletics	Loker Stadium/Cromwell Field (USC)
	Sat, July 25 -Sat, Aug 1	Basketball	Galen Center & Pavilion (USC)
	Sat, July 25 -Sat, Aug 1	Aquatics	Uytenssu Aquatics Center (USC)
Long Beach	Sun, July 26 -Weds, July 29	Beach Volleyball	Alamitos Beach (Long Beach)
	Sun, July 26 & Weds, July 29	Open Water Swim	Alamitos Beach (Long Beach)
	Sun, July 26	Triathlon	Alamitos Beach (Long Beach)
	Sat, Aug 1	Half Marathon	Alamitos Beach (Long Beach)
	Mon, July 27 -Thurs, July 30	Cycling	Aquarium Way (Long Beach)
	Mon, July 27 -Fri, July 31	Kayaking	Marine Staium (Long Beach)
	Sun, July 26 -Sat, Aug 1	Sailing	Alamitos Bay & Belmont Pier (Long Beach)
	Sat, July 25-Sun, July 26	Swim Test	Belmont Pool (Long Beach)
	UCLA	Sun, July 26 -Sat, Aug 1	Gymnastics, Art
Sat, July 25-Tues, July 28		Gymanastics, Rhy	Wooden Center (UCLA)
Sun, July 26-Mon, July 27 & Wed, July 29 - Fri, July 31		Judo	Student Activities Center (UCLA)
Sat, July 25 -Sat, Aug 1		Football, 5v5	Intramural Fields (UCLA)
Sat, July 25 -Sat, Aug 1		Football, 11v11	Drake Statium (UCLA)
			N. Athletic Field (UCLA)
Sun, July 26 -Sat, Aug 1		Volleyball	Pauley Pavilion (UCLA)
Sat, July 25 -Sat, Aug 1		Tennis	LA Tennis Center (UCLA)
Sat, July 25 -Sat, Aug 1	Softball	Easton Stadium (UCLA)	

ATTACHMENT A

ATTACHMENT C

2015 Special Olympics Commemorative TAP Card Design



ATTACHMENT A

ATTACHMENT D

Volunteer TAP Card Cost/Lost Revenue Analysis	
TAP Pass Cost Estimates	9-Day Pass (3 media)
Cost per pass	\$ 39.00
TAP Card Fee	\$ 2.00
Number of Volunteers	12,000
Estimated Cost	\$ 492,000.00
Grand Total	\$ 492,000.00
**This does not capture staff time	

**Board Report**

File #: 2015-0612, **File Type:** Informational Report**Agenda Number:** 33.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 18, 2015****SUBJECT: BOARD MOTION 21 - SILVER LINE SERVICE IMPROVEMENTS AND CONNECTIONS****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVED AND FILED report responding to **Motion 21: Bus Rapid Transit Service - Silver Line**, brought forward at the February 2015 System Safety, Security and Operations Committee.

ISSUE

The Board approved Motion 21 in February 2015, directing staff to improve connections between the Silver Line and service operating into South Bay communities via the Harbor/Gateway Transit Center (H/GTC). Staff was asked to evaluate a number of service options to improve frequencies of local connections and improve timed transfers. These options would be presented with resource requirements, ridership impacts, and implementation schedule. In addition, staff was to coordinate with the South Bay Municipal Operators including Torrance, Gardena, Beach Cities Transit and other relevant stakeholders.

BACKGROUND

The Silver Line concept began as early as 1994, as the Harbor Transitway was being constructed by Caltrans. The concept, known then as the “dual hub”, was to consolidate a number of express lines serving El Monte Station and the H/GTC into one frequent express service. However, this concept was not implemented at that time. Since then, Metro began operating the Silver Line in December 2009, providing daily service between El Monte Station and H/GTC through Downtown Los Angeles.

Currently, the Silver Line operates as a Bus Rapid Transit (BRT) provides a simple rail like routing with a frequent (five minute peak and 15 minute mid-day) service. Ridership has grown steadily from 6,500 on an average weekday to over 15,500. Ridership has grown the quickest on the Downtown to H/GTC route segment: from about 3,000 per average weekday when the Silver Line first began to nearly 6,500 in March 2015. There are now slightly more passengers on the South Bay side of the Silver Line than on the San Gabriel side. Currently all Silver Line trips operate between the H/GTC through Downtown LA to El Monte Station, with limited stops in Downtown LA. This routing has

eliminated transfers in Downtown LA, and provides BRT connections to all of the Metro Rail lines. A detailed history describing the planning and implementation of the Silver Line can be found in **Attachment B**.

The Silver Line has become successful and this success can be measured by the following advantages and service improvements:

- Patronage has grown over 135% since inception in December, 2009;
- Ridership from the H/GTC to Downtown LA has recently exceeded ridership on the El Monte Busway side of the line;
- Separating the local and express portions of the old routes has improved on-time performance on the now local or limited lines ;
- The Silver Line has existing late night timed connections with the Metro Green Line;
- Local buses currently have scheduled connections to the Silver Line;
- Unique Silver Line branding makes the buses identifiable;
- Due to the Silver Line’s frequency, G-Trans (Gardena) has routed local buses and some of their express services to the H/GTC, thereby reducing duplicative service on the Harbor Transitway, and providing better connections for South Bay residents. Torrance Transit will also introduce Line 4 mid-day service which will terminate at the H/GTC;
- The popularity of the Silver Line has increased the use of the H/GTC park-ride lot from one that was ¼ full, to one where finding an empty parking space is difficult; and;
- Improvements at the H/GTC (construction of a Sheriff’s substation, public toilet, new graphics and signage) and at stations (improved lighting/sound walls/bus stops) located on the Harbor Transitway have improved transit usage, as shown below:

Harbor Transitway Ridership Increases by Station

Harbor Transitway Station Stop	2009 Prior to Silver Line	2014 With Silver Line	5 Year Growth Factor
Harbor/Gateway TC	1,215	3,439	2.83
Rosecrans Station	113	388	3.43
Harbor Green Line	694	1,510	2.18
Manchester Station	131	542	4.13
Slauson Station	112	364	3.25
37th St/USC Station	70	220	3.15
TOTALS	2,335	6,463	2.77

DISCUSSION

The Board Motion directed staff to evaluate the following five service change options to improve connections between the Silver Line and service operating into South Bay communities via the H/GTC:

A. Direct routing of Silver Line trips into Palos Verdes and San Pedro.

Line 450 (Downtown LA - San Pedro via Harbor Transitway) currently provides peak period alternating trips between San Pedro and Downtown LA thru H/GTC. During mid-days and weekend this line provides service between H/GTC and San Pedro via the Harbor Freeway.

Line 246 (San Pedro - Harbor Gateway TC via Avalon BI) provides local stop service from San Pedro to the H/GTC. This service takes about one hour and seven minutes to make that journey during rush hours.

