

Wednesday, September 6, 2006, 6:30 PM

MINUTES

San Fernando Valley Service Sector
Governance Council

Regular Meeting

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

Called to Order at 6:30 p.m.

Service Sector Representatives present:

Kymberleigh Richards, Chair
Brad Rosenheim, Vice-Chair
Richard Arvizu
Coby King
Joan H. Leonard

Officers:

Gary Spivack, Acting General Manager
(in the absence of Richard Hunt, General
Manager)
George Roqueni, Council Secretary

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1. Pledge of Allegiance

2. APPROVED **Minutes** of Regular Governance Council Meeting held August 16, 2006.

3. RECEIVED Public Comment:
 - A. Rafi Katzir – recommended changes involving the following Lines: 96, 97, 153, 154, 163, 183, 222, 223, 224, 233, 234, 324, 353, 603, 624, 634, 722, 734 and 761. The document providing the specific change details was given to Michael Brewer, Service Development Manager.

 - B. Ray D. Lopez - recommended the following changes:
 - Line 240 Reseda Avenue Bus – keep Northridge through Universal City route intact so that when the new 741 Reseda-Avenue Metro Rapid Line débuts in December 2006 it will match the route which goes from Northridge to Universal City.
 - Have Reseda Avenue Metro local bus renumbered to Line 241 to correspond to Line 741.
 - Recommends that when the Metro Expo line debuts in 2010, the color identification be rose.

Chair Richards informed Mr. Lopez that this Governance Council has no jurisdiction over MetroRail and suggested that his comments would be relevant at the Metro Board of Directors' meeting.

- C. Rick Rofman - commented that:
 - When he spoke on September 2, he mentioned that there may not be any bus service on Reseda Boulevard on weekends and that Orange and CalState Northridge would be bypassed. After examining today's report, he determined that this is not the case.
 - He lives two blocks from the busway but has to walk 1 ¼ miles to Van Nuys Boulevard to get the bus. He suggested that legislation be enacted to allow Orange Line buses, when stopped at red lights, to pick up passengers at intersections.

- D. Vince Garafolo recommended that:
 - The 3-day grace period on Metro bus passes be extended into the next month, particularly when the change of month occurs over a holiday weekend;
 - Bus routes not be limited as this inconveniences the public; and
 - Line 94 be operated 24 hours, 7 days a week

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Chair Richards informed Mr. Garafolo that this Governance Council has no jurisdiction over Metro policy regarding bus passes but requested that staff forward his remarks to the appropriate department at corporate headquarters.

4. Chair's remarks - None

5. RECEIVED **report** of Gary Spivack, Acting General Manager.
 - A. Performance Indicators – continue to show a downtrend in both accidents and customer complaints
 - B. Customer Complaints - Operator discourtesies have been greatly reduced and commendations have improved making this Sector the highest ranking for this past month. Division 8 won the Division of the Month for five months in a row which merits congratulations. Division 15 ranked among the top three divisions. For customer complaints, the key issue continues to be schedule reliability. Efforts continue to improve reliability, and changes being considered at this meeting will help improve the situation.
 - C. Regular Board Meeting Update – Board approved motion allowing sworn personnel to board buses without paying the fare while in uniform. Negotiations are beginning with the Teamsters Union. Mayor Villaraigosa has requested that the Chief Executive Officer develop a plan to increase transit ridership throughout the system both on a short and long-term basis.

Chair Richards congratulated everyone involved in achieving recognition for superior performance in this Sector.

6. RECEIVED AND FILED **Budget Update** from Kathy Drayton, Finance and Administration Manager with the following highlights:
 - Ended FY06 with a positive variance of \$6.4 million which is approximately 4.8% under budget.
 - Cost per Revenue Service Hour budgeted at \$100.69 was \$95.47.
 - Largest deficit was in fuel expense which was 11.2% over budget, which was anticipated.
 - Labor overages of \$1.16 million were just less than 2% over budget. This was attributed to ATU costs for the opening and staffing of the Orange Line.

