

**Wednesday, June 2, 2010**

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# MINUTES

## San Fernando Valley Governance Council

### Regular Meeting

Marvin Braude Constituent  
Service Center  
6262 Van Nuys Boulevard  
Van Nuys, CA 91401

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Called to Order at 6:30 P.M.

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Service Sector Representatives Present:

Brad Rosenheim, Chair  
Dr. Richard Arvizu  
Gary Bric  
Michael Cano  
Jesus R. Ochoa  
Kymberleigh Richards  
Steven Veres  
Donald Weissman

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Officers:

Jon Hillmer, Executive Manager  
Wilbur Babb, Community Relations Manager  
William Walker, Council Secretary

1. Pledge of Allegiance
2. RECEIVED Public Comment for Items not Included on the Agenda
3. CARRIED OVER approval of minutes for May 5, 2010 meeting.
4. RECEIVED Chair's Remarks:

Chair Rosenheim and Council Representatives presented a special recognition and resolution to former San Fernando Valley Service Sector General Manager Richard Hunt, and Sector Transportation Division Managers Maria Reynolds and Gary Spivack, acknowledging them for their many years of dedicated service in key Operations roles in San Fernando Valley and throughout the operating region.

5. RECEIVED Executive Manager's Report – Jon Hillmer, Executive Director to Governance Councils and Transportation Manager, Division 9.

Mr. Hillmer announced that he will permanently serve as liaison to all Governance Councils as was previously done by Transportation Division Managers and Service Sector General Managers.

Governance Council Shift in Responsibility

Mr. Hillmer announced the change of responsibility for Governance Councils. All five Governance Councils are responsible for the oversight of 159 operating bus lines, 22 of which are operated by contract bus operators and 137 of which are operated directly by Metro. Councils will be responsible for lines operating within their Council region boundaries. When responsibility for a line is shared, the role of Mr. Hillmer is to work with Councils to ensure that whatever differences regarding how a line should be treated are reconciled. Should the Councils be unable to come to a mutual agreement regarding a line change proposal, the decision will be forwarded to the LACMTA Board of Directors.

Report on FY 2010 Key Performance Indicators for the ten-month period ending April 30, 2010:

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 Los Angeles County Metropolitan Transportation Authority  
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Indicator	San Fernando Valley Target	Systemwide Target	San Fernando Valley April 2010 Actual	Systemwide April 2010 Actual	San Fernando Valley Year-To-Date Actual	Systemwide Year-To-Date Actual
In Service On-Time Performance	80%	75%	76.9%	74%	74.7%	72.1%
Complaints per 100,000 riders	2.6	2.6	2.5	2.4	3.0	2.7
Mean Miles Between Mechanical Failures	3,500	3,500	4,810	3,660	3,690	3,150
Accidents per 100,000 miles	3.28	3.28	2.44	2.97	2.5	3.06
Bus Ridership	5.7 million	33.4 million	5.18 million	31.1 million	5.01 million	30.38 million

Report on Board Items approved at the May 27 Regular Meeting

***Item 10 – Interstate 5/State Route 14 Direct Connector Construction Project***

It provides \$14.7 million funding to mitigate soil contamination problems and settles delay claims due to conflicts between the pile shafts from the high occupancy vehicle direct connector to be built and the existing Metrolink tunnel.

***Item 16 – East San Fernando Valley North/South Transit Corridor Bus Speed Improvement Project***

It designates LACMTA as the lead agency for environmental clearance and public outreach for the planning of the East San Fernando Valley North/South Transit Corridor Bus Speed Improvement Project that will add transit preferential treatments to the following North/South corridors in the valley: Reseda, Sepulveda, Van Nuys and Lankershim Bl/San Fernando Rd corridors.

***Item 17 – Receipt and Filing of State Route 710 Geotechnical Summary and approval of completion of project scoping document***

The final Geotechnical Summary Report for the State Route 710 Tunnel Technical Study was received and filed by the Board. The Board also approved completing a robust scoping document to determine the full range of new transportation options in order to improve mobility, safety and congestion; address community concerns; and augment planning efforts. Director Motions related to this item were carried over to July 22 Board.

**Item 45 – Creation of Daily and Weekly Regional EZ Transit Passes**

Villaraigosa Robinson Motion to develop a weekly and daily EZ Pass usable on participating transit operators in Los Angeles County was presented and approved by the Board. A status report on the motion from Chief Executive Officer Art Leahy will be presented at the September Regular Board meeting.