Line 344 (Palos Verdes - Harbor Gateway TC via Hawthorne BI) provides limited stop service along Hawthorne BI while Torrance Transit Lines 4 and 8 provide local service. Line 344 currently takes up to one hour and twenty minutes each way.

The Silver Line currently takes one hour and six minutes to travel from H/GTC to El Monte Station during peak hours.

In order to extend Silver Line trips from H/GTC without a significant increase in operating cost and buses, the duplicate service on Lines 246 and 344 would need to be canceled. New combined Silver Line and Lines 246 and 344 will have one-way trips of nearly two hours and thirty minutes in each direction. It would be difficult to schedule Bus Operator work schedules that would be efficient. Also as the Silver Line operates five minute frequency service during rush hours, with heavy passenger loads, a bus from PV or San Pedro that was even a few minutes late would create significant overloads.

Should the Silver Line be extended, the quality of service would degrade on both the Express and Local portions of the route. Currently, local patrons enjoy excellent on-time performance, which is up to 80% on Line 344. Neither of the two local lines is currently affected by freeway issues (accidents, closures, downtown LA protest, rain delays, etc.) that would cause local patrons on-time reliability issues. If the Silver Line is extended to replace the local/limited stop lines, the OTP would also be negatively affected by an increase in periodic overcrowding. The patronage chart shown below in Section B indicates that the majority of patrons on the local lines could be affected by service delays north of the H/GTC

Timed transfers (when the headways are wider) give patrons a short wait to board the Silver Line.

B. Improved frequencies on local services Lines 246 and 344 for better connections with the Silver Line.

Today, service on these lines operates every 20 to 30 minutes in the peak periods; weekday mid-day service is provided on an hourly basis. On Saturdays service is every 40 minutes, while on Sundays & holidays buses operate hourly service.

During these long headway periods, service on these lines is scheduled to provide a timed transfer to and from the Silver Line to provide a shorter wait time at the H/GTC.

Ridership on all local lines traveling up to the H/GTC is low. The chart below shows that a large number of patrons boarding buses in San Pedro and Palos Verdes are not destined to Downtown LA. On both lines, more than 70 to 80% of the patrons are riding locally, with only the remainder 20 to 30% destined to the H/GTC. Even upon arrival at the Center, it is not known how many patrons continue on the Silver Line, or utilizes the other 11 lines at the Center.

Line 246

			% NOT Going to H/GTC	% GOING to H/GTC
	Ons	Offs		
Weekday	1397	317	79%	21%
Saturday	883	243	72%	28%
Sunday	675	188	72%	28%

Line 344

			% NOT Going to H/GTC	% GOING to H/GTC
	Ons	Offs		
Weekday	851	297	65%	35%
Saturday	553	193	65%	35%
Sunday	330	98	70%	30%

While service levels on both lines could be improved during weekday mid-day and weekends to operate every 30 minutes, ridership demand, as shown above, does not warrant additional service. The estimated additional service hours and costs are shown below in the Recommendation portion of this report. If approved by the Board, these proposed changes could be implemented as part of the December 2015 schedule change program. Should the changes require a Public Hearing and and/or Title VI analysis, additional service could be implemented on a demonstration basis until the hearings could take place.

C. Timed transfers and improved on-time performance to ensure connections are met.

Currently, timed transfers are in place at H/GTC and late night connections at the Harbor Green Line Station. On-time performance for the local feeder lines has improved up to 80% since creation of the Silver Line. Staff regularly evaluates the Silver Line performance to

insure these established connections are maintained. Schedules to be implemented June 28, 2015 will continue existing connections already in place.

- D. Evaluation is based on the demand for the connection by time of day and day of week; and addresses fare pricing implications, resource and other requirements, ridership impacts, and implementation schedule.

Scheduled connections to and from the Silver Line are currently in place. Due to the frequency of the line, connections are not necessary until the headways widen in the mid-day, evening, and on weekends. There is also a late night Silver Line connection with the Metro Green Line at the Harbor Freeway Station.

Under Metro’s current pricing policy, transfers are free up to two hours after an initial TAP. Since inception, the Silver Line has had a simplified line fare which equals one base fare plus one zone fare, which today remains the same (\$2.50). Today, a Line 246 or 344 patron using a Day Pass to access the Silver Line pays no additional charge. A stored value TAP user would pay a 75 cent upcharge at the H/GTC; however this would not change even if the Silver Line were extended to San Pedro. No matter what services are implemented, there are no negative fare pricing implications because the current fare structure includes a one zone upcharge and free transfers with a stored value TAP card.

Potential Service Alternatives

The travel time just from San Pedro or the Palos Verdes Peninsula to the H/GTC is over one hour. It is not recommended to extend Silver Line trips to these far terminals, which would cause the Silver Line to have one-way trip times of nearly two and a half hours. The local segments today have good on-time performance (up to 80%), which would be negatively affected by the volatility of the freeways. In turn, the Silver Line five minute headway would suffer should delays occur on the South Bay surface streets.

The two lines (246, 344) that travel from central San Pedro and the Palos Verdes Peninsula to H/GTC operate hourly weekday mid-day and weekend service. If service levels were improved during these time periods to a 30 minute frequency, the estimated annual increase in revenue bus hours and cost would be an estimated \$3.56 million per year. As today, local line buses would be scheduled to meet arriving and departing Silver Line buses.

The following proposed additional Revenue Service Hours are shown in the table below:

Improve Weekday Base and Weekend All-Day Service to Every 30"					
				Annual	Annual
Line #	Daily	Saturday	Sunday	Rev. Hrs.	Est. Cost
246	47	18	31	14,720	\$2,060,000

344	35	15	17	10,700	\$1,500,000
Total	103	49	61	32,420	\$3,560,000

Coordinate with South Bay Municipal Operators

Staff contacted relevant stakeholders and found that the Silver Line as operated today meets the needs of the South Bay, and reduces duplication of other operators. In the case of extending the line to Palos Verdes Estates, the line would duplicate a number of Torrance Transit services, as well as compete with LADOT Express Line 448, which operates from Downtown LA on the Harbor Express Lanes to Palos Verdes Estates. Gardena Transit has reduced some service to Downtown LA because of the Silver Line’s frequency and point-to-point service, thereby reducing operating cost.

TITLE VI ENVIRONMENTAL JUSTICE IMPACT

The proposed service adjustments described in this report meet the definition of a major service change as defined in LACMTA’s Administrative Code. A public hearing could be required, and an evaluation of the proposed changes would need to be conducted per the Title VI guidelines.

DETERMINATION OF SAFETY IMPACT

There are no safety issues associated with the items presented in this report.

FINANCIAL IMPACT

The Board consideration of the of the proposed service changes presented in this report to Lines 246 and 344 are not included in the FY16 budget. To include the additional service would require an estimated annual increase in revenue bus hours and the cost would be an estimated \$3.56 million per year

ALTERNATIVES CONSIDERED

Service today is operating with light weekday base and all-day weekend ridership, and only 70 to 80% are destined to the H/GTC. At this time, potential 30 minute service during these time periods is not warranted. The service could remain as scheduled today, with future schedule adjustments implemented should demand materialize.

