

# CORRECTED MINUTES

San Fernando Valley Service Sector  
Governance Council

## Regular Meeting

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

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Called to Order at 6:30 p.m.

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Council Members present:

Coby King, Chair  
Richard Arvizu  
Joan H. Leonard  
Rafi Manoukian  
Jesus Ochoa  
Kymberleigh Richards  
Brad Rosenheim

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

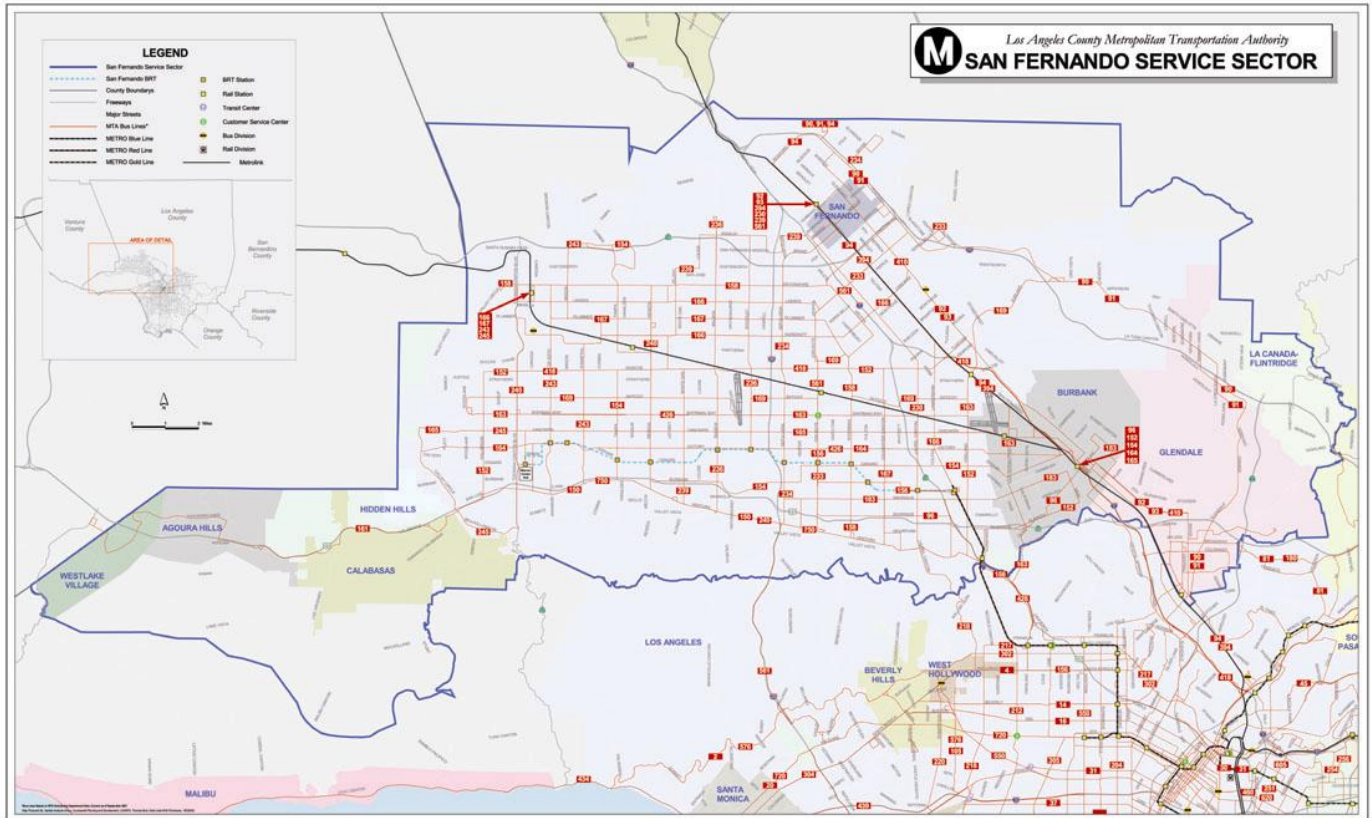


Metropolitan Transportation Authority

**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. RECEIVED AND FILED report on **Proposed June Service Changes**.

Mr. Hunt announced that the Service Changes are consistent and concurrent with the implementation of the Orange Line, and restructuring of the services in the San Fernando Valley. The Orange Line is scheduled to go into operation in August 2005, and the purpose of this workshop is to receive comments and explain the rationale behind the concepts and work towards the development of a final recommendation.

