

Wednesday, October 6, 2010

6:35PM

Minutes

San Fernando Valley
Governance Council

Regular Meeting

Marvin Braude Constituent Service Center
6262 Van Nuys Blvd.
Van Nuys, CA 91401

Call to Order

Council Representatives:

Brad Rosenheim, Vice Chair

Gary Bric

Michael Cano

Jesus R. Ochoa

Kymberleigh Richards

Donald Weissman

Officers:

Jon Hillmer, Director

Wilbur Babb, Communications Manager

Suzanne Handler, Council Secretary

1. Pledge of Allegiance
2. Public Comment for items not on the agenda
 - Wayne Wright, comment directed to Representative Richards, in the July meeting a statement was made regarding bus stop signs that said only LADOT is shared with the MTA. Well I did some checking, found a couple of things, Santa Monica and RTD shared a joint bus stop up until the early 1980s and Long Beach currently requires MTA, LADOT, Torrance, and OCTA to share joint bus stop signage within the Long Beach city limits., due to a strict sign ordinance passed by the Long Beach City Council in the 70's or 80's.
 - a. Representative Richards reply, you misinterpreted what I meant to say is the Metro design sign is only shared by LADOT. We share a lot of stops with other operators but only LADOT uses our sign for their commuter express service. Long Beach requires Metro follow their sign ordinance, not ours.
3. APPROVE Minutes for July 7 and September 1, 2010 meeting – not approved no minutes
4. RECEIVE Director's Report, Jon Hillmer Performance Report
 - On-time-performance; Complaints per 100,000 miles; Miles between Mechanical Road Calls; Accidents per 100,000 miles; Ridership for the month of August
 - Targets are set by Metro's operations department at the division level.
 - Representative Rosenheim, would like to suggest that any type of change to our targets be brought to the council to assist in the decision-making process.
 - The targets which are rolled out in July are typically made in February, so we can bring the preliminary numbers to the council in January or March.
 - During the warmer months, they refresh the radiators and flush out the cooling systems to keep the road calls to a minimum. Representative Bric, even if someone sideswipes a bus that counts as an accident right?
 - All accidents are counted.
 - Representative Bric, some things are out of our control.
 - Correct, about 20-25% of our accidents are operator avoidable, the vast majority are not the operators fault and considered unavoidable.
 - System is doing better than the target.
 - Representative Bric, the trend is good, even though the price of gas is still down, any fare increase on the metro rail?
 - Yes, it was the same increase as our bus system. Our rail lines are unique they are relatively inexpensive to ride. The red line is a

perfect distribution for the Metrolink. Both come into Union Station and there are thousands of people who get off trains and go to the red line and the gold line.

- Recap Meet and Confer and tour of facilities on September 30
 - Matt Raymond Chief Communications Officer, spoke on the TAP and other Marketing programs. Tim Lindholm spoke on facility upgrades particularly public restrooms, TAP card could be used for entrance into restrooms at transit centers or other media. Council Representatives toured BOC, Customer Service, RRC and finally Division 10. Planning another tour of the Rail Control Center ROC. Maybe at the next quarterly meeting.
- Summary of Metro Board Actions for September
 - Approved a motion by Mayor Villaraigosa relative to bikes on buses, increasing the funding mark for bike purposes from the call-for-projects from 7% to 15%. Investigate the feasibility of putting three bike racks on our buses as they do on the Long Beach Transit. Modifying our rail cars to accommodate bikes more readily. Putting bike racks on some of Metro's van pool vehicles, increase bike information on all metro public literature and publish a new "how to ride Metro" including bike information.
 - Item #19 which was to approve a contract with NextBus a 1.65 million 5-year contract to develop systems that would predict when the next bus would come at any one location. Nextbus has contracts in local areas, i.e., Glendale. Usable at transit stations and selected bus stops.
 - Item #8 recap of the changes approved and modified by the board, directed staff to come back on line 168, 177 modified by San Gabriel Valley to retain to March 2011, and reduce it to a peak period only service and directed staff to begin discussion with municipalities along the route to see if there is interest in maintaining this line in their communities. Line 220 originally proposed to be canceled, staff developed an alternative but the alternative would not save money, so back to the Westside to vote on canceling Saturday service but retain weekday service until the Expo line is completed. The 620 Line is a Boyle Heights shuttle, was approved for cancellation but the Board directed it should be retained. Instead of running every 20-25 minutes it should run one bus every 60 minutes. The 439 is an express line that goes from LAX to Downtown Los Angeles primarily on La Cienega and the I-10 freeway, it takes about an hour and a half to forty minutes to get from LAX to downtown. Proposal was to cancel it, but the South Bay approved keeping the service in peak periods only and canceling Saturday and mid-day running from Fox Hills Mall to Downtown Los Angeles. Finally, Line 711 is to be replaced by Line 311 to run during peak periods only.

