

# MINUTES

## San Gabriel Valley Service Sector Governance Council

Regular Meeting

Metro San Gabriel Valley Sector Office  
3449 Santa Anita Avenue  
El Monte, CA 91731  
3<sup>rd</sup> Floor, Council Chambers Room

---

Called to Order at 5:04 p.m.

---

Sector Representatives Present:

Roger Chandler, Chair  
Harry Baldwin  
Alex Gonzalez  
Bruce Heard  
Rosie Vasquez

---

Officers:

Jack Gabig, General Manager  
Michele Chau, Council Secretary



Metropolitan Transportation Authority

1. APPROVED Minutes of Regular Governance Council Meeting held December 8, 2008.
2. RECEIVED Public Comment.
3. RECEIVED Chair's Remarks:
  - CEO Roger Snoble submitted a letter of resignation on December 17, 2008. He will officially retire once the Metro Board of Directors announces a successor. Mr. Snoble has headed Metro for the last seven years and has forty-three years of experience in the transit industry.
4. RECEIVED report of the General Manager.
  - A design workshop was conducted December 9-12, 2008 at the San Gabriel Valley Sector office building. The design consultant, Metro staff and stakeholders discussed design concepts for the new El Monte Transit Station and parking facility. This capital improvement program is funded by the congestion reduction program. A report will be submitted in the next few weeks. Staff hopes to break ground by the end of this calendar year. The targeted completion date is late 2010.
  - During FY09 Metro staff anticipated receiving \$172 million in State Transit Assistance funding. The State Legislature has since diverted a major portion of this funding. There is a shortfall of \$136 million. It will be a major challenge this fiscal year to fill this gap.
  - Metro bus operations provided twenty buses to assist in transporting approximately 45,000 patrons headed to Pasadena for the New Year celebration. Shuttle service was also provided to the Rose Parade float viewing grounds.
5. RECEIVED oral report on status of Division 3 Renovations by Cliff Thorne, Maintenance Manager.

Mr. Thorne reviewed the layout of the old maintenance building. Division 3 is the only division undergoing major renovations due to the creation of a master plan prior to project funding. The master plan includes renovations of the maintenance and transportation buildings and extension of the parking structure. Mr. Thorne presented slides of the Division 3 maintenance annex. New landscaping will include drought tolerant native plants. Nearly all the walls of the new building have been erected.

The 13,000 square foot building will house a new tire shop, body shop, facility maintenance and auto shop, and will have the capability of servicing articulated buses. The walls should be completed by the end of next week, and work on storage facilities will begin by the end of the month.

Mr. Thorne presented a slide of the annex taken in 1938, when it primarily serviced rail vehicles. The current facility was built in 1978.

Representative Vasquez asked about the number of bays at the new building.

Mr. Thorne responded that there will be seven new bays.

Mr. Gabig stated that the new building will help consolidate a great deal of work that is currently performed at different locations on the site, and will provide additional square footage for support functions.

**6. RECEIVED AND APPROVED potential Measure R Bus Service Improvements Recommendations** by Scott Page, Service Development Manager and DIRECTED staff to forward to CEO.

Mr. Page mentioned that at the December 4, 2008 Metro Board meeting, Mayor Villaraigosa submitted a motion as part of item 46 requesting that staff return to the Board in March 2009 with recommendations for potential bus improvements that could be implemented using Measure R funding.

Mr. Page reviewed the list of potential Measure R bus improvements discussed by Sector staff. These include improving on-time performance, establishing a Gold Line Eastside Extension transit center on Atlantic Boulevard, accelerating vehicle purchases and improving service frequencies. Other potential Measure R bus improvements include funding Mt. Washington area DASH service, expanding the Valley Boulevard/Del Mar Avenue Park and Ride lot, and improving transit stop amenities.

Mr. Page reviewed next steps and encouraged Sector Representatives to provide their input.

Representative Vasquez asked for more information on the funding of Mt. Washington area DASH service.

Mr. Page responded that Metro staff would need to coordinate with the City of Los Angeles to implement DASH service expansion in Mt. Washington.

