

Wednesday, March 2, 2011

6:35-8:00 PM

Minutes

San Fernando Valley
Service Council

Regular Meeting

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

Call to Order

Council Members:

Richard Arvizu, Chair

Gary Bric

Michael Cano

Jesus R. Ochoa

Kymerleigh Richards

Officers:

Jon Hillmer, Director

Wilbur Babb, Communications Manager

Suzanne Handler, Council Secretary



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1. PLEDGE of Allegiance
2. APPROVE Minutes for January 5, 2011 meeting – approved
3. CHAIR’S Remarks
No comments at this time
4. PUBLIC Comment:

Ray Lopez, if line 734 would have to be changed from the Sherman Oaks terminal all the way up to Magnolia on the eastbound before it reaches the North Hollywood terminal the Orange Line busway the next few years. Once it is approved in the next couple of weeks it can join line 224 before Sepulveda. Thank you all and I want to wish you all a happy St. Patrick’s Day in a few weeks.

Vince Garofalo, good evening I have three comments to make. The San Fernando Road bus and the Foothill bus are in definite need of improvement there has to be some kind of amendment to make that a 24/7 line. When parents have children and have to run down to Fenton there is something drastically wrong with the system. I speak on their behalf because they are not here. About 5 years ago I got a ticket for handing out gospel literature on a bus, which is a first amendment right, not an MTA policy, and I took it to court and Mr. Hillmer said I would have to produce the results. That is the MTA’s responsibility; you need to address that issue. There is another issue, it has to do with the 34 line going down Sepulveda Road and is in desperate need of at least one more line at 12:15am. The stop has to be moved to a shelter and the line that comes down after 8pm has to move a little more west so that people do not have to run when they have to connect. (No corner was mentioned)

5. RECEIVE Director’s Report, Jon Hillmer
 - Performance Report
 - On Time Performance: Metro Target 80%, January 77.1%; San Fernando Valley Target 80%, January 81.1%
 - Complaints per 100,000 passengers: Metro Target 2.52, January 2.71; San Fernando Valley Target 2.94, January 3.13
 - Miles Between Mechanical Road Calls: Metro Target 3,664, January 3,939; San Fernando Valley Target 3,635, January 5,530
 - Accidents per 100,000 miles: Metro Target 3.14, January 3.15; San Fernando Valley Target 2.32, January 2.12



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- Monthly Ridership: Metro Target 29,470,000, January 27,540,000; San Fernando Valley Target 4,900,000 January 4,700,000

Selected Metro Board Actions in January

- Adopt Updated 2011 Metro Transit Service Policy
 - Jon Hillmer will get a copy of the new policy for the council members for their reference
- Regional Fare System
 - Looking at the TAP system built out including a regional fare for the TAP
- Expo LRT Phase 2 to Santa Monica Project Funding Agreement
 - Life of Project Budget \$1.5B

Representative Cano, the biggest issue is the gas tax swap do we have a contingency plan in place for service if that does not go through as predicted?

Jon Hillmer our budget is balanced we do have a service plan that we will be reviewing right now which actually reduces our service. The backup plan is that we're in the process of taking a look at service reductions for implementation in December. At the same time we are looking at a contingency plan to add services if we have a dramatic increase in ridership due to the higher fuel costs.

Representative Cano, the budget assumptions are that the swap will take place. If that does not take place the budget will be shot. We will have a drastic discussion about service levels in the entire county for every agency. Is it a wait and see issue or is there a backup plan being generated?

Jon Hillmer, the service scheduling department is looking at more service reductions in December in the event that should occur, but at the same time, if the ridership increases we will need to add service. This will take a little lead time it takes 3 to 4 months to bring on a group of operators if we need to increase service.

Chair Arvizu, with the gas prices over \$4 per gallon in some places, and the unrest in the Middle East, we will probably see gas at over \$5 a gallon.

