

Board Adopts Policy, Bylaws for Sector Governance Councils

(Oct. 1, 2002) The MTA Board approved two motions, Thursday, adopting a policy that describes the responsibilities of service sector governance councils and a set of bylaws to guide their conduct.

The policy defines the relationship between the Board and the governance councils of the five service sectors for bus operations service planning and scheduling. The Board will delegate specific authority to the councils for these functions.

The purpose of the governance councils is to improve bus service and localize control by increasing public access to the sectors and ensuring responsiveness to customers. The councils also are charged with maintaining an "employee-supportive work environment."

In addition to helping streamline decision-making and supporting MTA policies, plans and safety initiatives, council responsibilities include approving sector budget proposals for the CEO's consideration.

Implement service changes

They will conduct public hearings for sector bus lines, approve sector programs and implement service changes.

The councils also will ensure compliance with MTA's legal agreements, including collective bargaining agreements. Members will provide input to sector general managers' performance reviews and participate in annual meetings with the CEO and his staff.

The MTA Board will appoint members from "a broad spectrum of interests and geographic areas" to the governance councils based on nominations submitted by a coalition of local government entities.

The by-laws permit governance councils of up to nine members, but at least 50 percent of the membership must be transit consumers who live or work in the area. Members may be elected officials or private citizens, but MTA Board members may not serve on the councils.

Members serve three-year terms

Governance council members will serve three-year terms, staggered among the membership. The members, who will be paid a stipend for their service, will be required to conduct regularly scheduled meetings.

The meetings are to be called, announced to the public and conducted under the rules of the Brown Act, the state's open meetings law.

Under the bylaws, governance councils will have authority to change, add or delete service in conformance with MTA service standards, policies and collective bargaining agreements. They can contract with local transit operators, other firms or consultants.

They also can develop studies on routes and scheduling for Tier 2 and 3 services, call public hearings on proposed route changes, and work with MTA planners and municipal operators to ensure coordination of services, including Tier 1 bus services.

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