

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 6:32 p.m.

Service Sector Representatives:

Brad Rosenheim, Chair
Michael C. Cano
Joan H. Leonard
Jesus R. Ochoa
Kymberleigh Richards

Officers:
Richard Hunt, General Manager
William Walker, Council Secretary



Metropolitan Transportation Authority

Metro[™]

Minutes – San Fernando Valley Service Sector Governance Council
Los Angeles County Metropolitan Transportation Authority
June 3, 2009

1. Pledge of Allegiance
2. **APPROVED as corrected Minutes** of Regular Governance Council Meeting held on May 6, 2009 to change the following:

Change Nate Zablén's public comment to read **Line 167** rather than Line 157.

3. RECEIVED Public Comment

Ray Lopez – Asked what other municipal operators might be joining the TAP Program in 2010 and wished everyone a good evening and summer.

Nate Zablén – Suggested that Metro introduce a rapid bus between North Hollywood Metro Rail Station and downtown Glendale, which would help in reducing travel time on a trip that now takes 80 minutes on the local bus. He also said that Metro should increase the frequency of bus lines that feed into Orange Line stations.

4. Chair's Remarks – None.

5. RECEIVED report of Richard Hunt, General Manager.

- Performance indicators were on target for the most part, except for mean miles between mechanical failures, which are below target. A meeting with maintenance managers is planned to discuss this recent drop and to reverse the trend.
- Bus accidents per 100,000 hub miles continues to perform well below target at 2.1, 1 percent lower than all other operating sectors combined. Mr. Hunt congratulated the Transportation Division management teams for their efforts.
- The manpower ratio for the Sector may become a critical issue due to the number of employees transitioning from bus operations to Gold Line Eastside Extension rail operations, but added that he did not foresee any difficulty meeting assignments.

Special Presentation on December 2009 Planned Service Changes and Enhancements by Michael Brewer, Service Development Manager,

- Mr. Brewer gave an overview of the FY 2010 budget approved on May 28 by the Board and how it would affect the five operating Sectors considering the proposed net loss of 190,000 revenue service hours.
- The San Fernando Valley Service Sector is expected to eliminate 38,000 revenue service hours using the following criteria:

Minutes – San Fernando Valley Service Sector Governance Council
Los Angeles County Metropolitan Transportation Authority
June 3, 2009

1. Retain all existing bus lines within the Sector.
 2. Increase wait times by no more than ten minutes.
 3. Avoid increasing passenger loads to levels above 120 percent (on a standard 40 foot bus: 48 or fewer passengers per trip).
 4. Analyze ridership on each line daily by time period, identify and remove underperforming trips, and adjust remaining trips to prevent gaps in service.
 5. Reduce service hours by “thinning trips” in a manner that will impact existing riders minimally.
- Proposals under consideration might include:
- Headway Widening on Lines 94, 152, 165, 224, 750, and 794
 - Trip Thinning and Headway Widening on Lines 166 and 230
 - Removing an underutilized route segment on Line 152 serving Sun Valley Metrolink Station

Mr. Brewer said that proposals for the December 2009 Service Changes will most likely not require a Public Hearing and that information regarding proposals will be brought forth to the Governance Council prior to implementation. He agreed to bring back tentative bus schedules for the planned changes and welcomed the Council to provide feedback and concurrence on the proposal in future meetings.

RECEIVED QUESTIONS regarding the General Manager’s Report:

Representative Cano asked if there are guidelines regarding how the new Measure R 20 percent Bus Operations funding allocations will be spent during FY 2010. Mr. Hunt responded that there aren’t guidelines at the present time because much of this funding will backfill lost State Transit Assistance funds in the interim, but the newly created Measure R Board Subcommittee has discussed how those funds might be spent in the future. Mr. Hunt added that the Board Subcommittee would more than likely be open to suggestions from the Service Sector Governance Councils considering their integral role in implementing semi-annual service enhancements and adjustments. Representative Cano said the Council should definitely advocate for a bottom-up rather than a top down approach. Mr. Hunt suggested that Council Representatives bring forth their ideas regarding the Measure R Operations funding at the Annual Meet and Confer Meeting held jointly between the five Service Sector Councils, the Chief Executive Officer’s office and representatives from the Metro Board of Directors. He added that Operations 20 percent funding would be distributed through the Formula Allocation Procedure process that equitably distributes funds to all eligible municipal operators.

