

Minutes

Wednesday, February 4, 2015
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 744, and Metro Orange Line.

Called to Order at 6:30 p.m.

Council Members present:
Michael Cano, Chair
Donald Weissman, Vice Chair
Gary Bric
Ernesto Hidalgo
Antonio Lopez
Yvette Lopez-Ledesma
Jesus R. Ochoa

Officers:
Jon Hillmer, Director, Service Councils
Dolores Ramos, Council Admin. Analyst
Henry Gonzalez, Council Comm. Rel. Mgr
Gary Spivack, Transportation Operations Mgr.
Maria Reynolds, Transportation Operations Mgr.
Lilian De Loza, Community Relations Mgr.
Israel Marin, Transportation Planner
Collette Langston, Office of the Board Secretary

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Для получения информации о Metro на русском языке, пожалуйста, позвоните по указанному ниже телефонному номеру: 323-466-3876

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메트로(Metro) 정보를 [한국어]로 알아보시려면, 아래 번호로 전화하십시오: 323-466-3876

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Los Angeles County
Metropolitan Transportation Authority

Metro

1. PLEDGE of Allegiance
2. APPROVED Minutes of January 7, 2015 Meeting.
3. RECEIVED Chair's Remarks

Chair Cano thanked Council members that volunteered to serve on the Blue Ribbon Committee. The Committee will do work on issues important to San Fernando Valley service developments.

4. RECEIVED Public Comment

Vince Garofalo commented that that the televisions that are on the buses have not been showing programming lately. He asked if there is an option to hear the sound on the TV without a smart phone; a lot of people don't own smart phones. He requested that the auto enunciator on Line 233 be corrected to correctly pronounce "Tonopah".

Nate Zablen stated that he has been complaining about north-south frequency of service in the San Fernando Valley for 10 years. He asked if there is a rationale for service like this and why hasn't this area met the criteria to increase frequency. He thought that the Orange Line would improve the service in the area but that hasn't happened. He supported the Orange Line and Measure R and wants to know why the area was not allocated the service it needs, especially compared to other areas of the city. He suggested modifying the long bus routes because those are the routes that have the most problems.

Ralf Quint complained that service on Lines 234/734 has degraded. It takes an hour or more to get to or from the Westside. These lines are no longer running articulated buses and the buses are cramped. There is no coordination with the Orange Line and patrons are stuck waiting 20 minutes or more to catch a Line 761 or 233 bus at night from the Orange Line for his connection. There is still a 70 minute gap when coming from the Westside. Mr. Quint added that there is a bus operator on Line 234 that appears to have night blindness. He swerves between lanes and slows to walking speed at times and it may be an unsafe situation.

5. RECEIVED Presentation on Metro FY16 Budget Process, Conan Cheung, Deputy Executive Officer, Performance Management

The FY16 Budget will emphasize safety and security, transit service quality improvement, new bus and rail vehicle purchases, delivery of rail and highway projects, bike programs, technology enhancements, opening of EXPO II to Santa Monica and Gold Line Foothill Extension, state of good repair, Union Station, potential transportation ballot measure, and other new initiatives such as first/last mile and active transportation.

The FY15 sales tax budget is assumed to grow 2.4% above the FY14 actuals. Given that FY15 first quarter actual revenues are only slightly above budget (1.3%) and a drop in revenue growth from FY12 to FY15, the FY16 sales tax growth rate is assumed to continue growing at 2.4% over FY15 Budget in order to provide a conservative approach to revenue projections.

Metro's budget is allocated to Capital (41%), Operations (26%), Subsidy Funding (23%), Debt Service (6%), General Planning and Programs (3%) and Congestion Management (1%).

The budget development timeline begins in December with budget development strategies. Sales tax and expense assumptions are tackled in January and the Capital Program is handled in February. March's categories are full-time equivalents, subsidies, operating and agencywide expenses. Everything comes together in April and a proposed budget is released for review and Board Adoption occurs in May. Outreach to key stakeholders for the budget process include the Board of Directors, Executive Staff, Service Councils, Citizen Advisory Council, Technical Advisory Committee, Bus Operations Subcommittee as well as the use of electronic media. Once a budget has been developed, it will be presented to the Service Councils in April prior to adoption by the Board.

Chair Cano commented that multiple regional providers and Metro are making efforts to create mobile applications. He asked if those efforts are being integrated with Metrolink and if there will be interagency functionality. He also asked if the rail gateway would be changed to be NFC compatible. Mr. Cheung stated he would look into those issues.

6. RECEIVED Presentation on Potential 2016 Ballot Measure and Long Range Transportation Plan Update, Lilian De Loza, Community Relations Manager

Metro not only bus and train service, but also contributes to carpool, highway, bike and transit infrastructure. Metro utilizes the greenest fleet in the nation and LA County has the largest vanpool network in the US. LA County's highway system is improving and expanding and Metro Bike Sharing is on the horizon.

