

MINUTES

San Fernando Valley Service Sector
Governance Council

Regular Meeting

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

Called to order at 6:35 p.m

Council Members present:

Coby King, Chair
Stacey Murphy, Vice Chair
Richard Arvizu
David Fleming
Joan H. Leonard
Jesus Ochoa
Kymberleigh Richards
Brad Rosenheim

Officers:

Richard Hunt, General Manager
Christina Lumba-Gamboa, Council
Secretary

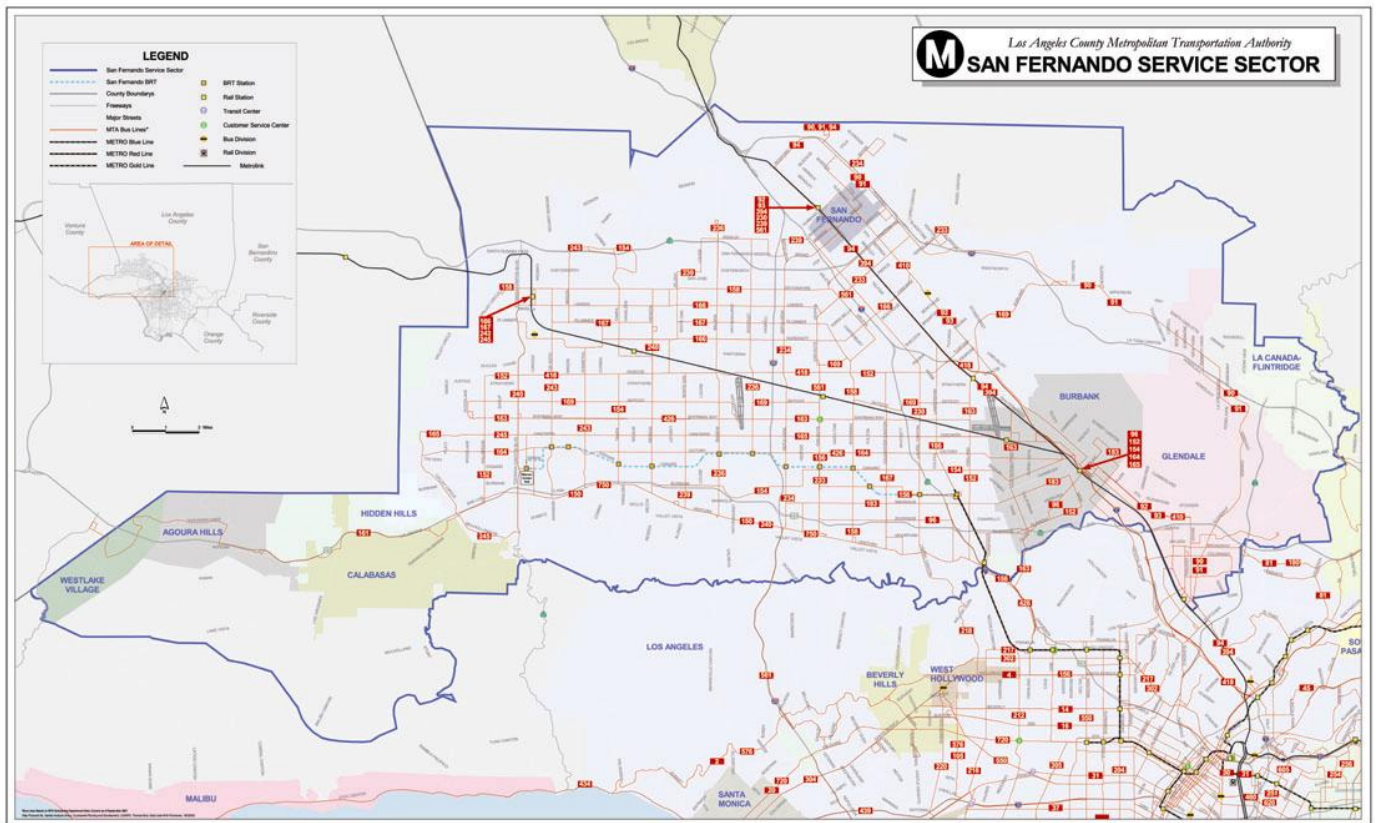


Metropolitan Transportation Authority

Metro

METRO SAN FERNANDO VALLEY GOVERNANCE COUNCIL

1) Area of responsibility:



2) The Governance Council is exclusively responsible for planning routes and schedules for Tier 2 and 3 bus lines within the San Fernando Service Sector. Tier 2 and 3 bus lines in the San Fernando Valley are:

Lines: 92, 96C, 154, 158, 161, 167C, 168, 169, 183/234, 230/239, 236/237, 243, 245, 418 and 426. (C = Contract Service)

Tier 1 bus lines are not under the exclusive jurisdiction of the Governance Council but jurisdiction may be exercised with the concurrence of other sectors or Corporate. Tier 1 bus lines in the San Fernando Valley are:

Lines: 90/91, 94/394, 150/240, 152,156, 163, 164/165, 166, 233, 750, and 761.

- 3) The Governance Council is responsible for studying and planning service to improve efficiency within Metro San Fernando Valley, making recommendations to the MTA board regarding service issues, working with transit planners and local authorities and transit operators to ensure coordination of service and holding public hearings to gain input on proposed changes.
- 4) The Governance Council is **NOT** responsible for fare and pass structures, new project construction, or Metro Rail.

1. Pledge of Allegiance
2. APPROVED **Minutes** of Regular Governance Council Meeting held October 6, 2004.
3. RECEIVED Public Comment.
4. RECEIVED Chair's Remarks.

