

Minutes

Wednesday, April 2, 2014
6:30PM

SAN FERNANDO VALLEY
SERVICE COUNCIL
Regular Meeting

Marvin Braude San Fernando Valley
Constituent Center
6262 Van Nuys Boulevard
Van Nuys, CA 91401

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Local Lines 154, 156, 164, 233, 237, Metro Rapid Line 761, and Metro Orange Line.

Called to Order at 6:34 p.m.

Council Members Present:
Michael Cano, Chair
Dr. Richard Arvizu
Gary Bric
Antonio Lopez
Jesus R. Ochoa
Kymberleigh Richards
Dennis Washburn

Officers:
Jon Hillmer, Director Service Councils
Dolores Ramos, Council Admin. Analyst
Henry Gonzalez, Council Comm. Rel. Mgr
Gary Spivack, Transportation Operations Mgr.

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զանգահարել այս հեռախոսահամարով՝ 323-466-3876

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Los Angeles County
Metropolitan Transportation Authority

Metro

1. Pledge of Allegiance
2. APPROVED **Transcript of March 5, 2014 Meeting and Fare Forum.**
3. RECEIVED **Chair's Remarks:**

Chair Cano shared that Chief Operating Officer Debra Johnson has stepped down and Bill Foster will serve as Interim Chief Operating Officer. The Chair suggested that Mr. Foster attend a Council meeting to share his vision for Operations. He spoke about the fare restructuring public hearing that was held on March 29th and asked that the Council receive a Board Box with a summary of the comments received at the hearing.

4. RECEIVED **Public Comment:**

Vince Garofalo shared that he was 3 steps away from the bus stop at Fenton and Sayer and the bus 758 passed him up. He tried to flag the bus down to no avail. He shared a commendation for Operator 71807. There was a liquid spill on the bus and the bus operator acted quickly and efficiently to clean it up. He added that the stop annunciator on the buses that operate on Laurel Canyon mispronounce Tonopah, which is the name of a northern Nevada Indian tribe, asked that the pronunciation be corrected.

Jason Ackerman, a member of the Encino Neighborhood Council, commented that the speed that Line 154 travels down Magnolia Blvd is unsafe. Comparing the speed at which the Commuter Express travels through the same area, Line 154 appears to travel twice as fast down Magnolia. He would like to see the stop at "Soccer Field" for Line 236 moved to the opening of the Lake Balboa Center which would be safer and more accessible.

Pat O'Connor came to the meeting with the expectation that Line 761 would be discussed and requested the status of the decision.

Councilmember Richards explained that the decision has been made to follow the staff recommendation which will replace the segment of 761 between Sherman Oaks and Westwood with the extension of Rapid Line 734 on weekdays and Local Line 234 on weekends. Line 761 will then be interlined with an extended Line 741 and continue on Ventura Blvd to Reseda Blvd and then up Devonshire in a "U" shaped route. This will take effect during the June shakeup.

5. RECEIVED Presentation on **Metro's "On The Move Riders Club" Program**, Lilly Ortiz, Project Manager, Transit Safety Programs

On the Move Riders Club is a senior travel training program that uses a peer-on-peer training model to educate seniors on the joys of riding public transportation. Training is provided through group trips or one-on-one training sessions generally offered at senior centers or through other community groups. The program seeks to establish travel clubs made of experienced transit users (Travel Buddies) and inexperienced riders

(Participants), who together travel to destinations of interest using public transportation throughout LA County.

Chair Cano asked if the program coordinates with senior centers and County facilities, if they assist seniors to sign up for the Senior TAP program, and asked if accessibility issues are addressed. Ms. Ortiz replied that the program conducts outreach to senior facilities throughout the county, provides instruction on TAP, accessibility of the system, as well as route planning. Ms. Ortiz said that a club recently established in Sherman Oaks is currently the only one in the valley and they are hoping to expand.

Council Member Washburn shared that the City of Calabasas has a “Passport 2 History” program that introduces various historic sites that could be used as guidelines for organizing trips.

6. RECEIVED Presentation on the **Five-Year Transit Service and Capital Improvement Plan (TSCIP)**, Wayne Wassell, Transportation Planning Manager

The Five-Year Transit Service and Capital Improvement Plan (TSCIP) formally referred to as the 5-year Short Range Transit Plan (SRTP), was last formalized and published in March 2000. In lieu of an SRTP update, Metro received a court order to develop and implement a 5-Year New Service Plan in 2005. The updated five-year plan spans FY 2014-2018.

The TSCIP is a 5-year implementation plan for approved near term transit service and capital improvement projects and is consistent with the goals and strategies of Metro’s 2009 Long Range Transportation Plan (LRTP). It identifies challenges and opportunities in addition to assisting staff in their ongoing decision-making process as the plan is implemented. The Short Range Transportation Plan, State of Good Repair and Asset Management Plan, and the Regional Short Range Transit Plan are being developed in concert with the TSCIP.