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- Several positive variances including \$ 1.63 million for services. The variance is mainly in transit security contracts. Allocated fringe benefits were under budget by \$1 million and Public Liability Property Damage was \$2 million under budget as a result of fewer claims
 - Cost of parts variance was a positive \$476,000 for the end of the year.
 - Total revenue for the year was approximately \$128 million
 - Average Revenue per Boarding was \$.57 cents.
 - July 2006 operational expenses included a positive variance of \$1.1 million which is almost 10% under budget. The cost per Revenue Service Hour is \$98.13 as compared to the budgeted \$104.36.
 - July 2006 fuel expense is under budget and there is a slight overage in Workers' Compensation.
7. RECEIVED **Orange Line Update** by Maria Reynolds, Division 8 Transportation Manager with the following highlights:
- Average weekday boardings for July were 20,760 and the trend continues to show increasing ridership.
 - Canoga Park Station is slated for completion by December 2006. This park-and-ride station will include 611 parking spaces which will extend the transit way .3 miles to Canoga Avenue.
 - Photo enforcement with citations is fully active at the Tujunga, Oxnard, Buffalo and Woodman locations as of August 17th. Phase 2, which includes the Balboa, Kester and White Oak locations, has been fully active since September 1st. The intersections at Reseda, Woodley and Sepulveda, which are now in the 30-day warning period, are scheduled to be active on September 18th. The last phase which involves the intersections at Mason, De Soto and Lindley are slated to be active in mid October following the 30-day warning period.
 - Accident rate for July is well below the Metro San Fernando Sector rate and also the Metro rate of 3.86. The San Fernando Valley accident rate per 100,000 hub miles is 2.91 and the Orange Line is 1.70.
 - Customer satisfaction remains high. The photo enforcement project is near completion.
8. ADOPTED Staff **recommendations for Service Changes**, to go into effect December 17, 2006, or later after Mr. Michael Brewer, Service Development Manager provided a report with the following changes and staff recommendations to modify the original proposals as follows:
- Line 91 – after reviewing the public comment, it was recommended to withdraw the proposed changes

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- Line 94/394 – for Line 94A extend route from North Hollywood Station to Universal City Station; renumber to Line 224; reallocate resources to Line 724 in June 2007; for 94B, adopt proposal and operate as Line 94 and Line 394, retain original branch route of Line 94, cancel Line 394 and reallocate resources to new Line 774 (renumbered Line 794) at a later date.
- Line 152A – retain existing western terminal at Fallbrook/Ventura and establish new eastern terminal at North Hollywood Red Line Station. Implement new branch route 153 serving Sun Valley Metrolink Station.
- Line 152B – relocate western terminal from North Hollywood Red Line Station to Universal City Station, retain Burbank Metrolink Station as the eastern terminal. Implement remainder of route as proposed and renumber to new Line 155.
- Line 156 – re-route daytime service from Lankershim Boulevard segment to Vineland Avenue and retain remainder of route on Vineland Avenue and Ventura Boulevard to Santa Monica and Highland. Late night and owl trips will retain existing route via Lankershim Boulevard.
- Line 156 Owl – adopt proposal to renumber to new Line 656 and operate as a separate line.
- Line 240 – retain existing route on Ventura Boulevard to Universal City Station and reallocate resources to new Rapid Bus Line 741 on weekdays only
- New Line 774 – defer implementation, contingent upon identification of resources

Public Comment:

- Pat O'Connor expressed disappointment that Line 94 was being split which will affect many riders by adding travel time. She determined at the last Pacoima Council meeting that prohibitive parking signs were being posted on Glenoaks Boulevard which will affect the northeast valley with a shortage of parking when accessing Line 761. She asked what would be done to address this issue.

Chair Richards responded by stating that this Service Sector Council has no jurisdiction over parking regulations administered by the City of Los Angeles.

The proposed service changes for Lines 94, 152, 394 and 741 engendered questions from Representatives Arvizu, King, Rosenheim and Chair Richards. The questions pertained to frequency of service, extra waiting time, limited stop service, impact on revenue service hours, available funding from the Metro Rapid program and Consent Decree budget, percentage of increased service hours for the next service change and the future needs for the ever-increasing population density. All questions were answered by Mr. Michael Brewer.

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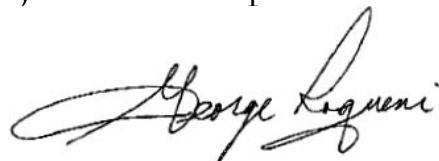
Chair Richards moved to amend the proposed service changes so that owl 656 Line on its Lankershim segment between Camarillo Street and Magnolia Boulevard retain the Lankershim alignment and remain unchanged. This amendment, as well as the motion to accept the proposed changes, was seconded and approved.

Chair Richards moved to establish Sector policy for research on withdrawn proposals to have them reviewed by Sector staff to determine if they can be integrated or otherwise resolved to be reconsidered in future plans of the Metro Connections process. Council representatives suggested that this motion be delayed until the October 2006 meeting to enable more complete consideration of all the issues involved. Chair Richards withdrew the motion with the intent of making modifications and refinements and then presenting it at the October 2006 Sector meeting.

9. Service Sector Representatives made the following closing remarks:

- Coby King – was pleased with the extent and validity of the public comment process, offered a month ago, which provided the public with an avenue for changing the transportation system. In addition, he praised the staff for the excellent work done in considering the suggestions and thereby improving the entire system.
- Brad Rosenheim – complemented the staff for a job very well done. He further stated that since the assignment of a general manager to the San Fernando Valley, there has been a substantial reduction in customer complaints.
- Chair Richards – thanked Mr. Michael Brewer and Carol Silver, for the valuable hard work they have done.

There being no further business, the meeting was adjourned at 7:45 p.m.



Prepared by: George Roqueni
Council Secretary