NEXT STEPS

Should the Board of Directors direct staff to pursue implementing potential service improvements as described in this report, staff will plan to conduct a public hearing and perform the Title VI evaluation.

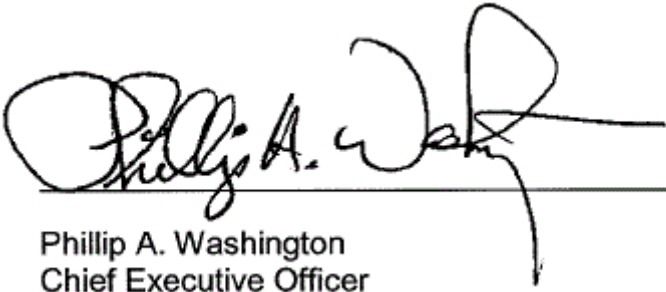
ATTACHMENTS

- Attachment A - February Motion 21, Bus Rapid Transit Service - Silver Line
- Attachment B - Development of the Silver Line

Prepared by: Jon Hillmer, EO of Service Planning & Development
Scott Page, Director of Service Planning
Dan Levy, Director of Civil Rights Program Compliance

Questions: Christopher Reyes, Senior Administrative Analyst, Operations
(213) 922-4808

Reviewed by: Robert Holland, Interim Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

Motion by:

**Mayor Eric Garcetti, Director Jacquelyn Dupont-Walker,
Supervisor Don Knabe & Mayor James Butts**

February 19, 2015

Item 21: Bus Rapid Transit Service – Silver Line

The Silver Line was implemented in December 2009 by combining the freeway portions of three Harbor Transit-way express lines operating between San Pedro/Palos Verdes and Downtown Los Angeles) and two El Monte Busway express lines (Operating between Pomona and Downtown Los Angeles).

The freeway segments of the lines were combined into the Silver Line which provides service between Harbor/Gateway Transit Center and El Monte Bus Station via downtown Los Angeles.

The local segments of the lines between San Pedro/Palos Verdes and Harbor/Gateway Transit Center, and Pomona to El Monte Station, operate as separate local lines.

Separating the local and freeway segments was done to improve on time performance on both local and freeway segments, and allow for more flexibility in matching service levels to demand.

However, by separating the segments, passengers who previously had a one seat ride between the local and freeway segments now are required to transfer.

Since inception, Silver Line ridership has more than doubled.

Much of the increase in boardings is along the southern segment between Harbor/Gateway Transit Center and Downtown Los Angeles.

Many of these passengers originate in South Bay communities, including San Pedro and Palos Verdes.

Given the significant increase in South Bay boardings, it is important to reassess the travel time impacts of the transfer between the freeway and local segments at the Harbor/Gateway Transit Center, and the benefits of improving the connection between the South Bay communities and Downtown LA.

WE THEREFORE MOVE that the Board direct the CEO to evaluate options for improving the connection between the Silver Line and service operating into South Bay communities via the Harbor/Gateway Transit Center, including:

- A. Direct routing of Silver Line trips into Palos Verdes and San Pedro
- B. Improved frequencies on local services, including Lines 246 and 344, for better connections with the Silver Line.
- C. Timed transfers and improved on time performance to ensure connections are met.
- D. Evaluation is based on the demand for the connection by time of day and day of week, and address fare pricing implications, resource and other requirements, ridership impacts, and implementation schedule.
- E. Report back with the findings on all the above by the June 2015 Regular Board meeting.

DEVELOPMENT OF THE SILVER LINE

Prior to the Silver Line, four express services operated from the South Bay through the Harbor/Gateway and on to Downtown LA on the Harbor Transitway. These services were poorly utilized, and headways were not coordinated on the Transitway. The 900 space park and ride lot at H/GTC was nearly empty, with only approximately 10% utilization on weekdays. In preparation for the Silver Line implementation in December 2009, staff analyzed the ridership patterns of each individual line. The conclusions were as follows:

- Previous Lines 444, 446 and 447 collectively carried 7,760 boardings per weekday. Of this number, 5,200 (67%) boarded and alighted on the local portion of the route, and 1,400 (18%) boarded between Downtown LA and the H/GTC. Patrons from the South Bay boarding before the H/GTC and riding to Downtown LA accounted for only 1,160 (15%) of the boardings.

In summary, the majority of the boardings and alightings took place along the local portions of the previous lines. Downtown LA was not a major attraction for local South Bay residents, and the low number of patrons parking at the Harbor/Gateway TC was an indication that the previous express services were not working.

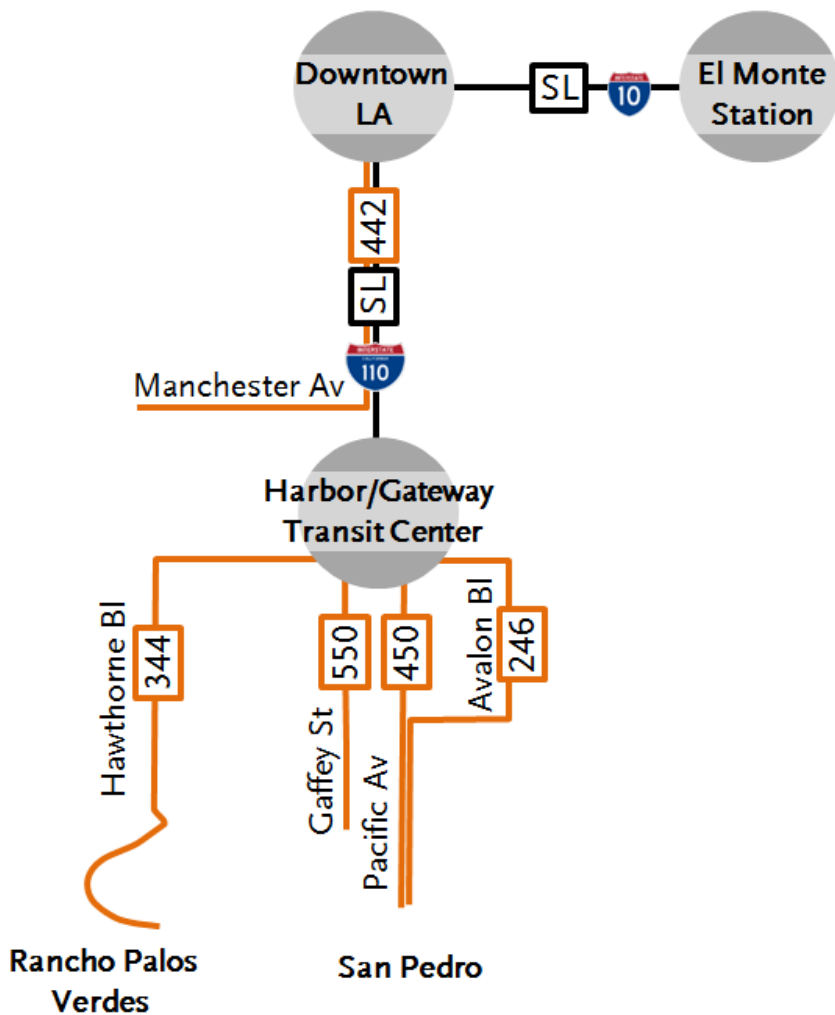
Customer Survey - Based on the data analysis above, Service Planning staff surveyed patrons of the three existing express lines prior to the implementation of the Silver Line with the following results:

