

Wednesday, January 6, 2010

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:

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

Officers:

Richard Hunt, General Manager
William Walker, Council Secretary

1. Pledge of Allegiance.
2. APPROVED **Minutes** of the December 2, 2009 Regular Governance Council Meeting.
3. RECEIVED **Public Comment** on Items of Public Interest not included on the Agenda.

Pat Connor – Said that Metro should post signs at Metro Rail stations designating escalators for stationary use only and instructing walking passengers to use the stairs.

Vince Garafolo – requested that bus benches at abandoned stop locations at Vanowen and Sepulveda be removed. The benches, adjacent to a convenience store, are a nuisance to the community and attract an unwanted element. He added that the Foothill bus (Line 290 Olive View Medical Center – Burbank Metrolink Station via Foothill Bl) could be better promoted and that service should be added on Hubbard Street. He concluded by requesting a three day grace period on day passes be considered because he does not like drivers getting on his case and the lack of available retailers where he can add value to his TAP card. He wished everyone a Happy New Year.

Nate Zablen – Said the San Fernando Valley could benefit from more transportation investment, such as a service similar to the Silver Line that would connect Glendale to the Eastern San Fernando Valley. He noted that Los Angeles Department of Transportation Commuter Express Line 549 already exists and duplicates this corridor, but the line is only operated during peak periods and that more service would help with congestion along State Route 134. General Manager Hunt concurred with the speaker stating the line was a priority for the Sector over the years but was unable to garner the pilot funding necessary for implementation. He hopes the line receives further consideration in the future.

4. Chair's Remarks – None.
5. RECEIVED **General Manager's Report** – Richard Hunt

Richards' Motion regarding deployment of high capacity buses – Informed council of Motion authored by Representative Richards for consideration at the March meeting that would encourage the Council to use guidelines when assigning higher capacity vehicles (i.e. 45-foot and

60-foot vehicles) to ensure the vehicles are deployed on lines with heavier ridership in a manner that makes sense and serves the riding public effectively. The motion reads:

Richards' Motion that the Sector adopts the following policy on the assignment of low-floor equipment:

1. The service development team will identify the bus runs which include the highest amount of high-ridership line operation, as determined by available boarding data (excluding non-local color scheme lines and/or articulated buses), and will create a ranked priority list on those runs;
2. The assignment desks will assign low-floor buses only to runs on the priority list, concentrating on the runs ranked highest on the list.
3. The assignment desks will assign high-floor buses only to low-ridership lines, to "trippers" on high-ridership lines, and to priority list runs after all low-floor buses have been assigned.
4. High-floor buses will continue to be used for in-service replacement when needed.
5. When creating service change programs, the service development team will undertake efforts to avoid the scheduling of high- and low-ridership lines on the same bus run whenever possible.

The above policy shall be implemented as soon as the service development team can complete the priority list, but no later than the June 2010 service change program.

MTA Transit Operations Reorganization Update – Briefed Council on Chief Executive Officer (CEO) Art Leahy's reorganization effort and said that Sector Staff agency-wide will begin relocation to Gateway Headquarters during the months of February and March. Executive Director positions for Transit Operations and Maintenance have been advertised and recruitment for the positions is underway. He reiterated CEO Leahy's commitment to rely upon the Governance Councils as bus operations is reshaped. Each Council will have a dedicated staff person with support staff resources to report to the CEO regarding the activities and actions for each of the five Governance Councils. He added that the

organizational changes are no way reflective of the great job each Governance Council has done to serve the public and Metro riders.

6. **RECEIVED AND FILED Budget Update** – Kathy Drayton, Administration and Financial Services Manager.

For the five months ending November 30, 2009:

Operating expenses are at \$63 million actual, compared with budgeted \$66.3 million, a savings of \$3.3 million or 5 percent.

Labor possesses an overall positive variance of \$181,000, including:

- A negative variance of \$355,000 for ATU labor, attributed to overtime wages as a result of maintenance campaigns, mechanic vacancies, and upkeep of older vehicles.
- A \$108,900 positive UTU variance attributed to better scheduling of runs, using part-time labor, and other cost-saving mechanisms lowering the overall wage amount incurred
- A \$245,000 positive variance for Teamsters because of a timing variance, which should balance out by the end of the fiscal year.
- An \$8,000 negative variance for supervisors, should balance to the budget by the end of fiscal year.

Non-Labor expenses are at a positive variance of \$449,510, mostly in the services category.

Orange Line Photo Enforcement is at a positive variance because of a one-month delay in invoice submission.

Fuels and lubricants are at a negative variance of \$461,000 because of increased fuel cost and the Sector operating more hub miles than anticipated.

