

Wednesday, August 6, 2008

MINUTES

San Fernando Valley Service Sector
Governance Council

Regular Meeting

Marvin Braude Constituent Service Center
6262 Van Nuys Boulevard
Van Nuys, CA 91401

Called to Order at 6:30 P.M.

Service Sector Representatives Present:

Brad Rosenheim, Vice-Chair
Michael Cano
Nury Martinez
Jesus R. Ochoa
Marsha Ramos
Kymberleigh Richards

Officers:

Richard Hunt, General Manager
William Walker, Council Secretary

1. Pledge of Allegiance

2. APPROVED Minutes of Regular Governance Council Meeting held on June 4, 2008.

3. RECEIVED Public Comment

Marvin Martin – Said he waited one hour for the Orange Line after 4th of July fireworks. He said there were supervisors present but they did not announce why the buses were delayed and did not help to ensure that passengers boarding with strollers did not block the aisle and rear door of the bus. He compared the Westside and Central City Los Angeles with the San Fernando Valley and said there were disparities in Metro service between these two regions. Lots of service is available at 12 minute headways on the Westside and in the Central Los Angeles areas. Only the Orange Line and Lines 150 and 240 (combined) offer east-west service in the San Fernando Valley every 12 minutes (or less). Lines 150 and 240 combined only provide 20 to 30 minute service during non-peak hours. Only Lines 233/761 (Van Nuys) and Lines 240/741 (Reseda) offer 12 minute headways on north-south corridors in the San Fernando Valley.

Nate Zablen – Said that although gas prices increased, Metro service has not greatly improved. He said it takes 90 minutes and two transfers to travel from Van Nuys to Glendale to visit the Americana Shops on Brand and to travel between Van Nuys and Pasadena takes several transfers and up to 3 hours which is nothing like the rest of the county.

Vince Garafalo – Said that on August 5 at about 12:30pm he wanted the southbound Line 233 bus to take him to In-N-Out Burger. He said the driver gave him grief and told him that he was at the end of the line. He said he did not appreciate this and suggested a policy where drivers would say “I’ll get you there.” He also said he is often passed up by buses for not being at the actual bus stop.

4. Vice Chair’s Remarks – NONE

5. RECEIVED oral report of Richard Hunt, General Manager.

- Welcomed Michael Cano as the newest member of the San Fernando Valley Service Sector Council.
- Announced that the Metro Board of Directors voted to place a sales tax initiative on the November ballot. The Los Angeles County Board of Supervisors voted against including the measure on the consolidated November 2008 general election ballot, which forces CEO Roger Snoble to take legal action for the measure to be included on the November ballot. Mr. Hunt agreed to keep Council Representatives informed of any developments related to this matter.
- Said revenues have trended up for the fourth quarter of Fiscal Year 2007- 2008 compared to Fiscal Year 2006-2007.
- Acknowledged Sector Staff for finishing Fiscal Year 2007-2008 with a very low number of traffic accidents per hub mile. Division 8 finished with 1.9, well below other Sectors that reached at least 2.5 accidents per 100,000 miles.

RECEIVED QUESTIONS regarding General Manager report:

- Representative Martinez asked the deadline for the sales tax measure to be placed on the ballot. Representative Cano said Metro will take legal action against the County of Los Angeles to consolidate the ballot on Friday, August 8, which is the deadline for the County of Los Angeles Registrar-Recorder to include the measure on the ballot. Mr. Hunt said he will continue to provide Council Representatives with information on this matter as it develops.
- Representative Ramos asked for the vote on the tax measure and on whether or not to consolidate the ballot. Representative Cano said the sales tax ordinance was approved by the Metro Board of Directors with 9 ayes, 2 noes (Antonovich, Fasana), one abstention (Molina) and one absence (Knabe). The ballot consolidation vote failed with 2 ayes, 2 noes (Antonovich, Knabe) and one abstention (Molina).

6. RECEIVED oral report on Development of the Metro Short Range Transit Plan (SRTP) by Roderick Goldman, Consultant.
- Mr. Goldman gave an overview of the SRTP development process, informing Council Representatives that this was their opportunity to give input on a plan that would shape funding priorities for transportation projects over the next five years. He spent July introducing the SRTP process to Governance Council Representatives and Metro staff and soliciting their feedback.
 - The SRTP allows Metro to develop a multi-year strategic plan to improve transit quality, accessibility, cost effectiveness and efficiency while providing a short-term action plan for transit activities that meet Metro's long-term objectives.
 - Some of the key goals of the SRTP include evaluating the current operational and financial condition of Metro bus and rail operations, projecting trends in transit demand and funding over the next five fiscal years, identifying probable impacts to Metro bus and rail services and facilities and identifying strategies to address future service needs and aligning those with long-term agency goals.
 - Development of the SRTP will take into consideration the current status of the transit system, projected service conditions over the next 5 years, operating facility requirements, integration of new rail services such as Expo Phase II and the Gold Line Eastside Extension, strategies to improve bus service reliability, implementation of the TAP smart fare payment card, efforts to tap into new and underserved markets with alternative services (i.e. minivan fixed route service), an updated capital investment program for both bus and rail, and a financial plan that evaluates how Metro will fund the SRTP over the next five years and determines issues to expect in the future that may impact the plan.
 - Service Sectors will identify key goals, issues, needs and desired outcomes for Metro transit service over the next five years, identify major bus and rail service plans in that same time period and provide input and feedback on development of a comprehensive SRTP.
 - Mr. Goldman gave a revised timeline that will identify key issues for the SRTP by August 2008, allow for a release of a draft SRTP