Representative Rosenheim asked if Service Sector Governance Councils could weigh in on how Measure R 20 percent Bus Operations funding would

Minutes – San Fernando Valley Service Sector Governance Council
Los Angeles County Metropolitan Transportation Authority
June 3, 2009

be spent before the Board prioritizes how the funding can be allocated. Mr. Hunt agreed to draft a letter for Council review expressing to the Metro Board of Directors that Governance Councils be allowed to give input on how future Measure R 20 percent Bus Operations funding will be spent. Representative Richards suggested that members from the regional planning team be invited to give a presentation on their priorities for the San Fernando Valley to ensure that ideas from the Council aren't duplicative of what's already been discussed.

Representative Rosenheim asked whether Metro anticipated further revenue service hour reductions or further reduction of State revenues. Mr. Hunt responded that Metro anticipated not receiving State Transit Assistance funding, which funds bus operations. He added that State Transit Development Act funding, which also funds bus operations and other programs, is intact for FY 2010 but may be at risk in future years. He encouraged Sector Representatives and the public to contact their State Legislators to let them know how important these funds are for transit agencies to continue providing service to the community.

Representative Cano asked at what point the method of "thinning trips" will be exhausted. Mr. Brewer responded that most efforts to thin trips had been exhausted and that other methods would have to be employed should the Sector be required to reduce service in the future.

Representative Rosenheim asked if there was a long term vision for Sector bus service expansion. Mr. Brewer responded that a number of ideas have been floated and later tabled because of a lack of funds. These include the North Hollywood-Burbank/Glendale-Pasadena Tri-City Express service, improvements to lines that will interface with the Canoga Avenue Orange Line Extension, and an expedited express between Van Nuys and Westwood. He said a list of these proposals exists and could be used in the future if funding resources become available. Mr. Hunt added that in addition to new Measure R funding for bus operations, other funding sources, including Federal grants and potentially an opportunity to use Federal Transit Association stimulus funding for operating, were being sought to seed projects in the Sector such as the North-South improvement project along Van Nuys, Sepulveda, Reseda and Lankershim Boulevards. He said that Metro was in better shape thanks to the Measure R campaign and that sister agencies are impacted on different levels from Orange County Transportation Authority reducing revenue service by 20 percent to 2 transit agencies in Indiana shutting their doors because of a lack of available funding to operate.

Representative Richards requested information regarding a recall of North American Bus Industries (NABI) articulated buses. Mr. Hunt reported that

Minutes – San Fernando Valley Service Sector Governance Council
Los Angeles County Metropolitan Transportation Authority
June 3, 2009

Metro worked with NABI to retrofit a number of articulated buses in recent months and that Metro will continue to monitor the situation to ensure rider and operator safety. He also agreed to provide a follow up report on the situation as information becomes available.

6. ELECTED Brad Rosenheim as Chair and Richard Arvizu as Vice-Chair.
7. RECEIVED & FILED **Budget Update** Kathy Drayton, Administration and Financial Services Manager

For the ten month period ending April 30, 2009:

