

Wednesday, June 1, 2011

6:30-8:00PM

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:

Dr. Richard Arvizu, Chair
Gary Bric
Michael Cano
Jesus R. Ochoa
Kymberleigh Richards

Officers:

Jon Hillmer, Director
Wilbur Babb, Communications Manager
Suzanne Handler, Council Secretary



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Please turn off cell phones or put them on vibrate

1. PLEDGE of Allegiance
2. APPROVE Minutes for May 4, 2011 meeting - approved after change to Representative Richards name from Richardson, under public comment
3. CHAIR'S Remarks
The Chair apologized for not being in attendance at the last two meetings, but was taking care of personal business and that was his main focus. Thanked Representative Richards for being Chair pro-tem while he was absent.
4. PUBLIC Comment
Wayne Wright: It's been 11 years since the Ventura Rapid started and the maps in the Kiosks are outdated, electronic signs do not work, maps are outdated. Now is the time to update the Wilshire Rapid stops, total neglect. Now that the 902 will be history what becomes of the silver 45' buses? And will they now be assigned to the Silver Line?
5. SWEAR IN new Council Member, Maribel De La Torre from the City of San Fernando, Suzanne Handler Council Secretary - **held over until July 6, 2011**
6. RECEIVE Director's Report, Jon Hillmer
 - Performance Report for the month of April
 - On-Time Performance goal is 80%: Metro Bus system 76.2%; San Fernando Valley 78.7%; Year to date 77.6%
 - Complaints per 100,000 passengers: Metro Bus System 2.28; San Fernando Valley 2.38; Year to date 3.11
 - Miles Between Mechanical Road Calls goal is 3,635: Metro Bus System 3,595; San Fernando Valley 5,442; Year to date 4,828
 - Accidents per 100,000 Miles goal 2.73: Metro Bus System 2.73; San Fernando Valley 2.91; Year to date 2.86
 - Monthly Ridership goal 4,900,000: Metro Bus System 30,450,000; San Fernando Valley 5,120,000; Year to date 4,940,000
 - Weekday bus and rail ridership: System total 1,490,000 up .3%; Metro Bus 1,900,000 down .9%; Metro Rail 300,000 up 4.9%
 - Orange Line Ridership: Weekday 24,000; Saturday 15,000; Sunday 11,000
 - Clean Bus Program
 - San Fernando Valley leads all other areas at 8.7: System is 8.3
 - It has consistently been the cleanest fleet in our system
 - Work Plan for FY 2012



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- Expand public outreach; enhance programs to increase Council understand; Increase interaction on service development; enlarge role in reviewing service quality and safety; continue review of operation performance.
- Workshop in October so we have a better idea of what is being planned in the long run, also get the council's input. Include Orange Line Extension and regular bus system interacting with the extension.
- Metro Budget for FY 2012
 - Budget is framed around 9 themes: 1) enhance bus and rail system, 2) restore our key transportation assets, 3) clean our stations, fleet and roadways, 4) deliver rail, highways and private sector jobs, 5) provide the right information, right now, 6) prepare tomorrow's workforce today, 7) spend wisely and frugally, 8) help customers cope with rapidly rising gas prices, and 9) maintain and enhance a truly sustainable transportation network.
 - Metro FY 2012 Budget Assumptions: Revenue assumption sales tax grow by 2.6%, fare revenue increase by .8%; Service assumption bus service decrease by 5.2%, rail service increase by 16%; Labor assumptions no wage or salary increases, reduction in UTU to be managed through attrition.
 - Areas of Risk: Budget contains no wage increases in collective bargaining; budget assumes 2.6% sales tax increase; no reduction in STA; inflation greater than 2%; and timely issuance of Prop 1B bonds.
 - Budget by all Department totals to \$4,145,306,000 with a 6.3% change
- Metro Board Actions in May
 - Approved Doran Street crossing separation in Glendale
 - Disapproved underground (48th – 59th street) but approved Leimert Park Station (Crenshaw Corridor) if it can be built within project funding
 - Certified final EIR/EA for the Wilshire BRT for 7.7 mile project excluding "condo canyon". LA City Council will vote on the project.
 - Approve conversion from monthly and weekly passes to rolling 30 and 7 day passes
 - Approve temporary roll back of day pass from \$6 to \$5
 - If you do not have a TAP card it will initially cost \$6 the bus operator will have them on the bus. Subsequently the day pass will be \$5 using the TAP card in the future.
 - Approved Metro FY12 Budget
 - Approved nominee to SFV Service Council, Maribel De La Torre
- Meet and Confer for June 30 at 2:30pm Union Station Conference Room



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- I-405 Closing in July for 53 hours
 - Closure beginning at 9pm on Friday July 16 through 5am Monday July 18
 - Metro has rolled out an extensive communication plan
 - June Service Changes
 - Reminder of service changes starting June 26
7. DISCUSS Service Changes for December 2011, Carol Silver, Service Development and Planning, **Hold until July for report**
 8. DISCUSS FAP (formula allocation program) for Glendale, Burbank, Pasadena, LADOT, Jon Hillmer, Director

This is how Metro distributes proposition A, C and Measure R funds to our transportation partners, i.e., municipal operators, such as, Montebello, Foothill Transit, Long Beach. Include operators with FAP 'like' dollars, Antelope Valley, LADOT and few others. FAP the money is allocated based on two factors: Service miles and Fare units. Fare units are defined as passenger revenue for each operator divided by their base fare. Add up the entire agency's service hours, fare units and come up with a total dollar amount. The eligible operators those who were not in the original 13 municipals, i.e., Antelope Valley, LADOT get FAP 'like' dollars those are allocated on the same formula, but it is on top of the original FAP formula dollars, they get new money. Recently Burbank, Glendale, Pasadena and LADOT were put into a new category that is called Tier 2 operators. They currently were receiving 6 million dollars allocated out, mostly to LADOT. They are in the future formula so long as there is money available in dollars over inflation.

