

# MINUTES

## **San Gabriel Valley Governance Council**

Regular Meeting

El Monte City Hall  
Building East  
Council Chambers  
11333 Valley Blvd.  
El Monte, CA 91731

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Called to Order at: 5:01 p.m.

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Council Members Present:

Alex Gonzalez, Chair  
Rosie Vasquez, Vice Chair  
Roger Chandler  
Harry Baldwin  
Steven Ly

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Officers:

Jon Hillmer, Director Governance  
Council  
David Hershenson, Comm. Rel. Mgr  
Michele Chau, Council Secretary



Metropolitan Transportation Authority

**Metro**<sup>™</sup>

1. Pledge of Allegiance
2. Roll Called
3. **APPROVED Minutes of Meeting held January 10, 2011.**

4. **RECEIVED Public Comment:**

Daniel Smith stated that he owns the building at 101 North Citrus, Covina. He suggested enhancing the bus stop in front of his building as it is an essential stop in downtown Covina. There is currently only a small bus bench at the stop and no other amenities for customers.

Chair Gonzalez stated that Carl Torres, Transportation Planning Manager, had reviewed the above-mentioned location previously to determine the needs of transit users.

5. **RECEIVED Director's Report**, Jon Hillmer, Director of Service Councils.

- Performance Report
- FAP
- Meet and Confer Meeting with Art Leahy, March 31, 2011 at 2 p.m.
- Metro Board Actions in February

Mr. Hillmer reviewed January 2011 performance indicators. San Gabriel Valley (SGV) On-Time Performance (OTP) is near the target of 80%. There were 3.68 complaints/100,000 boardings in the SGV, and 2.71 complaints/100,000 boardings system-wide. SGV year-to-date Miles Between Mechanical Road Calls exceeded the target. SGV is trending well in the area of Accidents. The January figure was below target. The number of system-wide accidents is on target. A combination of the holiday season and rain caused a decrease in Ridership figures. Nevertheless, ridership both system-wide and in the SGV was on target in January. There was a 5% increase in ridership in the SGV from January 2010 to January 2011.

Mr. Hillmer explained that the Formula Allocation Procedure (FAP) is used to allocate countywide bus transit funds among bus operators in Los Angeles County. The three categories of bus operators are: 1) included, 2) eligible, and 3) tier 2 operators. The primary allocation of funds is based on two factors: 1) vehicle service miles, and 2) passenger fare units. Allocation is based on audited data causing a two-year lag in funding. Mr. Hillmer reviewed FY11 transit funding allocation.

Mr. Hillmer announced that the quarterly Service Council Meet and Confer meeting will be held on Thursday, March 31, 2011 at 2:00 p.m., at the MTA Gateway Building, Union Station Conference Room, 3<sup>rd</sup> floor.

He reviewed selected MTA Board actions in January 2011. Topics of interest include adoption of the 2011 Metro Transit Service Policy, regional fare system, and Exposition LRT Phase 2 project funding agreement.

Mr. Hillmer distributed copies of an aerial image of the El Monte Station. He mentioned that contaminated soil was found at the Station and that the contamination was due to the presence of a paint manufacturer on the site several decades ago. The agency will incur \$5 million in additional costs to deal with the contaminated soil. In addition, the completion date for the congestion pricing project has been pushed back to June 2012.

6. RECEIVED report on **Line Rides**, Jon Hillmer, Director, Regional Service Councils.

Mr. Hillmer stated that with regard to line rides by Council representatives, reporting on line rides is optional and that representatives may report on any type of transit service. Staff prepares a monthly summary of line rides.

Chair Gonzalez requested a PDF copy of the line ride evaluation reporting form.

Mr. Hillmer responded that staff is trying to make this available via smart phone. He indicated that there are pending modifications to the line ride evaluation form. Staff hopes to finalize the modifications by the end of this week.

7. RECEIVED report on **CEO's Advisory Group**, Jon Hillmer, Director, Regional Service Councils.

Mr. Hillmer reported that the CEO advisory group is an ad hoc group consisting of twelve transit users/advocates. The purpose of the advisory group is to review the need for service changes, discuss the service change process, review the revised service change program, and provide feedback.

8. **ADOPTED Revised Service Change Proposals**, Scott Page, Service Planning Department.

Carl Torres, Transportation Planning Manager, stated that a total of twenty individuals attended the public hearing, fifteen of whom provided oral testimony. Staff received 107 written comments and 2 petitions regarding Line 485 changes. A total of 144 comments were received.

Mr. Torres reviewed proposed modifications that will be implemented as proposed, including:

Line 71 – Terminate mid-day, and Saturday/Sunday trips at Cesar Chavez/Alameda.

Line 83 - Move downtown terminus to Union Station.

Line 176/287 – Staff recommends interlining Line 287 with Line 176 at El Monte Station on a 45-minute frequency for both lines all day long with no route modifications.

Line 254 – Discontinue Saturday service.

Line 485 – Staff recommends continuing weekday service from Altadena/Lake to Alameda Busway between 6:00 a.m. to 9:00 p.m. with 40-minute peak and 60-minute base service. Line 180 will provide late-night service (after 9:00 p.m.) on Lake Ave. Discontinue Saturday and Sunday service. No change to Line 258.

Line 487/489 - Move western terminal to Figueroa/7th Streets.