- November Workshop for Service Changes in June 2011
 - We recommended a workshop for service changes in June. Give the council an opportunity to review what the planning department is considering and give us an opportunity to voice our opinions. This will be a give and take. Hopefully, this will be a positive experience. The changes for June 2011 will be larger than the service changes for December 2010. Looking at service level reductions as opposed to line cancellations.
 - Representative Rosenheim, can we have marketing give us an update on the web site and how the system works. This should be a simple process just finding a stop on the web site, but unfortunately, it is not. We should have identification of where all the stops are for a specific line not just time points. What are they doing to make our site more user-friendly. Maybe a user 101 or tutorial.

5. RECEIVE and FILE Representative Richards Motion on Line 902

- Last month we voted to cancel Line 902 (demonstration service) effective with the December Service Changes. Request staff to bring forth at a future meeting, concepts for complete restructuring of Van Nuys Blvd. service which would potentially link the corridor to North Hollywood Station. Staff has indicated they will bring forth the restructuring at the next service change for June 2011. Line 761 could be a direct replacement of Line 902 this is more consistent with the original proposal. Would rather not eliminate a service in December but moving we rescind the council decision to eliminate Line 902, but authorize the continue operation of Line 902 demonstration project for an additional 6 months. Formally direct staff to bring forth their plan of restructuring Van Nuys Blvd. Corridor.
 - Representative Bric, if we cut the line for economic reasons could you justify the vote on it? Do you feel it is worth extending out to June?
 - The original motion brought forward was to reject the staff recommendations, was based upon the fact that the line was not being as productive as it should have been in and out of North Hollywood Station. In the course of our discussions, staff did bring forward documentation that part of the problem appeared to be passengers do not want a direct connection to North Hollywood Station that runs in local stop service of Van Nuys Blvd.
 - Public Comment by Faramarz Nabavi, stated CEO Art Leahy has pointed out time and again, we are running many duplicative services, and this is hemorrhaging metro's budget. Keep line 902 even though it is cost neutral, what is that going to mean? We have slashed service on San Fernando Road, and Ventura Blvd., we are eliminating non-duplicative service on Paxton and Lassen in Line 168. It would be wiser to eliminate Line 902.

- Representative Cano, just to be clear, we are not cutting service for 6 months on Line 902 and leaving it in place as a demonstration Line.
 - Yes, that is correct.
 - Approved by the Council
6. RECEIVE and FILE Director Katz' motion on Line 168, Conan Cheung, Deputy Executive Officer of Operations presented
- When we came to present the line at the council in September, we did note that it was one of the low performing routes. This line carries 18 passengers per hour. We will present to the Board the subsidies for boarding, of about \$6.39 per passenger, compared to system average of \$1.76. Average passenger boardings all together is 9, at the maximum load point and even at the heaviest trips we are carrying about 23 passengers. We did look at an additional proposal that was submitted through the public hearing process by the Transit Coalition, and we met with representatives of the coalition. We will provide the evaluation to the Board.
8. RECEIVE Presentation on the Orange Line Extension, Perla Berry and Scott McConnell, Community Relations Officer and Senior Construction Manager
- Scott McConnell, adding to the Orange Line, 4 miles of bus and bike lanes. Three bridges, new park/ride and reconfiguring the Canoga Park park/ride, also Chatsworth, where Metrolink and Amtrak stop which provides better service to the area. Landscaping will be designed around Southern California native plants which will be low maintenance and require less water. Our goal for 2030 is 46,000 boardings per day. Construction is taking place on existing railroad right-of-way, we've relocated 52 businesses and the right-of-way is clear for construction. We awarded a design/build contract in March 2010. Revenue operation date is in 2012. Moving utility lines to underground is now complete, following same station designs as we did for the original Orange Line. Sherman Way station we've had a request to incorporate a transit center.
 - Perla Berry is with the communications team that works with construction and does the community reach, they are the liaison with the project management and the community. They keep the public abreast of all construction activities, provide overviews to the elected officials. Main goal is the outreach to the community on major construction activities prior to it taking place on public right-of-ways. Our notifications come in the form of construction notices, delivered door-to-door or electronically. Involved in doing fact sheets on construction, road closures, detours and safety education for the children and residents.
 - Representative Richards, there is still a major flaw in the Canoga Park Station which has been brought up before during the design meeting.
 - Scott McConnell, we will have signage at this location which will indicate where the next bus will arrive.