Mr. Hunt stated that the Orange Line will provide the San Fernando Valley with over 45 thousand additional annual revenue service hours; some of the changes will be innovative and others will adjust to the needs of the community.

Mike Brewer gave a brief history and background of the proposed changes. He said the purpose is to provide support to the Metro Orange Line Service. The Orange Line will operate from the North Hollywood Metro Station to the new Warner Center Transportation Center. It will be operating with 60 ft. articulated vehicles, which will be powered by compressed natural gas and seat about 60 passengers. The Orange Line is 14 miles one way and approximately 3,000 parking spaces will be provided at five stations along the route. The Orange Line will be operating every six minutes during the peak and every 12 minutes during the base. The fare will be \$1.25.

Mr. Brewer said that the options on the service changes are contingent upon available resources. The Service Sector will not be able to implement all of the new and improved services without changing the existing service. There is a status quo funding level for FY06. All Sectors will be reallocating resources to fund the new Metro Orange Line Service. The San Fernando Valley will be allocating service improvements to provide interface services. Some of the reallocation proposals involve cancellation of low productivity lines and lines duplicating segments.



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Mr. Brewer gave a brief overview of the proposed service changes as indicated on the hand out. He stated that resources from these unproductive lines will be used to improve the frequency of north/south services that will be provided on Tampa, Winnetka, De Soto Avenues, and Topanga Canyon Blvd. He said that increased frequencies on these routes are necessary to improve passenger convenience and provide better access to the Orange Line.

Mr. Brewer summarized the proposed changes as follows:

LINE	LINE NAME	DESCRIPTION OF PROPOSED SERVICE CHANGE
150	Ventura Blvd.-Warner Center-Canoga Park	Shorten westbound route to Warner Center Hub. (Owensmouth Av. between Oxnard St. and Erwin St.)
154	Tampa Av.-Ventura Blvd.-Burbank Blvd.-Oxnard St.	Shorten westbound route to Reseda Blvd. and Ventura Blvd. Tampa Av. segment recombined with Winnetka Av. segment of Line 243. (See Line 243.)
156	Panorama City-Van Nuys-L.A. City College	Shorten northbound route at Burbank and Van Nuys Blvd. and service extended via Burbank Blvd. to Kester Av. Alternate service available on Lines 233 and 761 along Van Nuys Blvd. Shorten southbound route to Highland Av. and Hollywood Blvd. Alternate service available on Lines 4 and 304 along Santa Monica Blvd.
161	Thousand Oaks-Canoga Park	Shorten eastbound route to end at Warner Center Hub (Owensmouth Av. between Oxnard St. and Erwin St.) Cancel entire line due to low productivity and reallocate resources.
168	Lassen St.-Paxton St.	No replacement service available.

183	Magnolia Blvd.-Kenneth Rd.-E. Colorado St.	Cancel segment east of downtown Burbank. Alternate service available on Metro Lines 85 and 94 and various Beeline routes. Some segments discontinued with no replacement service.
230	Laurel Canyon Blvd.	Extend selected trips via Hubbard St. to Mission College during weekday peaks only.
234	Sepulveda Blvd.-Brand Blvd.-Sayre St.	Reduce weekday peak service levels and integrate service into New Sepulveda Metro Rapid Line 734.
236	Balboa Blvd.-Sylmar	Cancel segment east of Foothill Blvd. and Glenoaks Blvd. to Sylmar Station and reroute service via Foothill Blvd. to Olive View Medical Center to address residential and low productivity issues. No replacement service along Glenoaks Blvd.
240	Reseda Blvd.-Ventura Blvd.	Reduce weekday peak service levels and integrate service into new Line S-1. (See Line S-1.)
243	De Soto Av.-Ventura Blvd.-Winnetka Av.	Split line in two. Line 243 segment along Winnetka Av. recombined with Tampa Av. segment of Line 154; De Soto Av. segment recombined with the Topanga Canyon Blvd. segment of Line 245.