Line 577 - Move southern terminal to Long Beach VA Hospital.

Line 751 - Discontinue Saturday service and reallocate resources to enhance Line 251 service.

Chair Gonzalez inquired about the Line 30 bus/rail interface plan.

Mr. Torres responded that Line 30/31 service was discontinued from Indiana in December due to duplication of service and bus/rail interface with the Gold Line. Mr. Hillmer added that there is a proposal to modify Line 30 due to the Expo Line. Staff is considering extending Line 30 up San Vicente into West Hollywood, replacing a portion of Line 550.

Representative Chandler asked if the group present at today's meeting is the same group that attended the public hearing.

Mr. Hillmer responded that not all individuals who were present at the public hearing are present at today's meeting.

**RECEIVED public comment:**

Robert Ramirez, East Los Angeles/City Terrace – Requested that staff reinstate Line 30/31. Working people, senior citizens, and students may have no other means of transit. This is a valuable service.

Rosa Amezcora – Stated that she spoke with Mr. Hillmer at the public hearing, and has been trying to reinstate Line 30/31 since August 2010. Many patrons are struggling with this change. She stated that this is not a duplication of service.

Joshua Covarrubias, East Los Angeles College student – Lines 30/31 are the main lines used in the East L.A. community. Line 68 takes longer to reach most destinations. He has observed that no matter what time he rides the Gold Line, few passengers board the train, no more than eleven at a time. He noted that extending bus service to the Montebello Town Center was a good idea.

Yolanda Solozano indicated that she has seizures and that she used to ride Line 30/31 to reach Rite Aid pharmacy to obtain medicine. She now has to ride the Gold Line and transfer to Line 260, creating additional hassles.

Maria Elena Castaneda stated patrons are in great need of Lines 30/31. She now needs to walk 30 minutes to reach the bus stop. She is concerned about seniors and mothers with children who walk from Cesar Chavez to First Street. The streets can be dangerous in the evenings.

Dora Hernandez stated that she is an employee for Home Care, an organization for elderly people, and is speaking on behalf of her clients. Patrons can no longer use Lines 30/31 to shop and reach medical appointments. The lines are important to Boyle Heights residents and should be reinstated.

Trinidad Hernandez stated that Lines 30/31 are badly needed and that elderly patrons, many of whom have difficulty walking, used the line to reach medical appointments and obtain medicine.

Irma Rizo stated that she has been working on First Street for the past 25 years. She indicated that Lines 30/31 are needed in order to reach her job and that she now has to walk much farther to reach her destination. The cuts to the lines have hurt business in the area.

Ramona Escalante stated that it has been a long time since she took the trolley in the 1960's. She is a long-time resident and would like Lines 30/31 to be reinstated.

Roylan Moreno remarked that he has lived in L.A. for the past two years and that residents need Lines 30/31. It is difficult for patrons, especially the elderly, to get around without these lines.

Maria Estevez indicated that she is a small business owner and businesses need more pedestrian traffic. Many elderly pedestrians walk in the East L.A. area, and need Lines 30/31 to get around.

Fred Lane stated that the lack of public transit makes it difficult for patrons to reach businesses. He urged staff to keep in mind the needs of the elderly. He mentioned that he is a real estate broker on First Street and that Lines 30/31 help connect all of East L.A.

Hank Fung commented that the staff reports for the San Gabriel and South Bay Service Councils are not readily accessible online. Line 485 provides useful service to Cal State University, Los Angeles students. It may be a good idea to extend the hours to service to the Cal State campus. He stated that Line 485 weekend service is needed.

Wayne Wright requested that staff expand Line 83 service to Eagle Rock Plaza. He noted that it takes a long time to transition from Line 84 to Line 83. He suggested restructuring Line 605 and replacing a portion of Line 254 to Huntington Park. He stated that Line 605 is hardly mentioned by staff and needs an overhaul. Line 260 passenger loads tend to be higher than those of Line 485.

A speaker who did not identify himself expressed concern about the elimination of Line 485 service in the North Lake area of Pasadena after 9:00 p.m. He stated that it is hard to connect to the Gold Line after 10:00 p.m. using Line 180. He disagreed with the proposal to move the Line 83 downtown terminus to Union Station.

Mr. Hillmer responded that a Line 180 shuttle bus will run on North Lake until the last Gold Line train.

Representative Ly noted that the Rosemead City Council is integrating Rosemead's shuttle service with transit services in Montebello and Monterey Park, and is hoping to provide shuttle service to El Monte Station.

Mr. Hillmer stated that Line 30/31 is a vibrant line in the Eastside and that there are many dedicated Line 30/31 riders present at the meeting. The line was shortened at Indiana once the Gold Line Eastside Extension opened. Line 287 service was extended when service on Line 30/31 was reduced at Floral/East First Street. He suggested that staff re-examine Line 30/31, including impact of service changes to the line on riders and Gold Line ridership trends. He added that no change can be made to the line until the next public hearing cycle. Staff will report back on the line at an upcoming meeting.

Chair Gonzalez requested ridership data for Line 256.

Representative Vasquez expressed interest in finding out the impacts of service changes implemented during the last public hearing cycle.

9. Chair and Councilmember Comments – none.

Adjourned at 6:15 p.m.



Michele Chau, Council Secretary