

Wednesday, November 4, 2009

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# MINUTES

**San Fernando Valley Service Sector  
Governance Council**

Field Code Changed

## Regular Meeting

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

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Called to Order at 6:30 p.m.

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Service Sector Representatives present:

Brad Rosenheim, Chair  
Richard Arvizu, Vice-Chair  
Gary Bric  
Michael C. Cano  
Jesus R. Ochoa  
Kymberleigh Richards  
Steven Veres

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

1. Pledge of Allegiance
2. CARRIED OVER Approval of Minutes for the Regular Governance Council Meeting held on October 7, 2009.
3. RECEIVED Public Comment on Items not on the Agenda of Public Interest within Council Subject Matter Jurisdiction.

Nate Zablén

- Said the Orange Line currently lacks connections from Canoga Station to the Westfield Topanga Mall and suggested that Metro encourage the Westfield Mall to provide a holiday shopper shuttle that may encourage more shoppers to utilize public transit to Westfield and alleviate some of the traffic congestion in the parking structure adjacent to the mall.
- Suggested Metro consider other uses for underutilized park and ride lots such as Sepulveda Orange Line Station.

Sam Altman – Suggested that Metro work with the City of Burbank to ensure that there is enough room for buses to board and alight passengers at the stops at Olive Avenue and San Fernando Road. Representative Bric agreed to have his staff look into this matter.

4. RECEIVED Chair's Remarks – None.
5. RECEIVED oral report of Gary Spivack, Acting General Manager.

Mr. Spivack said that accidents ticked up in September and October, but still remained at an impressive 2.3 accidents per 100,000 hub miles, compared with 3.1 system-wide. He added that accidents tend to increase during the period when students return to school. Common types of accidents reported included buses standing in zone versus other vehicles, sideswipes and striking fixed objects. Lines with high exposure to accidents include Ventura Boulevard (Lines 150, 240, 750) and Van Nuys Boulevard (Lines 233, 761). He added the lines with the most exposure include Lines 94, 164, 165, 224, 233, 240 and 750.

Complaints are at 3.33 per 100,000 boardings, slightly higher than the previous month. Most common complaints are schedule reliability, late buses and pass-ups.

In-Service On-Time Performance is at 73.4 percent, which is less than 7

percent below the 80 percent annual goal and among the highest of all divisions currently operating.

Mean Miles between Chargeable Mechanical Failures decreased because of weather, fleet age, and higher than average problems with compressed natural gas engines.

Representative Rosenheim noted that Metro is challenged by not being able to provide customers with up-to-the-minute information regarding service delays and disruptions. He suggested the agency look into finding ways to communicate information regarding delays to the customer and asked whether anything was being contemplated for installation at stops in the future. Mr. Spivack responded that real time bus arrival and departure information applications can be expensive. He added that Metro is looking at ways to deliver information to cellular phones, personal digital assistants and other mobile electronic devices that are already readily available.

Representative Veres suggested using applications already proven to be reliable, such as text messaging alerts, as a pilot program on selected routes as a test; if the pilot proved successful, it could be rolled out system-wide. Mr. Spivack agreed to look into this and to keep the Council apprised.

6. RECEIVED & FILED Budget Update by Kathy Drayton, Administration and Financial Services Manager, Metro San Fernando Valley Service Sector.

For the first three months of Fiscal Year 2010 ending September 30, 2009:

- Sector expenses are 8 percent below the budgeted level at \$36.9 million, which includes direct Sector costs and other support. The budget is \$40 million fiscal year-to-date.
- Labor is at a positive variance of \$394,000 overall
  - ATU Labor costs are at a negative variance of \$179,000, which is lower than at the same time last fiscal year; improvements were made because of replacement of older vehicles.
  - UTU Labor costs are at a positive variance of \$241,000, due to utilization of part-time labor
- Non-labor costs are at an overall positive variance of \$358,000, including \$473,000 in professional services; this is a timing difference that will reconcile at the end of the fiscal year.
  - Fuels, lubricants, and gasoline has a negative variance of \$360,610.
- Worker indemnity claims are higher than projected for the year due to a

higher than expected number of maintenance-related injuries.

7. APPROVED (6-1) Motion to consider a schedule for the June 2009 Service Changes Public Hearing Process at the December 2009 Council Meeting and RECEIVED oral update on Metro San Fernando Valley proposed service changes effective June 2010 and beyond by Michael Brewer, Service Development Manager.

Mr. Brewer gave an overview of service change proposals for June 2010: a reroute of Line 96 to serve Silver Lake Branch of the Los Angeles Public Library, the December 2009 implementation of Line 902 to provide direct peak period only service between Pacoima, Panorama City and North Hollywood Red Line Station and the proposed June 2010 addition of midday service on Line 902. Also, included were other minor trip and frequency adjustments on various bus lines within the Sector for passenger convenience.

Line 96 – Route would deviate from Riverside Drive, using Fletcher Drive and Glendale Boulevard. The library is located 2 blocks south of the new stop to be located at Glendale Boulevard and Fletcher Drive. The Line 96 proposal is cost neutral, will not require the reallocation of revenue service hours and does not eliminate service from any existing stops on Line 96. The deviation from the existing line will add an additional 4 minutes to the one-way runtime of the line.