245	Topanga Canyon Blvd.-Mulholland Dr.-Valley Circle Blvd.	Service along Topanga Canyon Blvd. between Chatsworth Transportation Center and Ventura Blvd. recombined with De Soto Av. segment of Line 243. (See Line 243.) Segment between West Hills Medical Center and Topanga and Ventura Blvds. proposed for cancellation due to low productivity.
418	Roscoe Blvd.-Laurel Canyon Blvd.- Limited to North Hollywood Station	Cancel line and reallocate resources to new Line S-1. Alternate service available on Lines 152, 230 and 166.
426	San Fernando Valley-Laurel Canyon Blvd. Limited to North Hollywood Station	Cancel line and reallocate resources to new Study Line S-1. Alternate service available on Lines 163, 233 and 761, 164, 230, 154 and 166.
761	Westwood-Van Nuys Blvd. Metro Rapid	Reduce weekday peak service levels between Sherman Oaks and Westwood and integrate service into new Study Line S-1.

PROPOSED NEW SERVICES

Study Line S-1	<b>New</b> Reseda Blvd.-Orange Line Busway-Sepulveda Blvd.-Westwood	Establish new expedited service from Reseda Blvd. and Devonshire St. along Reseda Blvd. to Orange Line busway, then via busway between Reseda and Sepulveda Stations, Sepulveda Blvd. and route of Line 761 to Westwood. Service proposed to operate every 20-minutes during the weekday peaks only.
Study Line S-643	<b>New</b> Pierce College Shuttle	Establish new shuttle service along De Soto Av., Ventura Blvd., Winnetka Av. and Victory Blvd. Service proposed to operate along a one-way loop every 15-20 minutes, weekdays only.

734      **New Sepulveda-North Metro Rapid**

Establish new Metro Rapid service from Sylmar Station via Truman St., Brand Blvd., and Sepulveda Blvd. to Sherman Oaks. Service proposed to operate every 20-minutes during weekday peaks only.

Mr. King said that he noticed a pattern of lines being shortened to end at the busway station. He said that he understands the theory behind that but expressed his concern that a number of lines will no longer be serving the shopping centers or the Sherman Way district. He asked if the Service Sector is serving customers the best way possible by eliminating and shortening the routes.

Mr. Rosenheim asked what the alternative will be for customers to get to the Sherman Way Corridor between Canoga and Topanga. Mr. Brewer responded that the turnaround route for Line 150 has not been finalized, but likely would continue on north Topanga to Victory, east on Victory Blvd., then south on Owensmouth. There is access along Victory, northbound, to the Promenade Shopping Center and continuing to the shopping center in the southern area as well. There is access without taking a second bus, but a short walk may be necessary.

Mr. Brewer reminded the Councilmembers that these changes and proposals are open to comments and changes.

Ms. Richards expressed concern that the corridors served by Lines 418 and 426 were too far north of the Orange Line for those lines' passengers to use the replacement service, and also expressed concern over removing direct connections from those corridors to the North Hollywood Red Line Station."

Mr. King asked how the buses of Line 734 are turned around. Mr. Brewer responded that Ventura and Sepulveda are very busy intersections with very limited options for layover. Currently there is a layover zone on Sepulveda north of Ventura, but it is only a two-bus zone. Rapid Service will take the entire zone but will operate peak hours only and coincide with the changes for the Orange Line.

Mr. Rosenheim asked if LADOT is on schedule for Rapid Service work. Mr. Hunt responded affirmatively.

Mr. King asked why the first two Rapid Lines in North/South San Fernando Valley are over a mile apart. Mr. Brewer responded that the original plan did not include Sepulveda. Sepulveda was an offshoot of the North/South Transit study. Senator Richard Alarcon from the northeast San Fernando Valley was able to secure funding for a North/South Transit study. The study sought to identify north/south transit

corridors that extended from Devonshire to Ventura Blvd. Canoga Park, Reseda, Sepulveda, and Lankershim San Fernando were identified as potential options. Sepulveda because of its width and potential was selected to be the first Rapid Bus Line over the other candidates.

Mr. King asked if the Service Sector has a Canoga right-of-way. Mr. Brewer responded that MTA owns it. Mr. Rosenheim asked if the next Rapid Line would be Lankershim. Mr. Brewer responded it would be Reseda. He said that the approved route would operate along Reseda from Ventura Blvd., north to Nordhoff to Sepulveda to Brand to San Fernando Rd. to the Sylmar Metrolink Station. Mr. Rosenheim asked if that Rapid Line would cause a reduction of service elsewhere. Mr. Brewer responded affirmatively. He further explained that the study was started with the intent of having funding available for operation and capital. Funding was lost when the State had a budget shortfall, but implementation plans for the study still exist.