Allocated and other are at a positive variance of \$2.7 million, \$1.3 million of which is a positive variance of Personal Liability/Property Damage, because of lower accident rate.

Workers' Compensation Indemnity Claims are at a negative variance of \$47,000 which is a reduction from prior months. The number of claims has declined and the cost of claims on average is lower than in the past.

The Sector operated 547,726 revenue service hours (RSH), which is over 98 percent of budgeted hours (558,000 RSH budgeted). Cost per RSH is \$115.05, a positive variance of \$3.88 or about 97 percent of budget cost per RSH.

Fares collected systemwide total \$129.7 million, \$11.8 million or 8.3 percent less than planned. Boardings for the agency were 194 million passengers, 14.9 million or 7 percent below plan. **Boardings** for the Sector were down 1.7 million riders or 6 percent. **Fare revenue per boarding** for the Sector was 65 cents per boarding in comparison for 67 cents for the agency.

7. RECEIVED oral report **on Joint Development** along the Orange Line and Metro's new Public/Private Partnership Program – Roger Moliere, Chief Real Property Management and Development.

Mr. Moliere introduced the Public Private Partnership model of developing transit stations as a cost effective way of making station areas more attractive and encouraging real estate developers to create projects that are public transit dependent and friendly rather than dependent upon the single occupant vehicle. MTA maintains more than 10,000 joint development leases with private holders, including 32 larger program developments.

Mr. Moliere introduced the following projects:

- **W Hotel at Hollywood/Vine Station** – hotel, condominiums, ground level retail. Opens January 28, 2010.
- **NBC Universal/Universal City Station** development – production facility with overhead office space, all above an MTA Park/Ride Lot, currently in the environmental planning stage.
- **North Hollywood Station** – Two million square foot development with a YMCA, office buildings, open space. The developer will increase the existing park/ride lot by 33 percent, connect the Red and Orange Line Stations by subterranean crossing, build a new bus layover facility, and

provide an area for open space for the burgeoning North Hollywood Arts District.

Other future potential joint development sites are: Balboa, Canoga, Chatsworth, Sepulveda and Van Nuys Stations.

Mr. Moliere explained the many benefits of joint development projects, including the lower cost and faster turnaround of private firms building developments which creates a revenue stream that makes Metro less reliant upon state financing; he also discussed some of the impacts of the current economic downturn on public private partnerships and highlights some of the projects that still are viable in this climate, such as affordable housing developments along the Gold Line Eastside Extension. He concluded by discussing Board efforts to review all future Measure R and Long Range Transportation Plan projects to see which might benefit from a public private partnership. Those include:

- Regional Connector
- Westside Subway Extension (Wilshire/Western to Wilshire/Westwood)
- Crenshaw Transit Corridor
- High Desert
- State Route 710 Gap Closure
- Interstate 710 South

RECEIVED Questions Regarding Joint Development Project Program Presentation:

Representative Richards asked of the status of the North Hollywood Depot Customer Service Center project and why the project still has not been completed to date. Mr. Moliere responded that the North Hollywood Depot is part of a joint development project with the Community Redevelopment Agency of Los Angeles (CRA/LA). The estimate by CRA/LA to refurbish the depot into a Customer Service Information Center was more than \$4.5 million. The joint development partner for the North Hollywood Station has agreed to fold in the Depot project and complete it for \$3 million. The cost of the project will be part of the ground lease, thereby saving MTA money. The developer has also agreed to incorporate the Depot into the first phase of its project.

8. RECEIVED oral report on **Interstate 405 Sepulveda Pass Widening Project**, Mason Situ, Mulholland Segment Manager, I-405 Sepulveda Pass Widening Project

Mr. Situ described the project, which is a 10 mile freeway spanning Interstate 405 between Interstate 10 and U.S. Highway 101. The freeway will be widened to accommodate a northbound high occupancy vehicle lane. In addition, the project will improve 27 on- and off-ramps along the corridor, install three new bridges, and 18 miles of sound wall retaining wall on both sides of the freeway, at a total cost of \$1 billion to be completed by the year 2013. The project will be constructed by design-builder Kiewit Pacific and began construction on August 31, 2009.

The project is in progress and consists of three major elements:

- Utility relocation
- Land acquisition
- Design and Construction (soundwalls, retaining walls, bridges and roadway)

Major project milestones include:

- Mulholland Bridge Replacement
- Sepulveda Boulevard Realignment
- Ramp improvements at Wilshire Boulevard, Skirball Road and Sunset Boulevard.
- Construction of Retaining Walls
- MWD 96-inch Water Line Realignment

Pre-construction activities include:

- Geotechnical investigation
- Inspection and cleaning of storm drains and sewers
- Conceptual Design Work
- Survey Work
- Mobilization
- Construction Yard and Trailer Set Up
- Pre-Construction Survey

Early Work Schedule:

- Construction Area signs: Start Dec. 2009
- Profile Grinding: Start 2nd week of Jan. 2010
- Lane Modifications/Re-striping: Start week of Jan. 2010
- Concrete Barrier Installation: Start 2nd week of Feb. 2010
- Utility Relocations: Start Jan. 2010

Construction began December 14, 2009 and will continue through 2013.