- Representative Rosenheim, there will be a significant reduction in parking at the Canoga Park Station.
- Scott McConnell, yes there will be, but a few blocks north there will be a park/ride. We are reconfiguring the parking at the Canoga Station.
- Representative Rosenheim, will there be pedestrian access from the residential area on the other side of the right-of-way?
- Scott McConnell, we are exploring access to those residential apartments.
- Representative Rosenheim, I would suggest that not be an exploration issue but a done deal, there is a huge audience of potential riders that would literally not use the facility if they had to go up to Vanowen and go back down.
- Representative Richards, why live near the station if you cannot get to it.
- Representative Cano, what is the time frame you have for changes to the design?
- Scott McConnell, we are currently in design so we can explore opportunities.
- Representative Cano, you must have a rationale.
- Scott McConnell, during the planning phase there were discussions how best to incorporate the different boardings with the space given, and there is a narrow corridor to the south and I think the intent here was to provide additional signage to get the rider to the correct platform. There were some challenges associated with trying to make the connection to the south.
- Representative Cano, the driveway locations on Canoga dictate to a certain degree how flexible we can be.
- Scott McConnell, these various options were explored during the planning phase, and this is the alignment that has been incorporated into the project, Metro can return and provide feedback on the design methodology.
- Representative Rosenheim, it would be great if you came back to help us understand how it will work functionally, so people are not confused and upset by the configuration. How will the interaction will be with Warner Center?
- Scott McConnell, I am not familiar with the additional stop.
- Representative Cano, in an operational aspect how do you provide service for non-contiguous routes. When do we discuss this in more detail?
- Jon Hillmer, the service plan, Conan will be responsible for that, and would come shortly after the final design is set in concrete.
- Representative Cano, similar to the red/purple line and the confusion.
- Scott McConnell, the schedule for the design build contract has only 1.5 years remain. The goal is to finalize the design before the end of the year. We do have the capability for three routes. Metro will work with our planning group at Representative Richards request.

- Representative Rosenheim, if you could convey to Conan the 4-stop at Warner Center.
- Jon Hillmer, I can bring back the preliminary stops along this corridor.
 - Public Comment from Faramarz Nabavi, there needs to be access on both sides of the right-of-way to maximize the ridership. This does need to come back to the council, probably next month. It needs to be clear in terms of which platform is which perhaps the way we could optimize the layout and minimize the cost is to keep the westbound platform, build the new northbound platform extension where they are envisioning it, but move south/east platform to where Representative had mentioned. Anyone who is riding east from Canoga goes only to that one platform they do not have to worry about which platform. Likewise, if they are traveling west/north, they know which platform to go to and they will not board the wrong bus. One other point in respect to the Orange Line is the service, for upcoming service changes and reduction, that metro look at restructuring the mid-day service on the Orange Line when we are not having over capacity issues, so that it is properly aligned in terms of timing with the Metro Red line. Right now we have 10 minute headways in mid-day and 12 minute headways on the Red Line. Riders end up waiting an excessive amount of time between the two.

9. RECEIVE Presentation from Urban Land Institute, Los Angeles District Council on the 2011 TOD Summit, Alex Kalamaros, New Business Development

- We are here to invite you, if you are interested in development, to apply for the ULI Technical Assistance Panel in June 2011. This year's summit was a great success, with over 400 people attending. The ULI is a non-profit organization, of professional associates who understand transportation and the land use connection and will assist you in your development needs in your community.

This is a single day event, and we are forming the TAP (technical assistance panels) for the next year. If you are interested, applications are available on line, too.

- Representative Cano, the TOD's have been involved in the main characteristics along the Foothill Line. The connection with service frequency especially with transit agencies that have undergone severe cost increases or lack of revenue, and how that impacts the assumptions in terms of mixed use development around stations.

10. Chair and Council Member Comments

- Representative Cano, Supervisor Antonovich is looking at a direct connect between Palmdale and Santa Clarita with the concept being trying to tap

into service in North Hollywood and Metro Service. Improve connectivity with North County.

- Representative Richards, received an e-mail from Mel Wilson of Cal State Northridge, the transit center construction has been delayed and will not be in place until the next school year. Delays in getting the financing together which pushed the construction back.

Adjourned 8:00pm