Mr. King expressed his appreciation to staff for their hard work on the service changes. He expressed surprise at the scope of the service reductions that are being made, especially on the east/west routes. He feels that decisions made by staff with regard to Lines 418 and 426 are draconian.

Mr. Brewer commented that the service reallocations fall into four categories. The first is to pay for the San Fernando Valley portion of the Orange Line operation, which is 13,000 annual revenue service hours; the second set of reductions is to enhance service in the valley, improve service frequencies along Topanga Canyon, De Soto, Winnetka, and Tampa; the third for new routes like the study line S1, and the Pierce College shuttle; the last package can be viewed as cancellations to offset the service additions that are on the study route.

Mr. King commented that these are tough decisions, and he will wait for the results of the public hearing.

3. RECEIVED Public Comment.

4. APPROVED:

A. Scheduling a **public hearing on February 16, 2005 at 6:30 p.m. to receive public comment on June service changes and adjustments;**

B. Authorizing the Publication of the Notice of Intent; and



- C. Designating the General Manager or his appointee as the Public Hearing Officer to receive public testimony on these matters.

ALSO APPROVED King motion to schedule regular Governance Council meeting on March 9, 2005.

- 5. CARRIED OVER – APPROVAL of **Minutes** of Governance Council meeting held on December 1, 2004
- 6. Council Member and Chair’s Final Remarks

Eric Rapp announced that the meeting on February 2, 2005 will be in Room 27 of the American Red Cross located at 14717 Sherman Way.

Prepared by: Christina L. Gamboa  
Council Secretary

## METROPOLITAN TRANSPORTATION AUTHORITY SERVICE SECTOR COUNCIL RULES

### PUBLIC INPUT

The Service Sector Council meetings are open to the public. A member of the public may address the Council on agenda items, before or during the Council's consideration of the item for up to 5 minutes per item, or at the discretion of the Chair. A request to address the Council should be submitted in person at the meeting to the Board Secretary before the start of the meeting.

The public may also address the Council on non-agenda items within the subject matter jurisdiction of the MTA Service Sector during the public comment period, which will be held at the end of each meeting. Each person will be allowed to speak for one minute and may speak no more than once during the Public Comment period. Public Comment will last a maximum of 30 minutes, or as otherwise indicated by the Chair. Speakers will be called according to the order in which the speaker request forms are received until the Public Comment period has expired. Elected officials, not their staff or deputies, may be called out of order and prior to the Council's consideration of the relevant item.

**At the discretion of the Chair**, the Council may limit public input on any item, based on the number of people requesting to speak and the business of the Council.

**In the interest of hearing from as many members of the public as possible, if at the time your name is called, your issue has been addressed or your opinion expressed by a previous speaker, please simply state that fact and your name for the record.**

In accordance with State Law (Brown Act), all matters to be acted on by the Council must be posted at least 72 hours before the meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Council may act on an item that is not on the posted agenda.

**CONDUCT IN THE MEETING ROOM** - The following rules pertain to conduct at Service Sector Council meetings:

**REMOVAL FROM THE MEETING ROOM** The Chair shall order removed from the Meeting Room any person who commits the following acts with respect to any meeting of the Council:

Disorderly behavior tending to interrupt the due and orderly course of said meeting.

A breach of the peace, boisterous conduct, or violent disturbance, tending to interrupt the due and orderly course of said meeting.

Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Council; and

Any other unlawful interference with the due and orderly course of said meeting.

### INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE COUNCIL

Agendas for the Regular Council meetings are prepared by the Board Secretary and are available before the meeting in the MTA Records Management Department and on the Internet.

Every meeting of the Council is recorded on cassette tapes, and duplicate tapes are available for a nominal charge. A Spanish language translator is available at all Council Meetings. Translators for other languages must be requested 72 hours in advance. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. After each Council meeting, a record is prepared which

indicates the actions taken by the Council. This record is available on the second business day following the meeting.

### **DISCLOSURE OF CONTRIBUTIONS**

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the Board Secretary's Office. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

### **ADA REQUIREMENTS**

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