

MINUTES

San Gabriel Valley Service Sector Governance Council

Regular Meeting

Metro San Gabriel Valley Sector Office
San Gabriel Valley Conference Room
3369 Santa Anita Avenue
El Monte, CA 91731

Call to Order

Council Members Present:

Bruce Heard, Chair
Harry Baldwin
Emile Bayle
Bart Doyle
Henry Lopez
Sharon Martinez
David Spence
Rosie Vasquez

Officers:

Jack Gabig, General Manager
Michele Chau, Council Secretary



Metropolitan Transportation Authority

Metro

1. APPROVED July 12, 2005 Minutes.

2. RECEIVED Public Comment:

- Patricia Noble, resident of Monrovia, mentioned that she has been riding on Line 177 for the past 17 years and opposes any changes to this line. She suggested that the Sector provide hourly service to the City of Hope during weekday peak hours as an alternative to staff's proposal to cancel the route east of Rosemead Blvd. She observed that fareboxes are not well maintained.
- Madeleine Giusto commented that many laborers use Line 177 and opposed any changes to the line. She requested that staff provide, at minimum, peak hour service on the segment that is being considered for cancellation.
- Marion Puszez observed that some fareboxes are either covered or not working. She stated that many riders are dependent on Line 177.

Councilmember Spence asked why fareboxes are covered, and how ridership counts are conducted.

Mr. Hillmer responded that Line 177 is a contracted line that was recently taken over by Southland Transit, Inc. Equipment issues are still being resolved. In addition to daily ridership counts by operators, periodic sampling of the number of riders at bus stops is conducted.

- Jano Baghdanian, representing the City of Glendale, expressed opposition to canceling the portion of Line 201 extending from Glendale Galleria to the Glendale Adventist Medical Center and Glenoaks Canyon. He stated that residents of Glenoaks Canyon are heavily dependent on the line. The City of Glendale would like to work with Sector staff to design a route within the Glendale Beeline System that will fully or partially provide service for the segment of Line 201 being proposed for cancellation.

Councilmember Spence asked Mr. Baghdanian how long it would take to work on Line 201 issues with the City of Glendale.

Mr. Baghdanian responded that the City would need approximately 45 days to reallocate resources to its Beeline System.

Mr. Hillmer stated that the Sector is already pushing the envelope with the December 18 implementation date for service changes, and that it may be a good idea to approve the changes as proposed and delay resolving the issues noted above until after December 18. He mentioned that the Beeline is the best alternative for service in Glenoaks Canyon due to the area's low population density.

(Please refer to Item #5).

3. RECEIVED Chair's Remarks:

Chair Heard thanked Councilmembers for their support in electing him as Chair. He stated that he owes a debt of gratitude to former Chair Doyle for his fine service and that it will be a challenge to follow in his footsteps.

He announced that all five Sectors will have an opportunity to address the MTA Board on September 29th. Since he will be out of town that day, Councilmember Baldwin will represent the Sector at the Board meeting.

4. RECEIVED report of the General Manager.

Mr. Gabig reported that a fundraising event for Hurricane Katrina victims was held this past weekend at Division 9. Four agencies were represented at the event, including the L.A. County Fire Department, LA County Sheriff's Department, LASD, and MTA. The agencies helped raise a total of \$62,000, and a check was presented to the Pasadena Red Cross yesterday.

Mr. Gabig provided an overview of key performance indicators for June 2005. Worker's Compensation Costs totaled \$207,000, one of the best-performing months for the Sector in this category. There were 3 OSHA Recordable Incidents, and this is below target. Bus Traffic Accidents/100,000 Hub Miles was within an acceptable range at 3.05. There were 13 New WC Indemnity Claims/200,000 Exposure Hours, and this is below the target of 14. Passenger Boardings increased in June, and Complaints/100,000 Boardings was below the target at 2.8.

Councilmember Vasquez inquired about factors that led to the spike in ridership.

Mr. Gabig stated that a statistical adjustment was made in this category. New fare collection equipment will enable the Sector to collect more accurate ridership figures. He explained that ridership has increased throughout the system, due in part to rising gas costs.

"How You Doin'?" Program:

June 2005 Results:

Division 3 Transportation ranked 2nd place, Division 9 Maintenance ranked 2nd place, and Division 9 Transportation ranked 3rd place.

4th Quarter FY05 Final Results:

Division 9 ranked 2nd place and Division 3 ranked 3rd place.

FY05 Annual Final Results:

Division 9 ranked 2nd place and Division 3 ranked 3rd place.

When analyzing Sector Weighted Average Scores, the San Gabriel Valley Sector scored highest among the five Sectors.

Mr. Gabig provided an overview of July 2005 Key Performance Indicators. Worker's Compensation Costs were \$207,000, well below the target. There were 2 OSHA Recordable Incidents, and this is also below the monthly target. On-Time Performance was 75%, and this meets the target exactly. There were 2.9 Complaints/100,000 Boardings in July. The target is 3. Mr. Gabig stated that Miles Between Mechanical Failures will be reported in a different format. The agency will re-define this category and examine roadcalls resulting in a bus exchange rather than mechanical failures. A new target has not yet been established.

Mr Gabig reviewed complaint data for July. There was an increase in complaints for Division 9, which had 4.2 complaints. Mr. Hillmer explained that the spike in complaints is due in part to a layover in the Fair Oaks/Mendocino area of Pasadena, which has been disruptive to homeowners in the vicinity. The Sector may move the layover area farther south near a vacant lot.