Orange Line Extension Update by Gary Spivack, Transportation Manager at Division 15

- The construction is moving very quickly they have prepared most of the alignment and most of the real estate acquisitions have been completed and at this point they are preparing the sub base for the alignment. The bridge over Lassen Avenue that goes into the Chatsworth station is also well underway all the rearrangements of the Amtrak/Metrolink right-of-



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way has been taken care of. So now they have the piers up and are doing the false work for the bridge itself. In terms of configuration I think the main issue that people have is the Canoga Station where we have the branch line occurs, we will have 4 platforms there. The current plan is to have two 8-minute services one from Chatsworth and one from Warner Center would meet in Canoga and then for a truck line that would then go all the way into North Hollywood. Given that those services would be operating jointly we would have 4-minute trunk line headway. One of the other proposals that has to be looked at to see whether or not there would be sufficient demand would be to run a shuttle service which would go from Chatsworth station to Warner Center. The city is looking at Warner Center itself with a specific design there is potential that we could actually extend the orange line to the west into the center part of the redevelopment project. We would have an additional station which would also enhance the operational requirements for the line. So there is a lot going on relative to the service and things we have to test. I work with construction and deal with operational issues.

Chair Arvizu, I did notice on the extension there is one self-storage area that was left.

Gary Spivack, yes I believe that was Sherman Way, fairly new development, there is also a small shopping center. So we squeezed the alignment actually behind that location.

Chair Arvizu, so there is no real conflict as far as space allocation for the line?

Gary Spivack, all the real estate issues have been settled.

- Meet and Confer with Art Leahy March 31, 2011 at 2pm
 - Offering an orientation tour to the new members, or anyone who would like to attend are welcome, will send out an itinerary
- 1. LINE Rides, Jon Hillmer, Director, Regional Service Councils
 - Many of the councils have a program where the council members who ride transit service actually fill out a one-sheet report. It gives us a little information on their observations. We are looking for comments on how the service runs and how it could be improved. I will be providing by e-mail and hard copies of the form. There are two different versions of the same form with one having more information. I would like to get a copy and compile a list of issues for action. If it is a safety issue, I would encourage people to call me, or the BOC.



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Representative Cano, is there a potential for this to be automated on-line?

Jon Hillmer I would have to get professional assistance to have that done and will let the council know where they can find it on-line.

2. REPORT on CEO's Advisory Group, Jon Hillmer, Director, Regional Service Councils

- Last Friday, February 25, Mr. Leahy asked if we could pull together a small group of individuals who were active in transit advisory so he could interact with them wanted to provide them information that was similar to the letter he sent out and the rationale of what he has done and where we are going, how we are modifying the service levels to match the goals that were laid out in the blue ribbon committee. There was a good interchange of ideas and information. We had council members from each of our regions. Conan Cheung and Scott Page went through the service proposals and took a lot of information from the attendees. I am in the process of compiling the notes taken during this meeting and getting a general consensus from the attendees and where it should go and how the system is working. The group may be brought together again for a variety of reasons, it is still unknown. It is an Ad Hoc group.

Representative Richards, this is a good idea, but am not sure it is the right answer to what we are trying to get out of it. Good interchange but also a strong lack of consensus from the participants everyone had something they objected to and could not be convinced otherwise. To be honest with you I would rather see the Blue Ribbon Committee reconvened for this process. This then brings back the original group of people including the people in from other transit agencies and committees. With that in mind, the BRC did express a desire at the end of the process last year to continue revisiting the issues; I think we would be better served by reconvening the BRC.

Jon Hillmer as you may recall, Alex Gonzalez the Chair of the San Gabriel Valley Council, also requested a reconvening of the BRC to discuss these matters.

3. ADOPT Revised Service Change Proposals, Conan Cheung (Carol Silver)

Representative Richards, Mr. Chair, I would like to make a motion that we vote on these proposed changes individually.

Chair Arvizu, based on that proposal how many Aye's do we have?



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Representative Bric, can we call David Kreski from Burbank to make his comment before we begin?