- Provide more late night service. *The last Silver Line bus now leaves Downtown LA at 1:22AM.*
- Provide direct connection from South Bay to CSULA. *Silver Line buses are through routed in Downtown, eliminating a transfer to reach the college from the South Bay.*
- Improve on-time performance. *As noted below in Existing Service section, OTP has greatly increased on Lines 246 and 344, benefiting local patrons.*
- Cleaner buses, better A/C, faster speeds. *Express Lanes funding was provided to buy new buses dedicated to the Silver Line (dedicated buses for a line reduces graffiti and stay cleaner). Stops were reduced in Downtown LA to reduce travel time.*
- Lower fares, don't charge to transfer. *In order to reduce the "transfer penalty" of existing patrons and encourage new ones, a unique fare structure was established whereby Day Pass Tap users could ride the Silver Line at no additional charge.*

While this Motion is focused on the Harbor Transitway portion of the Silver Line, data for Lines 484 and 490 which eventually terminated at El Monte Station had similar

statistics. Only 12% of the total combined ridership continued west of El Monte Station to Downtown LA, showing that the core ridership was east of the station.

- The Silver Line has approximately 7,100 boardings at the H/GTC, and local replacement service, Lines 246 (ex-446) and 344 (ex-444) carry 5,100 (similar number prior to the Silver Line implementation). Therefore, combined South Bay ridership has increased by 57%, mostly due to the Silver Line.



The following lines also serve the H/GTC but are not part of this report: Metro Lines 51, 130, 205, 352, Torrance Transit Lines 1, 4 and 6, Carson Circuit, and G-Trans Lines 1, 2 and 4.

EXISTING SOUTHBAY SERVICES CONNECTING TO THE SILVER LINE

Line 246 – This line replaced express Line 446. Operating from the Korean Bell or Pacific Av and 21st in San Pedro to H/GTC, the line serves the communities of Wilmington and Carson. Previously, Line 446 operated in the peak only from the Korean Bell in San Pedro to Union Station. The travel time was up to one hour and thirty minutes from the Korean Bell to Union Station; on-time performance was 59%. Today, on-time performance is 73%.

During the base period, service terminated from San Pedro at the H/GTC. This was due to low demand from San Pedro to Downtown LA in the mid-day. Patrons transferred at the H/GTC to either Lines 444 or 445 and continued to Los Angeles.

Old Line 446 operated every 30 minutes in the peaks and hourly in the base period, seven days a week. Today, Line 246 operates every 20 minutes in the peaks and hourly in the base period.

Line 344 – This line replaced express Line 444. Operating from Palos Verdes, it travels through the areas of Rancho Palos Verdes, Rolling Hills Estates, and Torrance. The travel time when operating to Downtown Los Angeles was as high as one hour and thirty five minutes, with an on-time performance rating of 57%. Today the travel time from Palos Verdes to the H/GTC is approximately 60 minutes, with an on-time performance rating of 80%.

Service on old Line 444 was every 20-30 minutes in the peaks, and hourly in the base period. Today on Line 344, peak service is now every 10-30 minutes and base service remains at every 60 minutes.

Line 450 – Operating since June 2005, Line 450 operates as an express line from San Pedro to Figueroa and 5th St in the peak periods, and shortlines in the base period and on Saturday and Sunday at the H/GTC. Passengers may transfer to the Silver Line to complete their trip to Downtown LA.

Silver Line – The Silver Line from Downtown LA to the H/GTC operates every five minutes in the peak periods and every 15 minute in the base period. Travel time from the H/GTC to Downtown LA is 30 minutes, and to El Monte Station is one hour.

The following lines also the H/GTC but are not part of this report: Metro Lines 51, 130, 205, 352, Torrance Transit Lines 1, 4 and 6, Carson Circuit, and G-Trans Lines 1, 2 and 4.