Councilmember Martinez asked if the Sector investigates complaints involving Operator Conduct/Discourtesy.

Mr. Gabig responded that the Sector examines each complaint, which may result in a meeting with the operator and in some cases, remedial training and possible disciplinary action.

Mr. Rosenberg provided an overview of FY2005 financial data through June (year end final). Total SGV Sector budget for the month was \$1.4 million over budget, due in part to a few adjustments by Risk Management in PL/PD reserves. Mr. Rosenberg gave a summary of significant items. Fringe Benefits Allocation was 32% over budget, and Fuel and Fuel Tax Expense were 43% over budget. Total SGV Sector budget was \$33,000 over for the year on a budget of \$109.6 million.

Mr. Rosenberg reviewed FY2005 financial data through July. Total Transportation was \$598,000 over budget, Total Maintenance was \$150,000 under budget, Total Sector Office was \$46,000 under budget, and Total SGV Sector (including Other Sector Support) was \$334,000 over budget for the month of July. Mr. Rosenberg gave an overview of significant items. There is a new Chargeback Allocation for PL/PD, which has a charge of \$1.47 million. Because the chargeback is now categorized under Transportation, there was an overrun in this category in July.

5. APPROVED findings of August 9, 2005 Public Hearing and ADOPTED, with **AMENDMENTS**, a revised Service Change Program.

Mr. Hillmer noted that the August public hearing was successful and well-attended. Of the 90 people who attended, 46 spoke during the public comment period. 81 individuals provided oral testimony at the community hearings. The Sector has received over 125 comments by phone, in writing, or by email, and continues to receive input from the public regarding the proposed changes.

Proposed changes from other Sectors impacting the San Gabriel Valley Sector include the following lines: Line 65 (Gateway Cities Sector) – Staff withdrew the proposal; Line 68 (Westside Sector) – Staff withdrew the proposal; Line 254 (Gateway Cities Sector) – Approved; Line 258 (Gateway Cities Sector) – Approved; Line 577 (Gateway Cities Sector) – Approved.

Mr. Hillmer stated that the Sector will receive funds from the Gateway Cities Sector to operate its portion of Line 258.

Proposed changes by San Gabriel Valley Sector staff include the following lines: Line 170, Line 175, Line 177, Line 201, Line 255, and Line 258/259. All of these are poor-performing with the exception of Line 175. A detailed explanation of all changes is summarized in the report distributed to the Council, and is available on the web at metro.net.

In addition to the above changes, staff is proposing to improve service levels and scheduled times on heavy San Gabriel Valley Sector lines. Mr. Hillmer reviewed the Sector's estimated service needs for December 2005 for the following lines: Lines 28, 70, 76, 78, 260, 484, 485, 487, 490, 620, 687, and 751. Service needs to be considered include schedule, overload problems and buses running late.

Mr. Hillmer provided a summary of staff revised service change recommendations to be implemented in December 2005 or later:

Line 170 - Retain central portion of route.

APPROVED AS AMENDED BY COUNCILMEMBER VASQUEZ to delete "or until June 2006" from the following sentence on page 2 (paragraph 7, line 5) of Item #5 Council report: "It is recommended that this be retained until Foothill Transit modifies the route of its Line 269 to operate along Rush and Rosemead, or until June 2006."

Mr. Gabig mentioned that Foothill Transit plans to restructure its Line 269, which runs through the Line 170 service area. MTA will withdraw the shortened route of Line 170 once Foothill Transit re-aligns its Line 269 to operate on Rush St. Currently, Line 170 duplicates Foothill Transit Line 269 in that both lines provide service to El Monte Station and Montebello Town Center.

Line 175 – Cancel mid-day service. **APPROVED.**

Line 177 – Cancel route east of Rosemead Blvd. and improve service levels to every 30 minutes. **APPROVED.**

Councilmember Vasquez asked about the length of the segment of Line 177 proposed for cancellation.

Mr. Hillmer responded that the segment is approximately 7.5 miles. He added that community-based service would be the most appropriate option for this segment. The Sector has worked with Foothill Transit and several municipal operators to explore the possibility of providing replacement service in this area, but it is either not feasible, or ridership is too low to encourage other operators to provide service on this segment.

Line 201 – Some segments need to be changed because they are not safe for buses to navigate (e.g., segments with narrow streets). Retain service to Glendale Adventist Hospital via revised route – use Chevy Chase and remain on W. Silver Lake Blvd.

Please refer to public comment (Item #1) regarding Line 201 proposed service changes.

ADOPTED revised staff recommendation. Staff will work with the City of Glendale to provide Beeline service in the Glenoaks Canyon area. Service on the portion of Line 201 extending from Glendale Galleria to the Glendale Adventist Medical Center and Glenoaks Canyon will be maintained until alternative service is provided or until June 2006. Staff will report back in June 2006 with actions taken to resolve the issue.

Line 255 – Retain only the portion of this line between Whittier Blvd. and County USC Hospital until LADOT is able to extend the Boyle Heights DASH route or until June 2006. **APPROVED.**

Councilmember Spence requested that staff report back to the Council before June 2006 on progress of extending the Boyle Heights DASH route to replace the remaining portion of the line.

Line 258/259 – Cancel segment of Line 259 between Fremont Av. in Alhambra and Monterey Rd. in El Sereno and extend the line to Green Line Station. **APPROVED.**

6. Consideration of Items not on the Posted Agenda – None.

ADJOURNED at 6:35 P.M.



Prepared by:
Michele Chau, Council Secretary