**Item 46 – Governance Council Appointments and Reappointments**

<b>San Fernando Valley Governance Council</b>			
Council Representative	Appointed by	Representing	Term Ends
†Donald Weissman	Mayor of Los Angeles	City of Los Angeles	June 30, 2012
<b>Westside Central Governance Council</b>			
Council Representative	Appointed by	Representing	Term Ends
†Jeffrey M. Jacobberger	Mayor of Los Angeles	Transit users, bicyclists	June 30, 2012
‡Catherine Bator	Mayor of Los Angeles	Transit users	June 30, 2013
‡Peter Capone Newton	Mayor of Los Angeles	Transit users	June 30, 2012
‡Jerard Wright	Mayor of Los Angeles	Transit users	June 30, 2012
‡Art Ida	Westside Cities Council of Governments	City of Culver City	June 30, 2013
‡Terri Slimmer	Westside Cities Council of Governments	City of West Hollywood	June 30, 2013
‡Joseph Stitche	Westside Cities Council of Governments	City of Santa Monica	June 30, 2013
† New Appointment	‡ Reappointment		

**Approval of FY 2011 Budget**

The Fiscal Year 2011 budget was approved by the Metro Board at a special Board meeting held on May 19, 2010. The budget is slightly decreased from the previous year by \$100 million, about 2.6 percent. About 4.5 percent of the total work force was reduced, which includes a 10 percent reduction of non-represented positions (filled and vacant), a 3.6 reduction in represented (union) positions, early retirement severance packages and involuntary reductions in force. Nearly 400,000 bus revenue service hours were eliminated and a 7.4 percent reduction in ridership is

projected for FY 2011, bringing ridership 446 million riders, which is down from 500 million the previous fiscal year. Service reductions and trip thinning will also cause a cost savings due to the elimination of 400,000 revenue service hours. Declining ridership and a pending fare increase to go into effect July 1 will also have a negative impact on ridership and consequently FY 2011 funds. The budget is available for review at [http://www.metro.net/about\\_us/finance/images/budget\\_proposed\\_fy11.pdf](http://www.metro.net/about_us/finance/images/budget_proposed_fy11.pdf).

#### June 21 Meet and Confer

Mr. Hillmer invited Council Representatives and the public to the next Governance Council Quarterly Meet and Confer Meeting will be held Monday, June 21 at 9:00 A.M. CEO Leahy wants to make the forum more interactive to actively engage Council Representatives from all five Councils and other participants.

#### Fare Increase July 1, 2010

Mr. Hillmer announced the fare increase to go into effect on July 1, which increases regular fares (cash, tokens, passes) by about 20 percent. He noted that elderly, student and other reduced fares would not be impacted because of the passage of Measure R in November 2008 that froze discount fares until 2013. Discount riders comprise more than 50 percent of all Metro ridership; these riders are not impacted by the fare increase.

5. RECEIVED Report on Reorganization of Scheduling and Service Planning Departments – Conan Cheung, Deputy Executive Officer, Operations and Service Planning

Mr. Cheung announced the following changes in staffing due to the reorganization of the Scheduling and Service Planning departments at Metro:

Scheduling, Planning, and Service Development staffs from Metro headquarters and the five dissolved Service Sectors were merged into three units: scheduling, operations planning and strategic (formerly short-range) planning. Strategic Planning will focus on addressing issues that concern the future rather than those of daily concern tasked to scheduling and operations planning.

Roy Gandara will move to the scheduling group and will continue to serve as service development manager over scheduling for the Westside Central service area. Scott Page will be the Operations Planning Manager for the

region, as well as for the Westside Central service area. Dana Woodbury will lead Strategic Planning.

6. RECEIVED Report on Interstate 405 Construction and Mitigation Funds – Conan Cheung, Deputy Executive Officer, Operations and Service Planning

Mr. Cheung reported that project mitigation funds were not set aside for the construction of the Interstate 405 Sepulveda Pass Widening Project and, consequently there are no contingency funds to supplement Line 761 (Pacoima – Westwood Federal Building via Van Nuys, Sepulveda Rapid) service over the Sepulveda Pass or to experiment with providing new premium services that would bypass the bottlenecks at the on- and off-ramps impacted by construction. He said that planning would request funds in the event a future construction project might severely impact service or even consider the implementation of a temporary bus only lane. He reported that as of this meeting there have been no problems with buses traversing the construction zones along Interstate 405.

7. RECEIVED Report on Blue Ribbon Committee Recommendations – Conan Cheung, Deputy Executive Officer, Operations and Service Planning

The fifth of six Blue Ribbon Committee meetings, held Tuesday, June 1, thoroughly discussed all of the ideas discussed over the past five months. The group arrived at some conclusions in regard to developing policy recommendations that will help to sustain the transit system in future years. Topics discussed include:

**Network Coordination**

- Utilize rail and bus rapid transit as the backbone of a multimodal system
- Design an easy-to-use, intuitive, simple, tiered route network that feeds all Metro, municipal operator and local transit system operated bus services into rail and bus rapid transit stations
- Strengthen network by coordinating routes and reducing duplication
- Prioritize operating service that yields the greatest benefit by allocating resources in a manner to balance providing frequent, productive service on dense higher ridership corridors with ensuring geographical coverage, off-peak (midday, early evening) and lifeline services (night, OWL services)

