

# Agenda Report

TO: CITY COUNCIL

July 14, 2003

FROM: CITY MANAGER

SUBJECT: Arroyo Verdugo Cities Transportation Audit Project

## **RECOMMENDATION:**

It is recommended that the City Council endorse the Transportation Audit project report in concept as a basis for improving public transportation services in the subregion and, as appropriate, bring back specific study recommendations for implementation.

## **RECOMMENDATIONS FROM COMMISSIONS:**

On April 11, 2003 the Transportation Advisory Commission reviewed the Transportation Audit and recommends for Council consideration that the project report be endorsed in concept as a basis for improving public transportation services in the subregion. It was further recommended that as specific actions or programs are developed to implement the strategies identified in the report, they are reviewed by each city according to that city's internal review process.

## **BACKGROUND:**

In a survey of area residents completed by the cities in the Arroyo Verdugo Subregion in 2001, public transportation services were identified as being deficient within the subregion. An audit of the public transportation services was initiated by the five cities in the Arroyo Verdugo subregion with the support of the Southern California Association of Governments (SCAG). Its purpose was to identify opportunities and strategies for improving public transportation in the subregion.

A key objective of the project was to consider how the area municipalities can work together more closely to provide improved public transportation services from cost savings achieved through greater cooperation or, if expanded public transportation services are warranted to meet the needs of the subregion residents and businesses, to identify how this added service would be funded.

The work program for this study has been extensive and has involved three steps:

1. Documenting, reviewing and assessing the effectiveness of the existing local and regional public transportation services within the subregion;
2. Determining the public transportation needs of the subregion;

3. Identifying opportunities to enhance the efficiency and effectiveness of the transportation services.

### **Needs Assessment**

In the first two phases of this study, the existing public transportation services were reviewed and a Needs Assessment Report prepared. The Needs Assessment report constitutes the “audit” component of this study in which the public transportation needs of the subregion were identified, assessed and the performance of the existing public transportation services analyzed to identify areas for improvement.

### **Plans and Strategies**

Based on the Needs Assessment several plans and strategies were developed that look at a variety of factors including transit service delivery, equipment, management, fares, funding, governance and implementation. These elements are described below:

- **Transit Service Delivery Plan** – this plan describes the consultant’s recommended transit service improvements. This includes Local Service Plans for each city based on two implementation strategies:

- **Strategy A Service Plans** – a financially constrained strategy for the local transit systems with growth in service hours and buses over the 2003/2004 period which add eight new local routes, including three new intercity routes, in several areas and maintains the service levels and fare structures on the existing local routes in the subregion.

In Pasadena the Strategy A Plan recommends two new routes that would serve the Linda Vista corridor, and between La Canada Flintridge/JPL, central Pasadena and South Pasadena. It would not change the structure, spans and frequencies of the existing local routes. The strategy would require 4 additional buses.

- **Strategy B Service Plans** – this is an unconstrained strategy for the local transit systems with major growth in both service hours and buses over the 2003/2004 period. This strategy adds new routes in several areas including many of the foothill communities in the subregion. In particular, it assumes the adoption of uniform fare levels across the subregion based on a fare of \$0.50 to produce added revenue to help offset the cost of the additional service. Fourteen new local routes are proposed including the three new intercity local routes proposed in Strategy A, as well as improving 6 MTA lines and transferring parts of 3 MTA Lines to the local transit systems.

In Pasadena the Strategy B Plan would add two new routes (as proposed for Strategy A) to the western section of the City and the existing local transit routes would be upgraded to have spans of service of 15 minute peak frequencies consistent with local services in the subregion. It would require 11 additional buses for the peak service.

- **Equipment and Technology Plan** – a description of the technical and physical resources required to deliver the Service Plan.
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- **Administrative/Management Plan** – a description of the personnel resources required to deliver the recommended public transportation services including a discussion of the opportunities for cooperation, collaboration, consolidation or amalgamation to permit more efficient and effective delivery of public transportation services.
- **Fare Plan** – a strategy for setting and integrating fare structures and fare rates to create a seamless transit service throughout the subregion and the technology required to support the recommended strategy.
- **Funding Strategy** – a summary of the funding required to deliver the recommended public transportation services including the capital program together with identification of potential funding sources.
- **Governance Plan** – a discussion of organizational and governance options for delivering public transportation services and resources along a continuum of various coordination options particularly under the consolidation or amalgamation alternatives.
- **Implementation Plan** – a series of action steps and a timetable for implementing the Service Strategy.

As strategies are analyzed, they can be brought back to TAC and Council, as appropriate, for discussion and concurrence. It is anticipated that these will be long-term actions.

#### **Near-Term Recommendations:**

The Audit also recommends a near-term work plan described below and shown in Attachment 1.

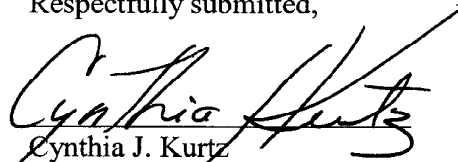
1. Apply to MTA for funding for eligible projects.
2. Meet with MTA to determine process for becoming an “Included Operator.”
3. Meet with MTA to discuss and implement service improvement plans related to MTA services outlined in Strategy B of the Public Transportation Strategy section of the audit.
4. Investigate single transit maintenance facility, building upon plans of Glendale for a new facility.
5. Adopt a uniform transit fare structure.
6. Implement a common transit marketing and customer information resource center.
7. Establish common bus specifications including single alternative fuel strategy and combine new vehicle requirements into a single tender.
8. Pursue a single contract for operating transit services in the Arroyo Verdugo subregion.
9. In the short term, establish a basis for sharing transit management, resources, and personnel to administer and manage transit operations.
10. In the longer term, investigate the feasibility of establishing a single transit agency.

Implementation of the Audit Report will benefit the City’s goal to improve local transit service. The document supports many of the City’s transit objectives, and can be cited as an independent source when seeking outside funding.

**FISCAL IMPACT**

Staff of the five cities will research each of the proposed recommendations and bring back the cost benefit analysis of each recommendation.

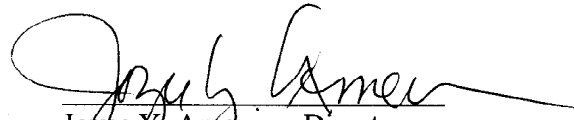
Respectfully submitted,

  
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