Silver Line Report


Motion 21

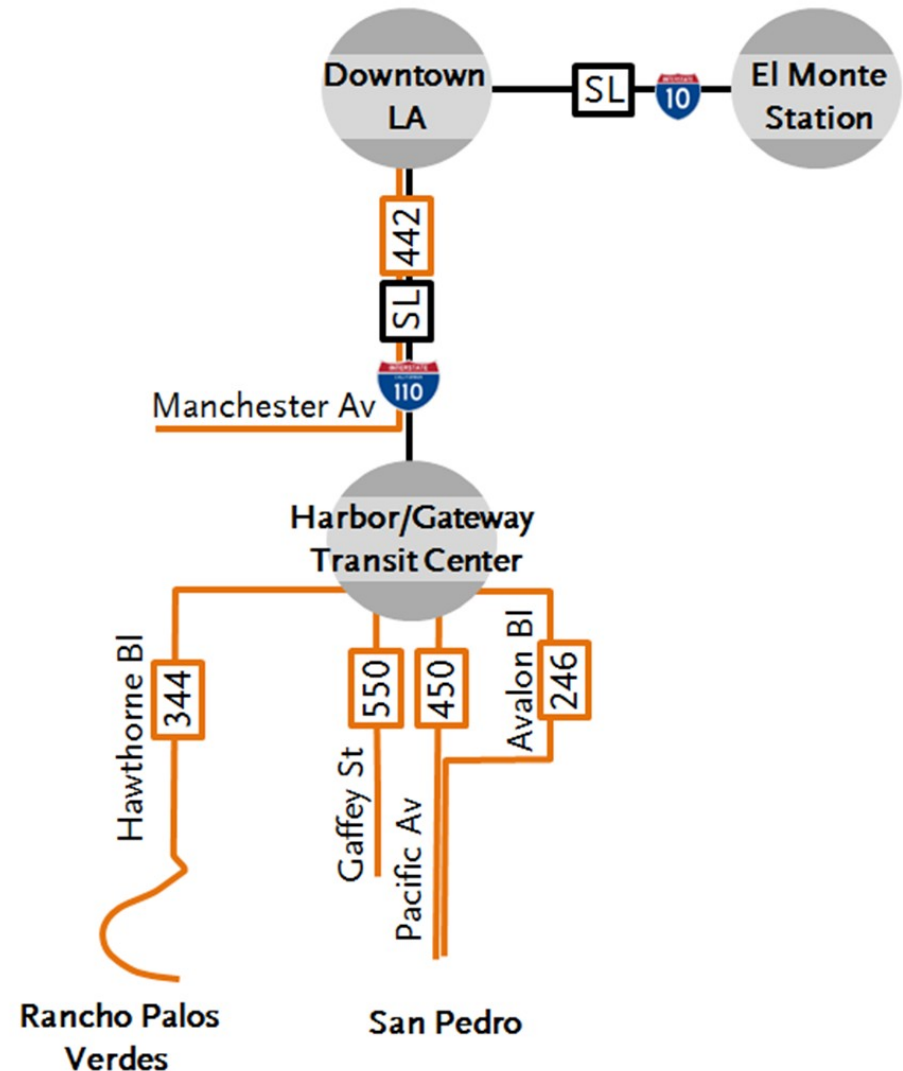
Receive and File



Over View

- Silver Line began December 2009, combining three express lines into one BRT service
- Service is every 5 minutes in the peaks, 15 minute off-peak
- Patronage has increased by 135%
- Boardings at all Harbor Fwy in-line stations has more than doubled
- Connecting services at the Harbor/Gateway

 Transit Center are timed
Metro



Board Directed Items Evaluated

A. Direct route of Silver Line into Palos Verdes and San Pedro

- Metro Express Line 450 currently provides direct weekday peak travel between downtown LA and San Pedro.
 - Mid-day & weekend service operates to Harbor Gateway TC with timed connections to the Silver Line.
- Extending Silver Line service to Palos Verdes (via Line 344) would add 1:20 travel minutes. The resulting 2:20 long Silver Line would experience service reliability and bus bunching problems.
- Operating the Silver Line to San Pedro over the route of Line 246 would add one hour of travel time.
- All lines from San Pedro and Palos Verdes have timed transfers with the Silver Line at Harbor Gateway Transit Center.

B. Improved frequencies on local services Lines 246 and 344 for better connections with the Silver Line

- These lines currently operate every 20 to 30 minutes in the peaks, **and less** frequently during mid-days and weekends.
- During longer headway periods, timed transfers are provided at the Harbor Gateway Transit Center to minimize wait time.
- Only 20 to 30% of riders on these local lines ride to the Harbor Gateway TC.
- Current ridership levels does not warrant additional service.
- Any increase in service levels would require additional resources.

C. Timed Transfers and improved on-time performance to ensure connections are met

- Since inception of the Silver Line, local feeder lines have improved OTP up to 80%.
- Scheduling has created scheduled connections between local Silver Line buses.

- D. Evaluation is based on demand for the connection by time of day and day of week; address fare pricing implications, resources and other requirements, ridership impacts, and implementation schedule.
- Time connections are provide during longer headway periods at the Harbor Gateway Transit Center to minimize wait time.
 - Fares are the same regardless if the Silver Line is extended or passengers transfer at HG/TC (Silver Line = \$2.50, or Local = \$1.75 plus 75 cent zone).
 - Current ridership demand does not warrant additional service.
 - Any increase in service levels would require additional resources.

Potential Service Alternatives:

Improve Weekday Base and Weekend All-Day Service to Every 30"					
				Annual	Annual
Line #	Daily Rev. Hrs.	Saturday Rev. Hrs.	Sunday Rev. Hrs.	Rev. Hrs.	Est. Cost
246	47	18	31	14,720	\$2,060,000
344	35	15	17	10,700	\$1,500,000
Total	103	49	61	32,420	\$3,560,000

**Board Report**

File #: 2015-0684, **File Type:** Informational Report**Agenda Number:** 34.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 18, 2015****SUBJECT: UPDATE ON AGENCY-WIDE WATER REDUCTION EFFORTS****ACTION: RECEIVE AND FILE****RECOMMENDATION**RECEIVE AND FILE update on **bus/rail car washing and facility water reduction efforts.****ISSUE**

On July 15, 2014, the State Water Resources Control Board (Water Board) approved an emergency regulation to increase water conservation from urban outdoor water use. In light of the ongoing drought and the resulting state and local conservation measures, Operations identified and developed a pilot program to reduce water consumption. On September 18, 2014, the System, Safety, Security, and Operations Committee received an oral report from Operations staff regarding an Operations Water Savings Pilot Program. The previous report outlined the initial and projected savings resulting from a bus wash reduction pilot at Division 8, a bus operating facility in Chatsworth. This report provides an update on that work, including analysis performed on rail car washing efforts and the start of a facilities reduction in water usage.

Per Governor Brown's Executive Order issued on April 1, 2015, the Water Board shall impose mandatory restrictions to achieve a statewide 25 percent reduction in potable water use. As a result, Operations is evaluating its ongoing water conservation programs, with the intention to identify and implement new efforts to ensure compliance with these regulations and to strive for continual improvement in agency-wide resource use.

BACKGROUND

Metro has been on the forefront of water reduction efforts for more than a decade with the implementation of water reduction efforts in its construction activities. Since 2003, Metro has been implementing many strategies across the agency to reduce water use in all of our operations, specifically the Metro Orange Line and its extension. In 2009, a Water Use and Conservation Policy was adopted by the agency to ensure the most cost-effective and efficient use of potable water resources at all of our facilities and operations. The policy is also very clear that in instances where it is necessary to protect public safety, human health, and the environment, our agency may deviate

from water conservation measures.

To implement the Policy, our agency has also developed a sweeping Water Conservation Plan in 2010; and is currently implementing many agency-wide strategies to reduce water consumption and cost. Once fully implemented, the Water Conservation Plan strategies are designed to reduce Metro's water consumption by more than 200 million gallons per year. The agency continues to support water conservation efforts at both state and local levels, especially considering the current severe drought conditions. Staff has been cooperatively working on several pilot efforts across the agency.

DISCUSSION

The following paragraphs outline additional information generated since staff's last update focused on bus and rail car washing activities.

Bus Operations

In the fall of 2014, Metro's Maintenance Department implemented a water conservation pilot program to accrue savings from the agency's largest water consumers: bus operating divisions. Historically, approximately three quarters of the agency's water use is from bus divisions, and nearly three quarters of the water consumed is a result of bus washing activities. In order to curb consumption, the pilot program converted the division from a full fleet daily wash to an odd/even bus washing schedule.

As a result of this program, Division 8 witnessed a dramatic reduction in its water use in the last several months of 2014. In comparing the total water usage between 2013 and 2014, Division 8 realized a decrease in over 2.5 million gallons, and approximately \$7,000 in water costs. These savings equated to a 37 percent reduction in water use and a 15 percent reduction in water costs from 2013 to 2014. After a successful implementation of the pilot at Division 8, Maintenance expanded the program across all bus operating divisions in October 2014. In comparing the 2013 and 2014 water data, Metro realized over 33 million gallons of water savings and associated cost savings of more than \$63,000, which equated to nearly 30 percent water savings and 10 percent cost savings in just one quarter of the program's implementation.