Line 902 – New express line operating from Pacoima (Van Nuys and Foothill Boulevards), south on Van Nuys Boulevard to Burbank Boulevard serving all local stops and the Van Nuys Orange Line Station. The line then operates as an express line east on Burbank Boulevard with only two stops located at Valley College Orange Line Station (Fulton Avenue) and North Hollywood Station (Lankershim and Chandler Boulevards). The Line 902 proposal is not cost neutral and will require a reallocation of service hours from Line 233 and other lines within the Sector to operate this service.

Other minor trip and frequency adjustments will also be made on Sector bus schedules to enhance timed-transfer connections between Metro and other regional transit providers (Metrolink, Antelope Valley Transit Authority, Santa Clarita Transit, Simi Valley Transit). Additional adjustments will be made for passenger convenience (timed-transfer

connections, run time adjustments), to improve end-to-end line running time and on-time performance, and to absorb any adjustment to service levels made by Metro Executive Staff to keep the Sector within the overall agency operating budget (which have not been contemplated at this time).

The public hearing process is not required to implement the changes to Line 96, the demonstration of Line 902 service, nor other minor reallocations of service to be considered because less than 25 percent of existing services will be impacted on each line. A public hearing is required to fully implement Line 902 as an all day service, and will be scheduled in February 2010; Line 96 has been added to the public hearing only as a courtesy.

Mr. Brewer gave a brief explanation of what is done following the public hearing process:

- Sector Governance Council members approve a Service Change Program
- New schedules are developed and adjustments to existing schedules are made
- New operator work assignments are developed
- Public timetables and other schedule-related documents used by operators and scheduling staff are created and distributed in order for the agency to fulfill its requirements of operating public transit for the region.

Proposed June 2009 Service Change Process Timeline

December 2, 2009 – Approve Proposed Service Changes to be included in the Public Hearing Process

January 3, 2010 – Publish proposal in Los Angeles Times, Valley News and other local newspapers.

February 3, 2010 – Public Hearing held to receive input from Elected Officials and the Public regarding proposals

March 3, 2010 – Adopt Service Change Proposals to be implemented June 27, 2010 or later.

RECEIVED Public Comment regarding Proposed Service Changes for June 2010 and beyond:

Glenn Bailey

- Suggested that Metro take advantage of advertising space aboard buses to promote public hearings more prominently, especially directly above timetable racks located behind the operator.

- Said the Line 902 proposal had a lot of merits, but cautioned against making any changes to Line 761 south of the Orange Line considering most of its riders are on the southern portion of the line between Van Nuys and Westwood.
- Requested that any new vehicles acquired for Line 902 be equipped with three bike racks, just as the current Orange Line buses are.

RECEIVED Questions and Comments regarding Proposed Service Changes for June 2010 and beyond:

Representative Richards stated that the process around changes proposed for Line 96 and the new proposal for Line 902 are both ill-conceived demonstration projects. She suggested running the demonstrations on each line until data from each line could be analyzed, helping to shape a potential service change proposal for both of these lines in December.

Representative Richards also suggested that the San Fernando Valley Service Sector Governance Council hold an Open Forum on Bus Service, similar to the one being held in place of the regular November 2009 Westside Central Service Sector Council meeting, before developing future service change proposals.

Mr. Brewer said a public hearing is required by law when implementing a new service in order to inform the public of when a new service will commence by publicizing it using local media outlets. It also gives the community an opportunity to provide input and guidance on services that have an impact on their community. He added that the demonstration project could extend from the proposed six month period as long as the Council desires.

Representative Cano asked if a public hearing for possible service reductions caused by further state funding reductions would need to be held. He responded that the Sector did not intend to reduce services at a level that would require a public hearing; because all service reductions will reduce less than 25 percent of operating service on a line, a public hearing is not required.

Representative Rosenheim asked how an expansion of Line 902 from peak-hour to all day weekday service would be funded. Mr. Brewer responded that it is likely that further reallocation of Line 233 revenue service hours would be utilized for this purpose.

8. RECEIVED Service Sector Representatives Closing Remarks.

Representative Bric congratulated staff for their hard work to reduce expenses and remain under budget last fiscal year.

Representative Cano expressed concern regarding budget proposals for Fiscal Year 2011, especially considering the need to reduce operational spending by \$400 million. He is concerned that service cuts are made but cuts to enterprise fund expenditures often are not implemented. He added the judgment against the state that will result in a refund of State Transit Assistance funds to transit agencies could help the current budget situation.

Representative Arvizu wished everyone a wonderful Thanksgiving.

Representative Richards expressed her disappointment in her colleagues for not supporting her dissent toward the Line 902 proposal, and requested an update at a future meeting on the public private partnership approved for Sepulveda Station and its adjacent park and ride lot. Representative Rosenheim added that an update on all public private partnerships in progress for the San Fernando Valley was in order.

ADJOURNED at 7:32 P.M.



Prepared by: William L. Walker  
Council Secretary