- The Sector budget is at an overall positive variance of \$3.8 million, 3.86 percent under budget.
- Labor is at a positive variance of \$1.28 million with a \$1.661 million positive variance for UTU and a negative variance of \$1.2 million for maintenance.
- Non-Contract wages are at a positive variance of \$88,000.
- Other labor categories are also operating with a positive variance
- Non-labor is at a positive variance of \$2.35 million
- Parts is at a positive variance of \$522,000, a portion of which is a return to storage of unutilized parts at one of the operating divisions.
- Fuel is at a positive variance of \$1 million due to lower CNG Fuel costs and operation of fewer revenue service hours than planned.
- Professional services are at a positive variance of \$157,000 because of the timing of how the account is charged.
- Allocated and other services are at a positive variance of \$187,000. Worker's Compensation costs have increased reflecting a negative variance of \$2.2 million due to the number and severity of claims. This negative variance is offset by a positive variance of \$2 million in Public Liability/Property Damage.
- The Sector operated 1,097,488 revenue service hours at a cost of \$118.41 per revenue service hour, \$.50 below the target of \$118.91 per revenue service mile. The Sector operated 97.55 percent of planned revenue service hours. The Sector has received \$137.9 million in revenue this fiscal year: 71 percent taxes and grants, 14 percent fare box revenue, 11 percent passes, and the balance in tokens and miscellaneous. The fare revenue per boarding for the Sector is 67.6 cents, higher than the agencywide target of 67 cents.

Minutes – San Fernando Valley Service Sector Governance Council
Los Angeles County Metropolitan Transportation Authority
June 3, 2009

8. RECEIVED report on Third Quarter FY 09 Performance Monitoring by Stewart Chesler, Transportation Planning Mgr IV, Transportation Planning & Development.

Mr. Chesler gave a brief overview of the methods used to monitor the performance of Metro transit lines:

The Route Performance Index

Gives overall indicator of line's performance

Focuses on line productivity by setting an indexing threshold of 0.6. Fourteen lines in the San Fernando Valley Service Sector do not meet the threshold: 96, 154, 155, 156, 161, 167, 168, 183, 222, 236, 243, 290, 292 and 645.

New performance thresholds take a more wholesome approach at evaluating the productivity of a line by reviewing four different service performance benchmarks: availability, quantity, quality and effectiveness.

Performance Threshold	How San Fernando Valley Sector performs
Availability	Accessibility and Connectivity standards are met.
Quality	Lines 150, 156, 222 and Orange Line exceed thresholds.
Quantity	Lines 244, 290 and 734 exceed quantity thresholds.
Effectiveness	Lines 154, 243, 245, 290, 292 all exceed the effectiveness threshold.

Representative Cano asked whether improving how Metro performs could help to prevent a number of the problems in the system (i.e. overcrowding). Mr. Chesler said that an on-time performance task force is under development.

Representative Rosenheim asked how regional service planning interfaces with the service development team at the Sector. Mr. Chesler responded that the regional planning department works closely with service development managers at the five Sector offices to insure that they have the necessary information to make informed decisions on changes to the system.

9. RECEIVED Service Sector Representatives Closing Remarks.

Representative Cano said that Measure R was approved by and is a contract with Los Angeles County voters. He suggested that accountability measures be instituted to ensure that new bus service is established by using Measure R dedicated funds and that Sector Councils and the Board are held accountable for service improvements that they make.

Minutes – San Fernando Valley Service Sector Governance Council
Los Angeles County Metropolitan Transportation Authority
June 3, 2009

Representative Ochoa requested that he be excused for missing the two preceding Council meetings and said it was important that he attended, even considering the fact that it was his birthday.

Representative Richards wished Representative Ochoa a Happy Birthday.

Representative Leonard announced her resignation effective immediately. She said she served as a Council Representative for six years – three years past the expiration of her term, and expressed concern regarding the fact that all four City of Los Angeles-nominated seats remain with sitting Council Representatives whose terms have expired. She said she would encourage the Mayor of Los Angeles to appoint new representatives to the two vacant seats quickly in order to restore the variety of opinion and perspective of the service needs of the people originally intended when Governance Councils were created. She said she hopes her replacement will be a choice rider that prefers to take the bus and that she enjoyed representing her area and Line 96.

10. **CLOSED SESSION:**

Personnel Matters – G.C. 54957:

Public Employee Performance Evaluation – General Manager

NO REPORT.

ADJOURNED at 8:35 P.M.



Prepared by:

William L. Walker
Council Secretary