As the program has continued into 2015, the bus facilities have accrued average monthly savings of 17 percent in water use and 8 percent in water costs. In total, the Bus Operating Divisions have seen a savings of over 38 million gallons of water and approximately \$85,000 since October 2014. However, both the costs and consumption across the divisions vary extensively due to fleet size, adherence to the program, and the division's geographic location and subsequent water provider. Due to the implementation of reducing the frequency of bus washes, there was a degradation of vehicle exterior appearance and cleanliness.

The Los Angeles Department of Water and Power (LADWP) and Metro have collaborated on

identifying cost-saving opportunities, future pilot efforts to include water-reducing strategies, and increased use of recycled water in our facilities. Our agency has been seeing an incremental increase in water rates in the last fiscal year and projects to do so in the foreseeable future. As the cost of water increases over time, staff will also continually work with LADWP in ensuring LA Metro's water cost will not significantly increase to unsustainable cost levels. Currently, LADWP, who provided approximately 84 percent of all water to Metro in 2014, had an average water cost increase from \$6.41 to \$6.76 per 1,000 gallons from 2013 to 2014. Other providers combined offered a substantially higher water cost at \$9.48 per 1,000 gallons, an increase from 2013 when the water cost was \$8.01 per 1,000 gallons. As a result of increasing water costs, there is a significant financial incentive for Metro to continue to advocate for and monitor these water conservation efforts. Moreover, Metro has a Blue Ribbon Collaborative already in place since 2011 to discuss these issues with the large utilities.

Rail Operations

Upon initiation of all Metro bus facilities into the water reduction program, the Maintenance department identified Division 22, the Green Line Yard, as the pilot location for a rail car wash reduction schedule. Beginning in March 2015, Division 22 implemented an every other day wash schedule, with approximately 10 of the 29 revenue cars washed per day.

On a monthly basis, Division 22 is anticipating savings of more than 6,000 gallons, which has been exceeded in the months of March and April as a result of additional water savings from the completion of construction activities for the division's new storeroom. On an annual basis, Division 22 has the potential to save roughly 75,000 gallons of water from reducing its wash schedule to every other day, which constitutes approximately 15 percent of the facility's total water use.

With a successful initiation of the reduced car wash schedule at Division 22, Rail Transportation and the Maintenance department are working together to expand the program to the other three rail divisions. Thus far, the program has been expanded to Division 21, the Gold Line Yard, and the departments are customizing programs for Division 11, the Blue Line Yard, and Division 20, the Red Line Yard, in order to accommodate their fleet size and the required yard movements to wash the train cars in an effective and attainable program. While the car wash constitutes approximately one-third of a rail facility's water use, a full expansion of the pilot program has the potential to accrue approximately 15 percent savings in water use and up to 18 percent in cost savings on an annual basis.

Facilities Maintenance

Metro has required California native or drought-tolerant plants in its construction projects since 2003. Staff has incorporated many of these strategies into its construction and design, the most prominent of which has been the Metro Orange Line and the Exposition Light Rail Line. Many of our new buildings are being constructed and existing buildings are being retrofitted to follow Leadership in

Energy and Environmental Design (LEED) guidelines that include water reduction features in both building operations and landscaping. Metro staff has also already been working with DWP and the Metropolitan Water District (MWD) in identifying water conservation strategies, rebates, and savings by design strategies that our agency can apply in all of our public-facing properties. Cost-benefit analysis is always included in many new initiatives to identify future pilot efforts.

While Metro has dedicated resources to ensuring that specifications for public-facing property includes drought tolerant plants, opportunities have been identified to reduce more water-intensive landscaping at Metro's current operating locations. In light of the new rebate incentives offered through the Municipal Water District (MWD) and other local entities, Metro is initiating a pilot program at Division 15, a bus operating division in Sun Valley, to take advantage of this rebate program and remove existing grass on the exterior of the property. The project team will conduct a cost-benefit analysis to determine the value of expanding the program to other Metro locations upon completion of the pilot effort.

Metro landscape and irrigation contractors are required to comply with all State and local water conservation ordinances. In light of Governor Brown's recent mandatory water reduction Executive order, municipalities have updated their water conservation ordinances reducing the days, hours, and irrigation times.

Metro landscape and irrigation contractors responded to these updates by going through more than 300 of Metro owned facilities throughout LA County (stations, bus and rail divisions, terminals, TPSS, locations, etc.) checking the irrigation controllers, zones, and irrigation cycles to ensure compliance with the various ordinances of the governing jurisdictions. These inspections are on-going as ordinances continue to be modified and updated. Currently, Metro remains to be in compliance with the City of LA ordinance in watering three (3) times per week. Outside City of LA jurisdiction, Metro reduced the irrigation schedule from three (3) times per week to twice a week, in accordance with most municipalities ordinances that have been updated to twice a week watering anywhere between the hours of 5:00p.m. to 9:00a.m. The days and hours vary from one city to another.

NEXT STEPS

The wash reduction program is continuing to expand for both rail operations and Metro's contracted bus service. The three contracted bus operating divisions - South Region (Division 97), East Region (Division 95), and North Region (Division 98) - will be initiating an every other day wash schedule beginning in June 2015.

Operations is actively coordinating with both internal and external stakeholders to identify, implement and monitor water conservation measures across the agency. These efforts will include additional agency-wide analysis of current water consumption, identification of funding opportunities to implement water efficiency upgrades, and enhanced communication and awareness for Metro Operations staff on their location's water consumption and collaboration on identifying opportunities for improvement.

Staff is continually looking for opportunities to reduce the use of potable water and cost to use this limited resource. Staff will continue to implement the Water Action Plan and report back on future successes in the annual Energy and Resource Report, including the implementation of pilot efforts, as necessary.

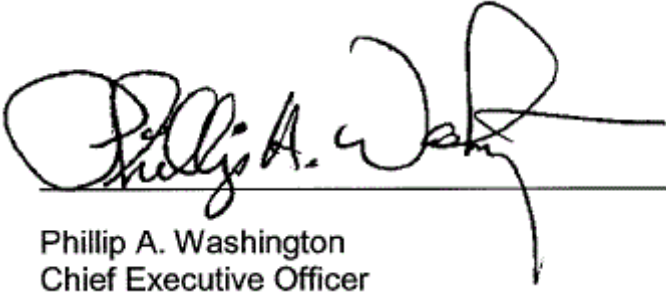
ATTACHMENTS

Attachment A - Water Use Presentation

Prepared by: Carley Markovitz, Transportation Planner II (213)922-5770
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Questions: Christopher Reyes, Senior Administrative Analyst, Operations
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Reviewed by: Bryan Pennington, Executive Director, Engineering and Construction
Robert Holland, Interim Chief Operations Officer