The following milestones are either in progress or have already been achieved: profile grinding, lane modifications and restriping, concrete barrier installation, and utility relocations.

The following timeline for project milestones to be completed was presented:

- Main line work involving retaining wall construction begins March 2010.
- Wilshire Boulevard Interchange reconstruction begins March 2010
- Sunset Boulevard bridge replacement begins March 2010
- Skirball Road overcrossing replacement begins June 2010
- Mulholland Boulevard overcrossing replacement spans September 2010 through May 2012.
- Getty Bridge widening begins March 2011
- Bel Air Crest Bridge widening begins June 2011

Mr. Situ offered the following number regarding any resident complaints, concerns or questions: (213) 922-3665.

RECEIVED Questions Regarding Interstate 405 Sepulveda Pass Widening Project

Representative Cano asked whether Caltrans could investigate increasing the High Occupancy Vehicle requirement from two occupants to three. Mr. Situ did not know but said he would follow up with a response.

Representative Arvizu asked how many lanes would be eliminated in order for construction to take place and how full closures might be orchestrated in order to ensure minimal traffic congestion. Mr. Situ responded that restriping of the freeway will take place at night in order to ensure that full closures cause minimal delays and will maintain same number of lanes for the mainline during construction when possible. The restriping of the freeway will allow for lanes to be shifted toward the median while freeway widening takes place and shifted way from the median after widening is complete in order to finish work along the median.

9. RECEIVED AND FILED oral update on the Proposed Service Changes for June 2010 included in the final February 3, 2010 Public Hearing Notice – Carol Silver, Transportation Planning Manager IV.

Ms. Silver reviewed the proposals to be presented at the February 3, 2010 Public Hearing on June 2010 Service Changes:

- Extension of Line 741 from Reseda BI and Ventura BI in Encino to Universal City Station in North Hollywood (reinstating service similar to that which operated prior to rapid implementation).
- Make permanent Line 902 (Pacoima – North Hollywood via Van Nuys BI and Burbank BI) and expand span of service from 5AM to 8PM.
- Make permanent temporary reroute of Line 96 (Downtown Los Angeles – Sherman Oaks via Riverside Dr) via Fletcher Dr and Glendale BI to serve Silver Lake Branch of the Los Angeles Public Library).
- Consider reroute of up to 5 different lines (166, 167, 168, 240, 741) to serve new transit center at California State University, Northridge (Vincennes and Darby, Northridge).

Timeline:

1/3/10	Publish Public Hearing Notice in local newspapers, on metro.net, post on board buses and trains
2/3/10	Hold Public Hearing
3/3/10	Consider adoption of Recommended Service Changes for June 2010
4/22/10	Board adoption of Recommended Service Changes for June 2010
6/27/10	Implementation of Recommended Service Changes

RECEIVED Questions regarding Service Changes for June 2010 included in the final February 3, 2010 Public Hearing Notice:

Representative Richards asked why an extension Line 741 from Reseda and Ventura Boulevards to Universal City Station was being proposed considering how adding another rapid to a corridor with three existing lines (two local, one rapid) would be confusing to the rider and contrary to the establishment of a Blue Ribbon Committee to simplify the service structure. Ms. Silver said the concern would be addressed at the public hearing.

10. RECEIVED Service Sector Representatives' Closing Remarks

Representative Ochoa thanked everyone for attending and said he looked forward to serving another year on the Council. He wished everyone a prosperous new year.

Representative Richards reported that she attended the first Metro Blue Ribbon Committee on Service Restructuring and said she looked forward to reporting on the committee's efforts at future meetings.

Representative Cano said he is skeptical of the restructuring and that he wanted to ensure that the Council is able to benchmark the quality of interaction with Sector General Manager Richard Hunt compared with the quality of future Governance Council communication.

Representative Arvizu agreed stating he did not want to lose the great structure as it currently exists, especially with input from the public. Representative Bric thanked everyone for coming out and attending. He said the Council appreciates input and looks forward to comments from the public.

Representative Arvizu said he hoped for a great turnout at the February Service Change Public Hearing.

ADJOURNED at 7:56pm

Prepared by:



William L. Walker
Council Secretary