before the end of 2008, and a final SRTP to be presented to the Metro Board of Directors in early 2009.

- Next steps include discussing major transit service issues with Metro bus and rail staff, obtaining input on transit service issues from Service Sector Governance Councils and incorporating input from Metro Operations Staff and Sector Councils into key SRTP goals and objectives.

RECEIVED QUESTIONS regarding oral report on the Development of the Metro Short Range Transit Plan:

- Representative Cano said it would be beneficial if the SRTP discusses decentralizing funding for Service Sectors allowing for quicker decision-making. He said lack of funding and lack of control of funding inhibits Sectors' ability to implement change quickly.
- Representative Ramos said Metro should work with municipal operators (LADOT, Burbank Bus, Glendale Bee) to make services more efficient and allow for municipal operators to pick up select corridors which could cut down on redundant Metro and municipal services. She added that the City of Burbank was developing a working group with Glendale and Pasadena to provide better service and they look forward to including Metro and LADOT in these discussions.
- Representative Richards said Metro Connections should be renamed Metro Disconnections. She said the SRTP should determine when the Metro Board needs to be included in Tier 1 service changes, especially when the line operates completely within a Sector's service area. She is hopeful that the SRTP process revisits a motion authored jointly by the San Fernando Valley and Westside Central Service Sector Councils that would create a new "X-Class" expedited express service line connecting the San Fernando Valley with Westwood.
- Representative Rosenheim said that given a 5-year timeframe, a lift of the slow order limiting the operational speed of the Orange Line, and necessary physical improvements to the corridor needed to boost the speed of the line, he would like to see an Orange Line Express service included in the SRTP. Representative Richards said per staff reports presented at past Council meetings, an Orange Line Express service would only

save five to six minutes from end-to-end and that the matter should be tabled until LADOT removes the slow order.

- Representative Cano said that funding for traffic signal synchronization was approved for the City of Los Angeles which could possibly be allocated to improve traffic synchronization along the Orange Line corridor.
- Representative Richards suggested including the Orange Line Express proposal in the SRTP only after the slow order is lifted and the Orange Line can be converted from a timed signal synchronization system to a full signal priority system. She added that an operational plan for the Orange Line and San Fernando Valley Service Sector Rapid Bus Lines could be included in the SRTP with a plan to increase capacity and reduce trip times.
- Mr. Hunt said that several north-south corridors could also benefit from traffic synchronization funding that could allow for traffic to flow better in a north-south direction throughout the Valley.
- Representative Cano asked if the SRTP would be impacted if the Metro Long Range Transportation Plan were not approved by the Metro Board. Mr. Goldman said ideally the two plans would be synchronized, but that it is not required.
- Representative Rosenheim suggested that the Council dedicate the regular September meeting to a brainstorming session regarding the SRTP. Mr. Hunt agreed to collaborate with Mr. Goldman to provide an overview of input on the SRTP process by mid- to late-August for Council Representatives to review before the September SRTP workshop.
- Mr. Goldman said that many of the comments made were similar to comments received from Sector Service Development staff members. He said he would summarize comments from this evening's meeting and adjust the SRTP timeline to ensure input from all Sector Councils.

RECEIVED PUBLIC COMMENT regarding oral report on the Development of the Metro Short Range Transit Plan:

Bart Reed – Said express rapid service (i.e. Metro Rapid Express Line

920 Wilshire) and the proposed skip-stop Orange Line service can be perceived by riders as inequitable. When Rapid Express Line 920 was first implemented, the 60-foot buses that ran the length of the line ran nearly empty while Rapid Line 720 buses were over-capacity, riders at local stops watched nearly empty express rapid buses pass them by while extremely full 720 buses could not pick them up. The same happened in the South Bay with former Express Rapid Line 940 and with express service on the Metro Gold Line. He said that express services are difficult for the ridership to understand and confuse many passengers, which costs them time.

7. ELECTED Brad Rosenheim as Chair and Richard Arvizu as Vice-Chair.
8. RECEIVED Service Sector Representatives Closing Remarks:
 - Representatives welcomed new Council Representative Mike Cano and congratulated Representatives Rosenheim and Arvizu for being elected Chair and Vice Chair respectively.

ADJOURNED at 7:27 PM



Prepared by: William L. Walker
Council Secretary