

MINUTES

**San Fernando Valley
Governance Council**

Regular Meeting

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

Called to Order at 6:37 P.M.

Service Sector Representatives Present:

Brad Rosenheim, Chair
Richard Arvizu, Vice-Chair
Gary Bric
Kymberleigh Richards

Officers:

Gary Spivack, Division Transportation Manager
William Walker, Council Secretary



Metropolitan Transportation Authority

Metro

1. Pledge of Allegiance
2. **APPROVED Minutes of Regular Governance Council Meeting** held January 6, 2010.
3. **RECEIVED Public Comment** on items of interest not included on the Agenda:

Ray Lopez – Suggested Line 152 be split at Roscoe and Fallbrook. The Roscoe portion would continue west on Roscoe, then south on Woodlake to West Hills Medical Center. He then suggested a new north-south line to operate between Roscoe and Fallbrook (serving Devry Institute) and Ventura Boulevard. He wished everyone a Happy St. Patrick's Day.
4. Chair's Remarks – None.
5. **APPROVED Richards' Revised Motion** that:
 - A. the service development team will identify the bus runs which include the highest amount of high-ridershp line operation, as determined by available boarding data (excluding non-Local color scheme lines and/or articulated buses), and will create a ranked priority list of those runs;
 - B. the assignment desks will assign low-floor buses only to runs on the priority list, concentrating on the runs ranked highest on the list;
 - C. the assignment desks will assign high-floor buses only to low-ridership lines, to "trippers" on high ridership lines, and to priority list runs after all low-floor buses have been assigned;
 - D. this policy shall not prevent the assignment of high-floor buses in place of low-floor buses when the operational needs of the divisions (i.e. breakdowns, shortage of the "correct" equipment due to maintenance and repair) require it;
 - E. when creating service change programs, the service development team will undertake efforts to avoid the scheduling of high- and low-ridership lines on the same bus run whenever possible.

6. APPROVED:

- findings of public hearing;
- adoption of revised service change program;
- **Richards' Substitute Motion** regarding Line 902 Pacoima-North Hollywood that:
 - continues Line 902 as a demonstration line for six additional months; and
 - will reevaluate at the June 2010 Public Hearing on December 2010 Service Changes whether the demonstration line be made permanent based upon whether or not ridership levels increase to at least a .50 load factor at North Hollywood Station.

Mr. Brewer presented the revised service change program. Staff considered the impacts on operating budget, ridership, and several different alternatives proposed by staff, council members, elected officials and the public presented in writing during the comment period or verbally at the February 3 public hearing. The final recommendations, to be implemented June 27, 2010 or later, are as follows:

June 2010 Revised Service Change Program Recommendations

Line 96 Downtown Los Angeles-Sherman Oaks via Riverside Drive – Make permanent minor reroute from Riverside Drive and Fletcher Drive via Fletcher Drive, Glendale Boulevard, Riverside Drive and regular route to Universal City Station and Sherman Oaks Galleria. Return via reverse of above route. Implemented to provide more direct service to the Silver Lake Branch of the Los Angeles Public Library.

Line 741 Northridge-Tarzana Rapid via Reseda Boulevard – Staff withdrew original proposal to reallocate revenue service hours from Line 750 (Warner Center-Universal City Station Rapid via Ventura Bl) to fund extension of Line 741 along Ventura Boulevard from Tarzana to Universal City Station. Line 741 would retain existing route from Northridge to Tarzana.

Line 750 Warner Center-Universal City Station Rapid via Ventura Boulevard – Retain existing route and service level (see Line 741 above).

Line 902 Pacoima-North Hollywood Station Express via Van Nuys Boulevard – Make permanent demonstration route and consider adding service in the midday at the December 2009 Service Change in order to do so in a cost effective manner. ***This recommendation was rejected by the council and replaced with the Richards Substitute Motion (see above).***

Cal State University Northridge (CSUN) Transit Center Proposals
(Lines 166/364, 167, 168, 240, 741)

Line 166/364 Chatsworth-Sun Valley via Nordhoff Street – retain existing route to avoid adding revenue service hours and avoid increasing travel time for riders not destined to CSUN.

Line 167 Chatsworth-Studio City via Plummer St and Coldwater Canyon BI – reroute to CSUN Transit Center weekdays only; effective December 2010 if transit center is completed.

Line 168 Chatsworth-Pacoima via Lassen and Paxton Streets – implement minor reroute via Lassen, Tampa, Plummer to CSUN Transit Center, then Plummer, Reseda Boulevard to Lassen and regular route. Stops along Plummer between Corbin and Tampa are abandoned.

Line 240 Northridge – Universal City via Reseda and Ventura Boulevards – retain existing route to avoid adding revenue service hours and avoid increasing travel time for riders not destined to CSUN.

Line 741 Northridge-Tarzana Rapid via Reseda Boulevard: Reroute Line 741 from Reseda Boulevard and Plummer Street via Plummer Street, Darby Avenue and Vincennes Street to terminal at CSUN Transit Center. Alternate service on Reseda Boulevard from Plummer to Devonshire is provided by Line 240.

RECEIVED Questions and Comments from Council Representatives regarding June 2010 Service Change Program:

Representative Richards commended the staff recommendations for the June 2010 Service Change Program except for the recommendation for Line 902. She added that an extension of Line 166/364 to the CSUN Transit Center might be warranted if a traffic signal is added at the

intersection of Nordhoff Street and Darby Avenue, allowing the line to access the Transit Center in a more cost-efficient manner.

Representative Rosenheim asked the impact upon ridership should Line 741 be rerouted from Reseda Boulevard and Plummer Street to serve CSUN rather than the final Devonshire rapid stop. Mr. Brewer responded 500 riders, approximately 250 in each direction. Representative Richards added that rerouting Line 741 results in the abandonment of only one stop on that line (Devonshire).

Representative Richards presented a motion that would supersede the revised staff recommendation to approve Line 902 as a permanent service. In her opinion, the demonstration period was not long enough for the Council to make an informed recommendation regarding the line. She added that an unofficial ridership count conducted by Southern California Transit Advocates showed that on average, each bus arriving or departing North Hollywood Station had an average load factor of .25, meaning each bus was about one-quarter full. Unless the line is achieving high load factors at North Hollywood or Valley College stations, the service would be better utilized as Line 233 service where most of the service hours to fund the service were based.

7. **RECEIVED Council Representatives' Closing Remarks:**

Representative Bric said he was not surprised that Representative Richards brought forth her two motions and thanked her for them. He also said he loved that the meeting was short and sweet.

Representative Richards thanked the Council for supporting her motions this meeting.

ADJOURNED at 7:07 P.M.

Prepared by:



William L. Walker
Council Secretary