Jon Hillmer: Nalini Ahuja, Exec. Officer, Management of Budget and Local Program, indicated that Pasadena, Glendale, Burbank and LADOT could receive FAP dollars if they assume some of our lines. In fact some money could be made available as long as the agency picked it up. One of the catches to that is equipment. The FAP does not pay for equipment, it does pay for service. It is basically a service subsidy. The agencies would have to make sure they had the buses to take over those routes. This would have to go through a process of evaluation of the staff level then a proposal brought to the city council, service councils and finally to the Board of Directors for final approval, because it deals with an FAP adjustment.

Representative Cano: The reason I brought up this subject is there are two main issues: 1) if Metro wanted to reduce or cut service on an independent basis, and 2) if a local jurisdiction that had a municipal operation wanted to pick it up. If there were times when locals wanted to keep the service but it



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was not feasible for Metro given the high cost. Perhaps there would be enough flexibility created with this kind of mutual arrangement. Where the community is still served but is compensated by Metro. I was looking for a hurdle and dead end but it sounds like there is a path forward. Then in the future there may be a couple of examples that come up that this might be a superior policy decision than just cutting the service and offering no redress for a local community to pick it up.

Jon Hillmer: There are hurdles. It also offers opportunities to restructure. Many of our bus routes have been in place 30, 40, 50 years and riders have changed drastically. So it is an opportunity for individual operators as well as Metro to restructure some of the service for a better match.

Chair Arvizu: So there are no requirements on another municipality to takeover a line, if we say so, do they have to keep the number of service hours? Or can they have prerogative changes based on data that they have?

Jon Hillmer: We actually have done this in a few ways. Even the City of Glendale where the 177 line used to go through Glendale, LaCanada/Flintridge into old town Pasadena and eventually to the City of Hope. This was a contract line and gave us more flexibility so we entered into an agreement with Glendale which required them to maintain the general service in the corridor it did require them to maintain similar frequency.

Representative Cano: We've had this issue before with Glendale when they took over routes that went into the canyons and was not as successful. Just concerned me that two of our biggest cities Glendale, Burbank could potentially make use of this and there was no reason for them to do it if there were no regional funds being transplanted over for this regional service. Especially when the CEO is really making the case that we are all one big family and we work together. So I would like to see this brought forth when we get to the next level of discussion on service changes to be incorporated into our discussions. Let's see if we can bring this in so we can make positive recommendations that might better fit the situation.

Jon Hillmer: We do have quarterly meetings with the San Fernando Valley Municipals that would be the staff level. Staff needs to have guidance in what direction do the cities want to take.

9. ELECT new Chair and Vice Chair, All Council Members

Chair Arvizu: I have had a wonderful time as your Chair this past year, unfortunately because of personal situations I am going to have to be able to serve



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as Chair for the next year. But I would like to nominate a person who has been on the council since its inception and knows the agency and has given valuable input to this council. I would like to nominate Representative Richards for the Chair, Representative Bric seconded, Representative Richards accepted the nomination, a vote was taken of the council and Representative Richards was elected as Chair for FY 12 July 1 – June 30, 2012, Representative Richards, thanked everyone for their show of support.

Representative Richards nominated Representative Ochoa as Vice Chair, Representative Ochoa accepted, a vote was taken of the council and Representative Ochoa was elected Vice Chair for FY 12 July 1 – June 30, 2012

Representative Richards: Chair Arvizu I have very much appreciated your ongoing dedication to this council you have been one of our longest serving members and you've served with honor and I look forward to you continuing your role as a council member.

Representative Bric: It is a thankless job to embark on thank you for everything you have done.

10. CHAIR and Council Member Comments

- Comments
 - a. Representative Richards: Within the past month I have identified an issue with 167 with one of our contract lines the contractor was running smaller equipment and it turned out to create a major problem because that line serves Valley College and the adjacent high school. After bringing those concerns to the appropriate people to contract service operation the contractor has been directed to run the larger equipment. So this issue has been resolved.
 - b. Representative Ochoa: Thank you for stepping up to the job when we needed you. Sorry you cannot continue as the Chair for now, but I look forward to being more help to the rest of the council.
 - c. Representative Cano: Thank you for your service and your prior service and look forward to the new team. Nice thing is we all work well together and we are focusing on a lot of improvements and making sure the service in the Valley is the best in the region.
 - d. Jon Hillmer: I appreciate the fact you served so well as the Chair in the Valley you have done a good job.
- Action Item
 - a. Transportation Managers from Division 15 and 8 to present their accident reduction program
 - b. Maintenance Manager to present their clean bus program



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ADJOURNMENT



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