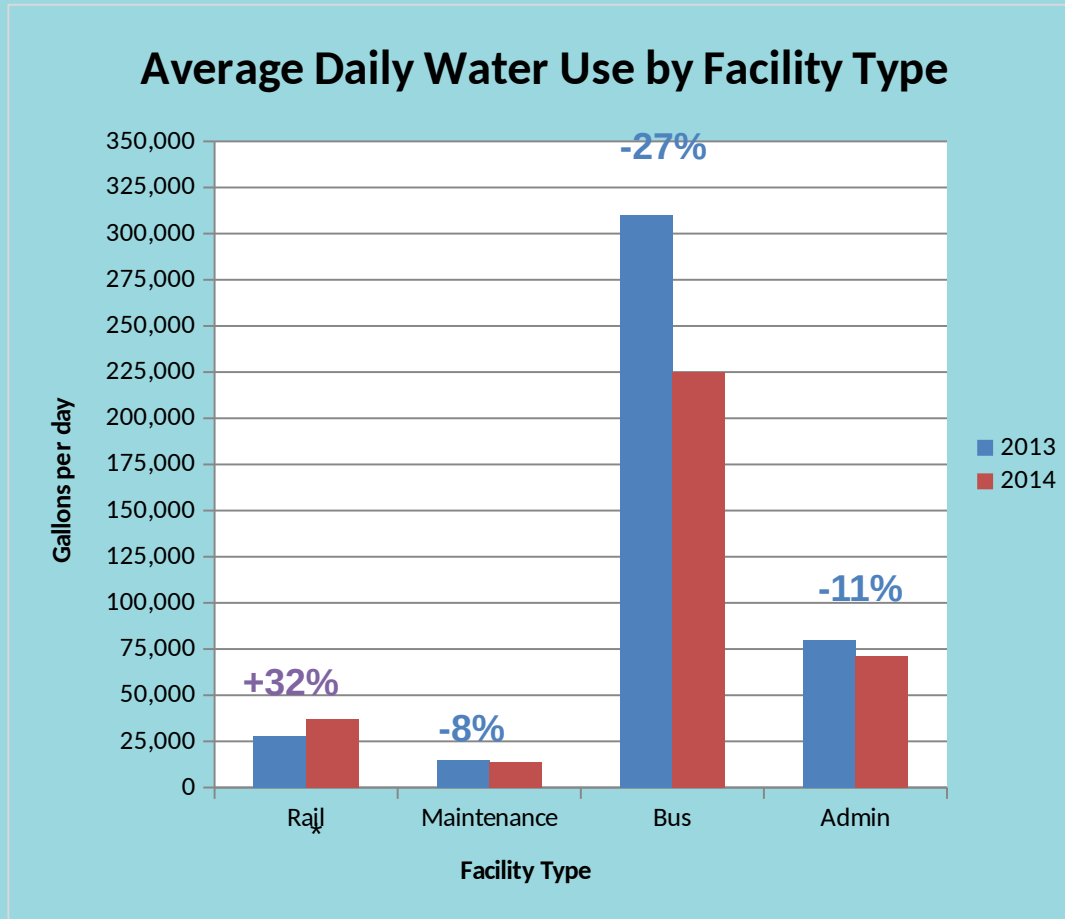
Phillip A. Washington
Chief Executive Officer

Progress Update: Water Reduction Program

June 2015



Agency-Wide Consumption Changes (2013-2014)

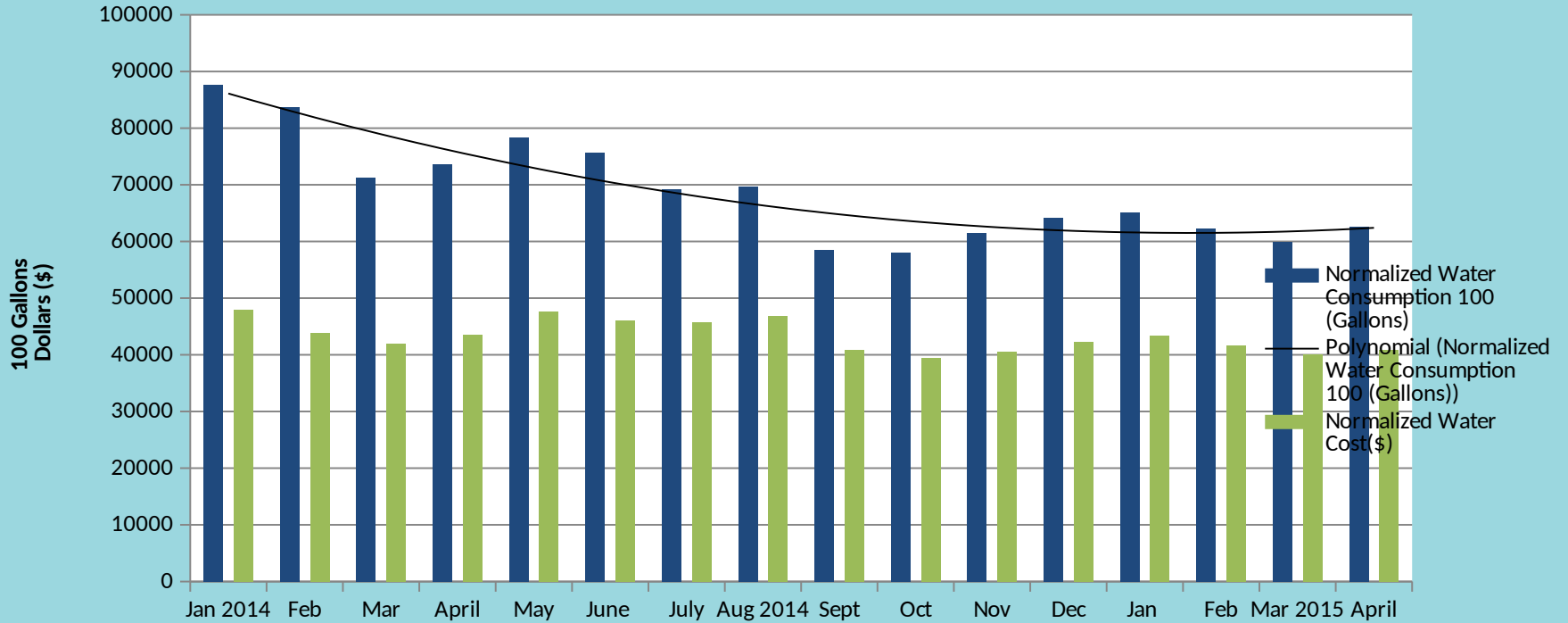


* Rail's water usage increased due to an improved cleanliness initiative beginning in July 2014, positively impacting the interior and exterior cleanliness of the Rail cars.