Mr. King reported that he attended last month's MTA Finance and Budget Committee meeting and had the opportunity to make comments. He asked the Committee to provide revenue numbers by Line to the Sectors. Mr. Snoble responded that revenue by Line is difficult to generate until the new Fare Collection System is in place.

Mr. Hunt said the Fare Collection system should be installed by July of next year.

Mr. King also commented on the Five-Year Plan. He said that the document proposes reducing bus service hours over the course of 5 years because of the articulated buses.

Mr. King also reported that he attended an event to test the Articulated Bus on the new Orange Line Busway. He said he was impressed and excited at the progress of the Orange Line.

Responding to a public comment, Mr. King asked if the Council needs to be involved in individual land use matters and individual developments that may impact the ability of the Service Sector to run the buses on time. MTA staff responded that individual developments are in the purview and jurisdiction of the municipalities. The development on Ventura Blvd. and Ventura Freeway along Van Nuys falls under the jurisdiction of LADOT. Staff feels that it is not appropriate for the Council to be involved between the community, the Developer and LADOT.

5. RECEIVED & FILED **report of General Manager** by Richard Hunt, General Manager, San Fernando Valley Service Sector

Mr. Hunt expressed his excitement over the opening event for the rollout of the Metro Liner's Articulated Bus, which was the culmination of many months of hard work. He said the reception and feedback that the agency has received were positive and fantastic.

Mr. Hunt reported on Performance for the month of September. He reported that there was an increase in accidents due to the inclement weather. There was an increase in complaints because of "closed streets" and flooding. Ridership was higher for the month of September; accurate data will be provided as soon as possible. Mr. Hunt said that he will change the way Miles between Road Calls or Mechanical Failures are measured. The new report will eliminate steps and unnecessary procedures as defined by the FTA.

On Finances, Mr. Hunt reported that the Sector continues to trend under the budget for the year. He said that Diesel Fuel is at its highest level. He projects that the agency will have a large deficit in the fuel budget, between \$15 to 20 million. Natural gas continues to trend slightly higher and is projected to increase as the demand rises. He continued to say that the agency is the 3rd largest user of natural gas in Southern California. In spite of the fuel increase the Sector is trailing under budget because it is offset by the positive experience on Workers Comp.

Ms. Richards asked if it would be appropriate for Mr. Hunt to include his memo/letter and his communications with the General Manager's Report for public review.

Mr. King concurred and stated that he is in favor of quick answers but has concerns about the Brown Act and Public Records Act questions. He said Mr. Hunt's reply on open session questions should be included in the General Manager's Report.

Mr. Hunt said that Board Box is a routine way of communicating, with Board members. However, Mr. Hunt does not see any problem in including his replies with his report.

Mr. Manoukian asked if there is a report for overall revenue for all the sectors. Mr. Hunt responded there is a daily report of revenue by Division, not by line. These revenues are collected from the fare box. The revenues collected by the agency that maybe sold in the sector through outlets, like monthly passes are not separated by location. The fare box recovery ratio of the agency is typically between 25% to 30%, so the

revenue that comes in through the agency is not only the fare box and monthly passes but also sales tax, the subsidies, etc. Mr. Hunt said that he will send the revenue projection for FY05 and, revenue collected by the Sector year to date.

Mr. Manoukian asked what is the purpose of the revenue per line report. Mr. King expressed that over the course of the next shakeups the Council members are asked to ratify staff decisions on additional services. Without revenue per line, the Sector does not have the ability to see how each line is performing financially, thus, making decisions blindly. He said that if the Sector can get revenue numbers by Line, then the Council can have better resources on a line-by-line basis. Mr. King stated that the larger issue is if San Fernando Valley getting its fair share of Prop A and Prop C money, which the Council needs to address.

Mr. Hunt continued to report that he is reviewing preliminary accident and complaint data for mechanics and operators to evaluate their performance.

6. **RECEIVED Draft Transit Policy Board Report** from Isaac Lim, Service Planning Department

Mr. Lim presented a brief explanation of the Transit Service Policy. He said that the policy will be used to guide decisions during the service change process and the development of other long term plans, such as transition to the hub and spoke network. He further explained that the application of the policy will be supported by service monitoring which will provide updated information on the performance of individual bus lines, the overall system and customer satisfaction. Specific system objectives will also be monitored, including the number of bus lines operating with peak hour headways greater than 30-minutes; the number of bus lines conforming with the minimum productivity indices, and seating capacities.

Mr. Lim expounded on the main sections of the policy. He said that the policy is updated yearly directives from the MTA Board and necessary changes are made. It will be presented to the Board for adoption in January 2005.

Mr. Lim said that the policy will be implemented in the June 2005 shakeup. He said that the following changes on the policy such as the "Mystery Rider Program" will be implemented to evaluate bus service performance; Updated the Performance Index based on new data, budget and changes on the Rail Policy such as span and frequency of the service. Any changes to the policy will require the approval of the MTA Board.

Ms. Richards expressed her concern about the 16 lines listed on Appendix B of the draft Transit Service Policy. These lines, she said with trunk headway greater than 30 minutes are from the San Fernando Service Sector. Ms. Richards expressed her concern that the Service Sector will be told that these services in the community may be eliminated because they fail to conform to the policy.

7. Chair & Council Member's Final Comments

Ms. Richards reminded the Council Members of the California Transit Association Convention that will be held at the Sheraton Universal Hotel from November 2nd to the 4th, Chaired by John Catoe, Deputy CEO of the MTA.

Mr. King announced that there will be a Governance Council meeting in December.

Christina Lumba-Gamboa
Council Secretary