Public Comment:

David Kreski, principle planner of the City of Burbank, summary of the written comments that we have already provided Metro during the public process for these proposed service changes. The City of Burbank is in support of Metro's service change to cancel line 96 short of downtown Burbank station, and replace the valley segment with the 155 with the provision that headways on that segment especially between downtown Burbank and Media district and universal city be maintained a fixed half-hour headway during peak periods and an hour headway afterwards. I think it will be a good improvement for customer service and for clarity for the customers of Metro and to provide some better service while saving money. We are also in support of the cancellation of 794 weekend service and maintaining a comparable 94 local service in its place again with the provision headways be maintained in a comparable level from the 794 to the new 94 service. With regard to line 183 staff certainly recognizes the desire to streamline service to Glendale however we also realize the contrary goal to maintain line service to our hillside residents where if the service was streamlined we would lose a service to that area completely with no alternatives. In discussion with Metro staff since the public hearing and also collaboration with the City of Glendale who agrees with us, we recommend potentially tabling the line 183 discussion completely and maintaining the service as it currently is, some recent and additional data about where riders may be going when using that line. Suggests that some of the trends may not be as straightforward as we think and we need to step back and look at the line again, possibly reevaluating it at a later date.

Carol Silver Transportation Planning Manager for San Fernando Valley, provide you with are the results of the February 2 public hearing and staff recommendations for each proposal. Received numerous petitions and letters regarding proposed changes from interested organizations and riders.

- Lines 96/155 – Shorten Line 96 north of terminal at Burbank Station. Modify Line 155 route to replace the canceled line 96 segment between Burbank Station and Sherman Oaks with 7day a week service. Line 96 will provide better 30 minute service between Universal City Station and downtown Burbank during the week.
 - Council approved proposed service changes, all agreed
- Line 183 – Removed from program will stay intact



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- **Representative Richards**, line 183 has been proposed for cancellation 4 times over 8 years and withdrawn each time by staff. For the moment taking the hillside service out of the equation, canceling 183 between San Fernando/Alameda/Glendale Station virtually all of which duplicates our service and Beeline service is 4400 revenue service hours a year. It jumps to over 6000 if the Hillside service is added. Mr. Hillmer and I took a round trip from North Hollywood station to Glendale and back, I did not see enough ridership numbers to justify continued duplication of our line 94, 685, Beeline 4, 5, 6. While I understand and am sympathetic to the City of Burbank and the hillside. The Glendale service is more than adequate. With all of that in mind, I move that we cancel the portion of line 183 between Burbank and Glendale and continue operating the service in Burbank hillside while we work with the City of Burbank to find a better solution for those customers. There are operational issues as well. We run 40' equipment along those narrow streets and actually had issues making turns. All it took would be one SUV coming the other way we could not complete a right turn. I want to see what we can do to preserve the hillside service I just do not think Metro is the correct provider.

Representative Bric, I do not have a problem looking at another solution as long as the 183 remains in tact for the hillside residents.

Representative Richards, I have no objection to continuing the service to the Burbank hillside while we find a more permanent solution. But between the cities of Glendale and Burbank from San Fernando/Alameda to Glendale station that is 4400 hours per year I would like to see invested elsewhere. And I move to cancel that portion of Line 183.

Representative Cano, how would the hillside residents get to Glendale or Burbank station?

Representative Richards, they can transfer to the 92 on Glenoaks Blvd. or to 94/794 on San Fernando Road.

Chair Arvizu, sounds to me like we have two motions 1) staff removed service proposal from the agenda 2) shortening line 183 to serve the hillside residents in Burbank.

Representative Richards, actually only my motion is the one proposed, staff removed their proposal.



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Representative Cano, does the decision have to be made this month to meet the service changes for June?

- Jon Hillmer, yes, it needs to be dealt with this month because it is going to the board this month as well.
- Conan Cheung, in order to meet the scheduling deadlines and get the bid packages to the operators we do need to have final approval this month. We have been working very closely with Burbank and Glendale staff. We have since learned of travel patterns that we may not have taken into consideration before, because of that, it is premature now to come up with a change to the 183 at this point.

Representative Bric, we are all in agreement to save the hillside 183 but to make the additional changes taking in to account the timeline, how would we have time to address those changes?

- Conan Cheung, that is why the recommendation is to take a step back to give us more time to collect more information in terms of the on/off data, then reevaluate what we can do with the 183 and bring it back for the next service change in December.