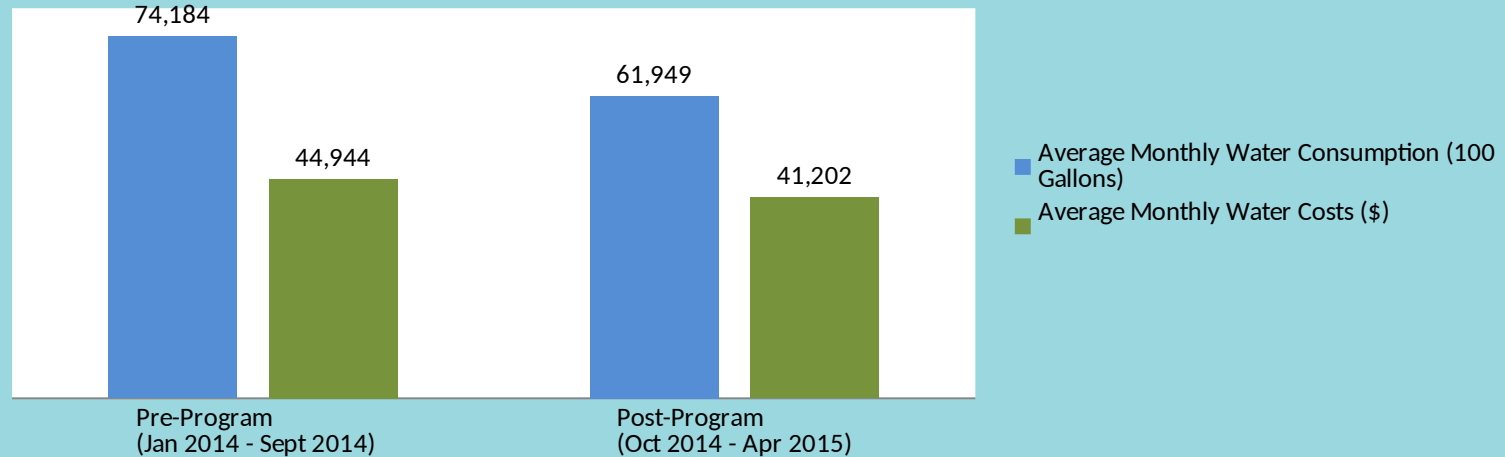
Bus-Wide Water Consumption

Aggregate Division Water Consumption and Cost



Bus Wash Program Status

Pre vs. Post Program: Average Monthly Cost and Use



- > Average Monthly Water Savings: 16%
- > Average Monthly Cost Savings: 8%

Total Estimated Savings:

- > Water Savings: 38 million gallons
- > Cost Savings: \$85,000



Pre vs. Post Program Results by Division

Division	Average Monthly Water Consumption (100 Gallons)			Average Monthly Water Costs (\$)		
	Pre-Program	Post-Program	% Average Savings*	Pre-Program	Post-Program	% Average Savings^
Division 1	5,729	5,008	13%	\$3,811	\$3,344	12%
Division 2	6,128	5,099	17%	\$4,110	\$3,408	17%
Division 3	3,283	3,094	6%	\$2,168	\$2,076	4%
Division 5	6,798	7,089	-4%	\$4,719	\$5,200	-10%
Division 6	2,160	2,001	7%	\$1,436	\$1,330	7%
Division 7	9,297	8,803	5%	\$9,605	\$9,281	3%
Division 8	7,594	2,482	67%	\$4,907	\$1,697	65%
Division 9	17,239	14,870	14%	\$3,487	\$5,853	-68%
Division 10	9,380	6,636	29%	\$6,245	\$4,455	29%
Division 15	7,414	7,074	5%	\$4,918	\$4,720	4%
Division 18	5,858	5,172	12%	\$2,842	\$2,702	5%

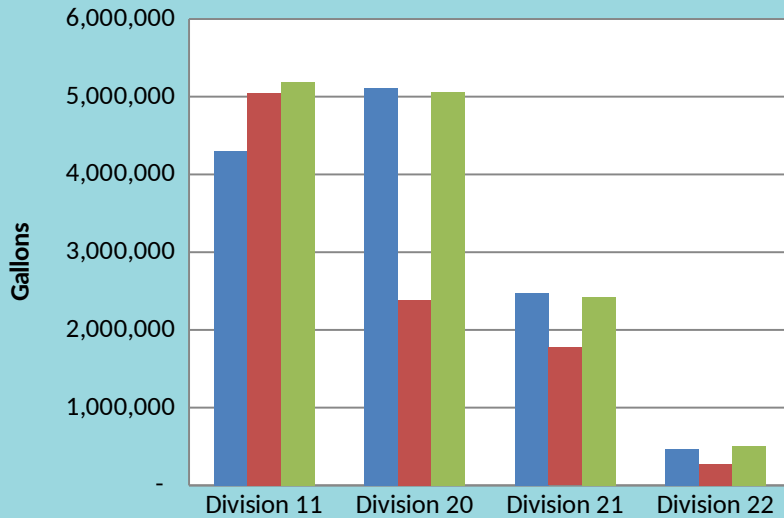
* = In order to maintain an acceptable level of cleanliness, certain locations have exercised discretion in washing more frequently to ensure a high level of service to patrons.

^ = Varying levels of cost savings and instances of cost increases are a result not only of consumption, but also the increasing utility rates by both small and large water providers to Metro.

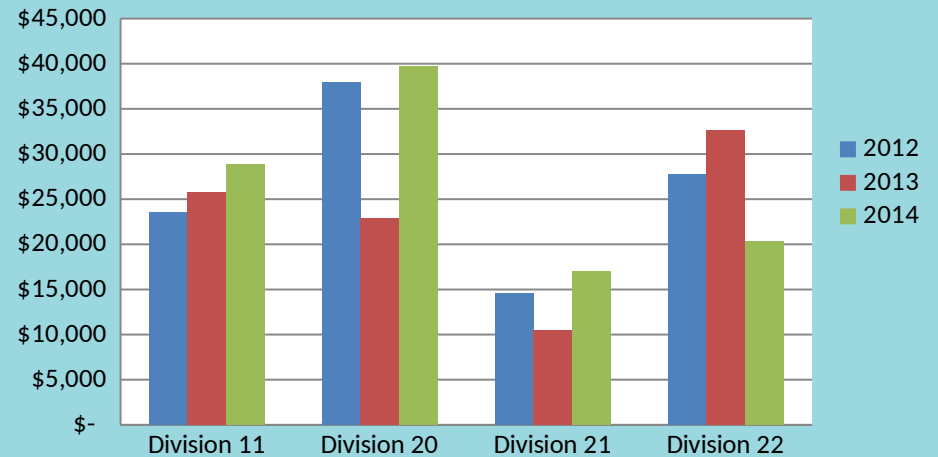


Rail Water Reduction Efforts

Rail Facility Water Consumption



Rail Facility Water Costs



Rail Wash Reduction Program: Potential

Savings

(Based on 2014 Consumption)

	Before Pilot	With Pilot	Annual Savings Agency-Wide	Percentage Savings Agency-Wide
Water Consumption (Gallons): Rail Facilities	13,176,324	11,199,875	1,976,449	15-18%
Water Expenditures (\$): Rail Facilities	\$105,923	\$90,035	\$15,888	