Jason Ackerman asked which fare increase scenario was used in the budget scenarios. He is disappointed that there is no mention of expanding the 24 hour bus network in the San Fernando Valley. Connections to the north and west are underserved; he would like Line 240 run 24 hours because it is on the CSUN route and it would help the students develop transit habits, and would like to see rail service in the San Fernando Valley.

7. RECEIVE **Update on Motion 79 Rail Connectivity**, Scott Page, Service Development Manager

The update was provided in response to a motion approved in July 2012 by Metro’s Board of Directors. The motion adopted a policy goal of coordination and synchronization among Los Angeles County transit agencies of service change schedules and transfer points to provide maximum efficiency and effectiveness of transfers between transit services to improve the regional transportation system.

Both Metro and Metrolink agreed that the peak travel periods would be the focus of the connection improvements. Therefore, staff of both agencies agreed to the following Board approved criteria as a measurement of coordination:

- 3 minutes or less between a bus or train arrival or departure is considered a missed connection;
- 4 or 5 minutes between a bus or train arrival or departure is considered a connection that needs a minor schedule adjustment to improve the connection;
- a 6 to 15 minute window between a bus or train arrival or departure is considered a good connection needing no modifications;
- 16 to 17 minutes between a bus or train arrival or departure is considered a connection that needs a minor schedule adjustment to improve the connection;
- 18 minutes or more between a bus or train arrival or departure is considered a missed connection.

APPROVED **Councilmember Richards motion** directing staff to research the feasibility of the following changes to Line 166-364 for inclusion in the December 2014 service change program, and report back to the Council within 60 days:

1. operating to/from Chatsworth Station only those peak-hour trips that make connections with Metrolink service, and shortlining the remaining trips (including all weekend service) at Nordhoff Station;
2. scheduling trips at Chatsworth Station to arrive no less than four minutes before, nor more than ten minutes prior to, a scheduled Metrolink train departure, and to leave no earlier than two minutes following a scheduled Metrolink train arrival, to minimize wait time for transferring passengers;
3. operating trips to/from Chatsworth Station as Line 364; and
4. extending Line 364 via San Fernando Road to Sylmar Station.

Jason Ackerman commented that the route with the worst connection to the Sylmar/San Fernando Metrolink Station is Line 236, followed by Line 239; both stop in Encino. Several months ago, the Encino Neighborhood Council passed a motion supporting the extension of the span of service for Line 236 and to improve frequency of service on the major north/south route of Balboa Blvd. Balboa Blvd connects to the Orange Line, several major educational centers, the Sylmar/San Fernando Metrolink Station as well as Ventura Blvd. He requested service be improved and the headway reduced from 45 to at least 30 minutes and that weekend service be restored.

8. RECEIVED **Director's Report on San Fernando Valley Service**, Dolores Ramos, Council Analyst
 - On-time Performance: 80.7%, Goal: 80.0%, System: 76.0%
 - Complaints Per 100,000 Passengers: 4.84, Goal: 2.20, System: 4.24
 - Miles Between Mechanical Road Calls: 4,398, Goal: 4,000, System: 3,971
 - Bus Cleanliness Rating: 8.84, Goal: 9.0, System: 8.71
 - Accidents per 100,000 miles: 2.46, Goal: 3.10, System: 3.09
 - Bus Station Monthly Cleanliness Ratings by Region: 7.99, Goal: 8.5, System: 8.08
 - Average Weekday Ridership: San Fernando: 206,401

- The hearing to receive public comment on proposed fare changes was held on Saturday, March 29th from 9:30 a.m. to 2:30 p.m. The hearing was attended by approximately 500 members of the public, and there were 165 public speakers.
- The Metro Board is scheduled to determine if fare change will be approved at the May 22, 2014 Board Meeting
- Latching of Green Line station gates continues and is on target to be completed by the end of May
- The next Quarterly Meet and Confer with CEO Art Leahy will be held on Wednesday, April 30th at 2p.m. at the Metro headquarters building.

9. CHAIR and Council Member Comments

Councilmember Richards engineered to be the last speaker at the Fare Restructuring Public Hearing on March 29th and used her time to sum up what many of the speakers were trying to convey. She recently attended the Move LA Conference.

Councilmember Washburn also attended the Fare Restructuring Public Hearing and was impressed with the order and productivity of the hearing.

Councilmember Bric asked if there was any consensus regarding the public comments spoken and submitted at the Fare Restructuring Public Hearing. He also inquired whether the Board discussed increasing the fares every 2 years instead of every 3 years.

Councilmember Dr. Arvizu commented that Los Angeles Community college District students are asking why there is a disconnect between community college schedules and bus schedules. Night classes end at 10 p.m.; if a student misses the bus, they have to wait another hour for the next bus. He requested that the routes serving community colleges be reviewed.

Councilmember Ochoa recognized the 11-year anniversary of his tenure and that of Councilmember Richards on the Council. He expressed his gratitude at seeing progress made on various transit issues as part of the Council.

Chair Cano stated that the proposed fare changes must be vetted through a full Title VI analysis. He reminded the Council to share any issues or items that they would like to have placed on the agenda.

ADJOURNED at 7:53 p.m.