Representative Richards, there has been the knowledge that we have duplicative service in Glendale, this is the 4th time we have had this cancellation for the council to consider. At each time staff has pulled it back. If there is not a consensus for my motion, I will craft another.

Representative Bric, if your motion were to pass, or if we leave the 183 just the way it is, how soon would it be before we bring it back?

- Conan Cheung, 6 months

Representative Richards, I will withdraw my motion but for the December 2011 service change program, we are going to resolve these issues. We are going to find an answer to properly serve the Hillside residents of Burbank.

- Conan Cheung, what we really need to do is take a more holistic approach and doing a sub-area study of all the services within that area instead of a piecemeal approach.

Representative Bric, let's continue this for 6 months and bring it back to the council.



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Chair Arvizu, I think we owe it to the City of Burbank for them to make their concerns known, so when we do draft a new resolution, all the parties that need to be involved confer and make a viable proposal.

Representative Richards, can we get a monthly update on what is going on with Line 183 between now and the next service change?

- Conan Cheung, we can provide Mr. Hillmer the information to be included in his monthly report.
- Line 92/183/234 – removed from the program
- Lines 230/634 – Combine 634 route with Line 230 to Mission college eliminating a transfer. Line 634 will be canceled
 - council approved cancellation of line 634
- Line 94/794 – discontinue weekend line 794 service and improve line 94 service. Extend line 94 from Sun Valley to Sylmar Station on weekends.

Representative Richards, I have one concern, it has to do with how our passengers view things, it is very rare for a line to have a substantial extension on weekends only, I would like to add the route extension of Line 94 be an interline 224 as we do for late night and early morning service rather than extending the number 94 and potentially confusing our passengers, we just operate the service like we do our late night service. Downtown Los Angeles to Lankershim it would be 94, from Lankershim to Sylmar Station it would read 224.

- Conan Cheung, I appreciate the concern to make things easier for the customers. I would like to take a look and come back next month with a decision.

Representative Richards, I will amend my motion “to staff will consider line 94 extension interline 224.”

- Conan Cheung, the service change has been approved the issue is the name of the service extension.

Representative Richards, moving the approval of the service change itself, with a direction to staff to report back in 30 days on the feasibility of operating the line 94 extension as interline with line 224. Action item for April.



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- Council approved with caveat to change head sign to 224 from Lankershim to Sylmar Station

9. CHAIR and Council Member Comments

Representative Richards, last year we approved changes to lines 167 and 741 contingent upon the Northridge transit center being in operation. They intend to have the transit center operational by the beginning of the school year in September 2011. Also the city of Los Angeles has added a traffic signal at the corner of Reseda and Vicennes St. Would we be prepared to implement the changes mid-stream?

- Carol Silver, we scheduled a meeting with CSUN a couple of months ago, but they canceled. The proposal for 741 was contingent upon terminating the line there not necessarily keeping it at its existing terminal. The Line 167 definitely has its problems with on time performance and scheduling, so rerouting it into the transit center we will have to take a look at that.

Representative Cano, keep a focus on integrating our service with Metrolink, we are going to have some pretty exciting changes on Metrolink that may stir things up and I want to make sure that when they are adding service we are able to work with them on connectivity.

Representative Bric, based along the lines with the airport proposing to do with the intermobile transit center, important we keep an eye on the progress of this enterprise.

Representative Ochoa, thank the public for coming to our meetings and help us make the decisions we have to make every 6 months. I am very pleased with the results and also with the staff who take all those comments and implement them in their reports.

Representative Richards, thank you to all my council members, and staff for putting up with my meddling with the service change program. I want to say congratulations to Mr. Bric on his reelection to the Burbank City Council.

Chair Arvizu, I want to thank the staff for making this Ride Evaluation Report available to the council members for when we ride the system. This allows us to give you an accurate evaluation of what is good, what is



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bad, and make suggestions. Would also like to see this in an electronic format, either for smart phone or computer.

Representative Cano, I would like to adjourn in honor of the Dodgers and Metro coming together for another year in Duke Snider's memory.

Action Items:

Director's monthly report to include Line 183 progress
Change 94 to 224 after Lankershim on weekends see if it can be done



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