Seven years ago, there was continued congestion and aging infrastructure. Key projects were being studied but long term funding was limited. Metro was primed for change to grow our rail and HOV network. Measure R approval by voters in 2008 began transforming Los Angeles by securing \$35 billion in funding over 30 years. There are 12 transit and 16 highway projects in the works with record levels of Federal matching funds and \$5.2 billion in local return to cities over the life of the measure. The projects that are funding by Measure R have created 400,000 new jobs.

Several projects are currently under construction including the Purple Line Extension, Expo Line Phase 2, Gold Line Foothill Extension, the Regional Connector Transit Project, and the Crenshaw/LAX Transit Project. Also in the works are the Sepulveda Pass Transit Corridor, South Bay Metro Green Line Extension, Airport Metro Connector, West Santa Ana Transit Corridor, East San Fernando Valley Transit Corridor, and the Eastside Transit Corridor Phase 2.

The San Fernando Valley has benefited from Measure R in a number of ways. Metro Orange Line Canoga Extension, bus service improvements including Valley U and the Valley-Westside Express as well as I-5 enhancements projects have all relied on Measure R monies. The San Fernando Valley has also seen many improvements that were not funded by Measure R, such as parking improvements at Red Line North Hollywood and Universal City stations, the Universal City Pedestrian Bridge Project, the North Hollywood Underpass Project and the Lankershim Depot Project.

Projects in the works for the San Fernando Valley and the region with the assistance of Measure R include the East San Fernando Valley Transit Corridor Project, the Sepulveda Pass Project, the Burbank Airport Pedestrian Grade Separation Project as well as Metrolink Rail Capital and highway soundwall improvements.

For a ballot measure to be successful with voters, Metro needs to build on the success and opportunities of Measure R. Federal and State resources are limited. Metro started a transportation revolution but there is much more to be done.

Ralf Quint expressed surprise at the amount spent on the Sepulveda and West Valley Corridor projects. He would suggest that the money instead be spent on improving bus frequency. From his experience, the West Valley-U service is a bust. He only sees 5-6 people on that line past Sepulveda. A north/south connection or more frequent service to the Westside would be a better investment. These projects are prestigious but not very effective.

Nate Zaben feels that it will be more difficult to pass a measure than it was in 2008. There might be support but it is hard to energize people to vote in support when they feel their needs haven't been addressed. A jumpstart on the connection between the Red Line and Pasadena might help and people would see progress, as would improving bus frequency from once an hour to every 30 minutes. Then the public would see the benefits and be willing to vote for another tax.

Bart Reed, Executive Director of the Transit Coalition, said that a measure for 2016 has gotten a jumpstart because Supervisor Antonovich mandated that the Council of Governments throughout the County have meetings. The Supervisor will host a workshop on February 26, 2015 to gather public input on potential transit improvements. He suggested that the San Fernando Service Council also hold a meeting to gather public input regarding unmet service needs in the San Fernando Valley. Mr. Reed also suggested that any funds generated through a potential measure be firewalled so that they cannot be used to backfill budget shortages in other areas.

Councilmember Hidalgo asked how far along the ballot measure process is in terms of determining projects to be included for funding. Ms. De Loza replied that the regional Councils of Government are taking the lead in determining projects to be included from each of their regions that tie into the Long Range Transportation Plan.

Councilmember Lopez-Ledesma asked if there has been any study of Measure R results in terms of what worked and what didn't. Chair Cano added that he would like more information regarding regional equity and an expenditure plan across the sub regions.

7. RECEIVED Director's Report on San Fernando Valley Service, Jon Hillmer, Director
 - On-time Performance: 80.4%, Goal: 80.0%
 - Complaints Per 100,000 Passengers: 5.49, Goal: 3.56
 - Miles Between Mechanical Road Calls: 5,220, Goal: 4,169, System: 4,193
 - Accidents per 100,000 miles: 2.16, Goal: 3.38
 - Bus Cleanliness Rating: 8.76, Goal: 8.5
 - Average Weekday Ridership: San Fernando: 179,059
 - Former Division 15 Transportation Manager Marie Reynolds has been appointed Interim Executive Director of Transportation

Chair Cano asked if there are industry standards regarding load factor, trip lengths, and on-time performance. Mr. Hillmer replied that New York buses have an average speed of 8 mph, whereas Metro buses average 12mph. However, their trips tend to be shorter. Comparisons are difficult to make due to regional factors such as weather, trip lengths, and other operating environment aspects.

8. CHAIR and Council Member Comments

Chair Cano thanked everyone for attending the meeting. He is excited to work on items of note and interest this year with the Council.

Councilmember Hidalgo had asked for the numbers for ridership on the lines at service the North Hollywood Stations and a copy of LADOT's report regarding the change in crosswalk location at the North Hollywood Red Line Station.

Councilmember Bric thanked everyone for coming to the meeting.

ADJOURNED at 7:38 p.m.