

# MINUTES

## San Gabriel Valley Service Sector Governance Council

Special Meeting

Adult Recreation Center  
The Grapevine Room  
324 South Mission Drive  
San Gabriel, CA 91776

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Called to Order at 11:35 a.m.

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Council Members Present:

Bruce Heard, Chair  
Harry Baldwin  
Emile Bayle  
Bart Doyle  
Henry Lopez  
David Spence

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Officers:

Jack Gabig, General Manager  
Michele Chau, Council Secretary



Metropolitan Transportation Authority

**Metro**

1. RECEIVED report on **San Gabriel Valley Restructuring Study and Metro Connections**.

Councilmembers, staff, and members of the public introduced themselves.

Mr. Gabig stated that the Sector undertook a regional Restructuring Study about one year ago. The Study is directly related to the agency-wide Metro Connections project and reflects a strong interest within the Sector to take advantage of significant restructuring opportunities. Mr. Gabig acknowledged MTA and Foothill Transit for their financial support. He noted that Foothill Transit matched our contribution dollar for dollar. In addition, approximately 7-9 cities in the Sector's core service area agreed to provide various levels of funding.

Mr. Gabig reported that the Study is complete and that the Council has been briefed during the regular Council meetings. More detail on the specifics of the Study will be provided today. The Council will have an opportunity to provide feedback and suggestions for improvement.

Mr. Gabig stated that staff will come back at the June Council meeting with a proposal to adopt the Study as the Sector's roadmap. He clarified that specific recommendations and changes will need to undergo a public outreach and hearing process before they are implemented.

Mr. Hillmer provided an overview of basic components of the Study, proposed changes in existing service, and new types of service under consideration. The Study seeks to increase transit ridership, identify new developments and transit demand, identify locations for service hubs, propose service recommendations, identify funding needs and sources, and recommend a communications and marketing plan.

He stated that in addition to the funding partners noted earlier, a Technical Advisory Committee which included representatives from Foothill Transit, City of Pasadena, City of L.A., City of Alhambra, and Montebello Bus Lines contributed to the Study.

The Metro Connections project, which will establish transit hubs throughout the region and restructure services according to a "hub-and-spoke" arrangement (as opposed to former grid system), provided the framework for the Study. Key elements of the Study include moving more service onto regional service modes, offering service at higher speeds, longer distances, and higher capacity, establishing transit center based routes, simplifying bus routes and schedules, shortening routes and working with local operators to

find ways for them to assume some of MTA's service. In addition, the Downtown restructuring plan will focus service on key streets, establish a possible transit mall on Broadway, and improve bus speeds in Downtown L.A.

Staff will continue to report back to the Council on actions that need to be taken to accomplish these goals.

Mr. Hillmer indicated that the Council may direct specific questions on Metro Connections to Ed Clifford or Stewart Chesler. One major goal of the project is to improve average bus speeds by placing greater focus on Rapid bus service and proposing new limited stop and Express services. Mr. Hillmer noted that the Sector is considering implementing significant changes to the El Monte Busway. Services that link the same origins and destinations on both the Harbor Transitway and El Monte Busway will be consolidated. He mentioned that Foothill Transit is scheduled to launch the Silver Streak next March, a bold new type of bus service with major station stops in Montclair, Pomona, West Covina, El Monte, and Downtown L.A.

Mr. Hillmer announced that staff will come back next month with a proposal to hold an August public hearing for changes to be implemented December 2006 or later. Proposed changes include canceling Line 255, shortening Line 201, breaking Line 85 off of Line 54, restructuring Line 684, and establishing new El Monte – Pasadena Express Line.

Staff will also return with an outline of a master plan for phased implementation, and may coordinate with other adjacent Sectors to review any significant proposed service changes that impact the San Gabriel Valley. A recent motion introduced by Director Fasana reaffirms the need to carry out the latter activity.

The Metro Connections program has identified several regional, sub-regional and community hubs in the Study area. Mr. Hillmer reviewed examples of each type of hub. He presented diagrams of regional activity center travel flows for various years, and provided more detail regarding local and Rapid services, Express service, potential point-to-point services, and the Downtown plan. He stated that CEO Snoble anticipates that the project will result in agency-wide savings of roughly \$40 million when fully implemented in June 2009.

Chair Heard inquired about what the orange lines shown in the diagrams represent.

Mr. Hillmer responded that the orange lines indicate proposed routes for expedited service between El Monte and Pasadena and Pasadena and North Hollywood via Glendale/Burbank. The Study includes a recommendation to provide this type of expedited service.

Chair Heard asked about the installation of Rapid Bus traffic signal system in the Pasadena area.

Mr. Hillmer responded that signaling systems in Pasadena and Glendale should be up and running by this summer.

Next steps include completing final round of Sector Council workshops, finalizing recommendations by June 2006, Board approval of Route Network Master Plan, and beginning plan resourcing in August or September 2006.

Mr. Hillmer mentioned that several new Rapid lines will be introduced in the SGV Sector in 2007, Line 762 (operating along Fair Oaks and Atlantic between Pasadena and Long Beach) and Line 770 (operating between El Monte Station and Downtown L.A. via Garvey, Atlantic and Chavez).

Councilmember Baldwin asked if Line 770 will provide a direct connection to the Gold Line Eastside Extension (Pomona Station).

Mr. Hillmer responded that the Line will travel north of the Atlantic/Pomona Station using Chavez Av. at East LA College as the route into Downtown LA. The Fair Oaks/Atlantic Rapid Line scheduled to begin in June 2007 would service this Gold Line Station.

He reported that staff will be working closely with the City of Pasadena to transition MTA Lines 177 and Line 256 (northern portion) to the Pasadena ARTS system. Staff will also coordinate with other providers to transfer MTA community service to local operators. Mr. Hillmer provided a detailed summary of proposed recommendations.

The following MTA Lines may be impacted by these proposals: 28/328, 30/31, 66, 68/368, 78/79/379, 81/381, 83, 84/85, 170, 176, 177, 180/181, 255, 256, 258, 264, 267, 268, 270, 484, 487/489, 490, 605, 620, 684, 686/687, and 780.

Mr. Hillmer reviewed SGV Transit Restructuring Study next steps, including: 1) adopting the Study as Master Plan for SGV Sector, 2) working with Metro Connections group and their consultants to integrate the Study into Metro Connections, 3) presenting proposed service changes impacting other Sectors to those Sectors for review and comment, and 4) creating an implementation timeline.

2. Public Comment – none.

ADJOURNED at 1:20 p.m.

*Michele Chau*  
Michele Chau, Council Secretary