- Discourage unnecessary complexities built into the existing system
- Encourage simplified systems (i.e. unified interagency transfer structure, regional day/weekly EZ passes, time-based trip travel in place of one fare per trip payment)

### **System Reliability**

- Ensure that buses and rail cars are clean, reliable, and safe and that service is on-time, courteous and reliable.
- Provide high quality service to maintain existing ridership and increase discretionary ridership, which boosts overall ridership rates and can reduce turnover rates.
- Make available timely, relevant and accurate information about service delays or equipment breakdowns that may impact reliable service delivery.
- Be more diligent with on-time performance in areas with less frequent service, considering a missed trip on a 60-minute headway could mean up to a two hour wait for a passenger

8. **RECEIVED Report on December 2010 Service Changes – Scott Page, Operations Planning Manager**

Mr. Page described the semi-annual service change process for Metro, an exercise undertaken every six months to make necessary adjustments to bus lines that may need route adjustments to serve a previously undetermined need, reduced because of lower than average productivity or ridership levels, or other factors. The December 2010 Service Change Program focuses on the following:

- A. Restructure or cancel poor performing routes
  - Evaluate productivity based upon number of boardings per revenue service hour (RSH) (average Metro productivity: 60 boardings per RSH)
  - Modify or cancel lines or line segments that average less than 20 boardings per RSH
  - Reallocate unproductive service and associated costs to corridors with higher demand.

Proposed Service Changes to Poor Performing Routes:

**Line 168 (Chatsworth – San Fernando via Lassen and Paxton)**

- **Proposal: Cancel Line 168**

*Alternate Service: Lines 158 (Chatsworth – Sherman Oaks via Devonshire Street, Woodman Avenue), 233 (Lakeview Terrace – Sherman Oaks via Van Nuys Boulevard, 761 (Pacoima – Westwood via Van Nuys, Sepulveda Boulevards) and 902 (Pacoima – North Hollywood via Van Nuys and Burbank Boulevards Transitway Service).*

- B. “Right-size” Metro rapid corridors to meet service warrants – providing the appropriate level of service for ridership demand.
  - Ensure round trip run time for rapid is 20 percent faster than underlying local round trip run time
  - Ensure bus stop spacing averages 0.7 miles
  - Operate every 10 minutes during peak and 20 minutes during midday/off-peak
  - Boarding per revenue hour should be at least 80 percent of system average (greater than 48 boardings per hour)
  - Average rapid trip length should be at least 25 percent longer than average trip length on underlying local service

Proposed “Right-size” of Metro Rapid Corridors to Meet Service Warrants:

**Line 750 Warner Center Transit Hub – Universal City Station via Ventura Boulevard Rapid**

- **Proposal: Cancel Line 750**

*Alternate Service: Line 150 (Canoga Park – Universal City Station via Ventura Boulevard)*

- C. Coordinate service to eliminate unnecessary service duplication and increase capacity
  - Consolidate service operating on several streets within a transit corridor onto a primary route or path
    - Eliminate duplicative service and reallocate into a strengthened regional core network
  - Reschedule service on primary route to improve frequency and increase capacity
  - Link service to transit resources (i.e. rail or bus rapid transit stations, major trip generators or transit hubs)
    - Strengthen the bus/rail interface and adjust bus services to better interface with rail and bus rapid transit



Rider Alert Cards, Take One Brochures and other informational materials advertising the December 2010 Proposed Service Changes will be available to the public in the next two to three weeks. Metro employees will distribute these materials at major transit hubs in locations in the vicinity of the proposed changes. Riders and stakeholders will be presented with comment cards to submit that will be included as part of the public record for the Service Changes public hearings to be held in August 2010.

9. RECEIVED update on Richards Substitute Motion regarding Line 902 Ridership – Scott Page, Operations Planning Manager

Mr. Page reported that Line 902 ridership remained at the same level at North Hollywood Station with a daily average of 16 passenger boardings and 23 alightings at North Hollywood Station for the month of March and 16 boardings and 24 alightings for the month of April. Line 902 (Pacoima – North Hollywood Metro Liner via Van Nuys and Burbank Boulevards) will be considered for permanent weekday daytime service (approximately 5am to 8pm) at the December 2010 Service Changes Public Hearing in August.

10. AUTHORIZED publication of public hearing notice on July 4, 2010 and ESTABLISHED December 2010 Service Changes Public Hearing date of Wednesday, August 4, 2010
11. RECEIVED Chair and Council Representatives' Comments.
12. ELECTED Representative Arvizu as Chair and Brad Rosenheim as Vice Chair for Fiscal Year 2011.

RECEIVED public comment.

ADJOURNED at 8:15 P.M.