Representative Heard asked if these proposals are designed to work in concert with the rail program, specifically the Gold Line Foothill Extension.

Mr. Page responded that 20% of Measure R funding is set aside for bus operations improvements, and the proposals presented should not compete with any other projects.

Representative Baldwin inquired about Metro's ability to establish a contract with DASH to provide expanded service.

Mr. Gabig responded that Metro would contract with LADOT instead of a private contractor for the segment of Line 176 service that was eliminated last year.

Representative Vasquez asked if the suggested improvements will go back to the Metro Board for review. She expressed concern that suggestions may not be implemented.

Mr. Page responded that the Sectors' suggested improvements will be reviewed by CEO Roger Snoble who will in turn provide a presentation to the Metro Board. Regional planning staff is also compiling a list of improvements which includes projects from the Short Range and Long Range Transportation Plans.

Mr. Gabig stated that the motion was intended to solicit input from the Councils on how to spend Measure R funding, and that these funds won't become available until January 2010. There is a six-month lag between the collection and disbursement of the tax revenues. The sales tax becomes effective July 1, 2009.

RECEIVED public comment - José Melendez, transit user, asked if staff has considered allocating funding for improvements on municipal lines.

Mr. Gabig responded that municipal providers will receive their own portion of the 20% Measure R funding allocated for bus operations improvements.

Mr. Melendez asked about the bus lines that will benefit from the new vehicle purchases.

Mr. Page responded that staff hopes to provide new buses on Line 177, among others.

Ken Ruben, transit user, stated that he had to transfer from Line 79 to Line 78 in order to reach downtown L.A. from the eastside after 9 p.m. He suggested providing extended service after 9 p.m. to reduce the number of transfers.

Paula Sirola, Arroyo Seco Neighborhood Council, stated that the Council represents a coalition of various communities, including Mt. Washington. The Council supports reinstatement of the segment of Line 176 that was cancelled last year. She mentioned that there is a new extension of Los Angeles City College at San Fernando Road and Fletcher Drive and a new high school on San Fernando Road, and that service in this area is essential.

7. RECEIVED **Line 490 Profile oral report** by Carl Torres, Transportation Planning Manager III.

Mr. Torres reported that Line 490 provides express service between Cal Poly Pomona and downtown Los Angeles. He presented a slide showing route maps of Line 484 and Line 490. The lines both begin at Cal Poly Pomona and split apart at Mt. San Antonio College. Both lines are essential as they carry a large passenger load relative to other express lines. Mr. Torres reported that Line 490 is thirty-three miles long and provides service from 5 a.m. to 1 a.m. seven days a week. Thirty-two buses provide service on the line. He reviewed average weekday ridership figures and compared Line 490 ridership with system-wide and San Gabriel Valley Sector ridership.

Mr. Torres presented a slide showing passengers running across the street to reach the Line 490 bus stop near the Covina Westfield mall. He mentioned that new Sector Representative Alex Gonzalez had suggested moving the bus stop due to a fatality that occurred last year. Staff coordinated with stops and zones and the city of Covina to begin the process of moving the stop approximately 525 feet west.

Mr. Torres presented a slide showing a Line 490 stop at the Baldwin Park Metrolink Station. The City of Baldwin Park would like to expand parking at this facility.

Cal State Los Angeles is a three-tier station. The top section is for local buses, the middle tier is for express buses, and the bottom section is for Metrolink trains.

Line 490 has the second-highest boardings of all the express lines in the San Gabriel Valley Sector, right behind Line 484. Both Lines 484 and 490 will be heavily relied upon as feeder and distribution lines for the planned Dual Hub Bus Rapid Transit (BRT) at El Monte Station.

Once the BRT is implemented, Lines 484 and 490 will terminate at El Monte Station, and local service will be provided to Cal Poly Pomona. The BRT will travel from the El Monte Station to downtown via the El Monte Busway, and proceed to the Artesia Transit Station via the Harbor Transitway.

8. Service Sector Representatives Closing Remarks - none.

ADJOURNED at 5:53 p.m.



Michele Chau, Council Secretary