

# Agenda Report

**DATE: NOVEMBER 2, 1998**

**TO: CITY COUNCIL**

**FROM: CITY MANAGER**

**SUBJECT: SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS –  
REGIONAL TRANSIT RESTRUCTURING RECOMMENDATIONS**

**RECOMMENDATION:**

It is recommend that the City Council:

1. Adopt the attached resolution endorsing the recommendation of the San Gabriel Valley Council of Governments (SGVCOG) to expand the Foothill Transit Zone to add nine western cities, including Pasadena to the zone;
2. Direct the City's representatives to the SGVCOG to communicate this City's support for the effort to improve transit in the San Gabriel Valley, and the proposed expansion of the zone; and
3. Approve the expenditure of up to \$45,000 of Proposition A funds to provide the City's share of the legal costs to establish the revised zone.
4. Direct the Transportation Advisory Commission to designate a member to assist with the process of expanding the Foothill Transit Zone to include Pasadena.

**BACKGROUND:**

The CITY OF PASADENA is a member of the San Gabriel Valley Council of Governments (SGVCOG), and has participated for the last several years in a transit restructuring study being conducted under the auspices of the SGVCOG. The Study has focused on the regional providers, the unmet transit needs in the valley, and the delivery of expanded service at reduced costs.

The study has been conducted in three phases, with the third phase being recently completed and reviewed by the Transit Subcommittee and approved by the SGVCOG. The conclusion of the study and the recommendation of the SGVCOG is that substantially improved service could be available to the Valley if it were to expand the Foothill Transit Zone. This is due to the remarkable difference in the cost of bus service as provided by the Los Angeles County Metropolitan Transportation Authority (MTA), and other operators in the basin. MTA's hourly costs are nearly double that of Foothill, Montebello, Orange County and others. By replacing existing MTA service with Foothill service, substantially more service could be offered at the same price, due to the

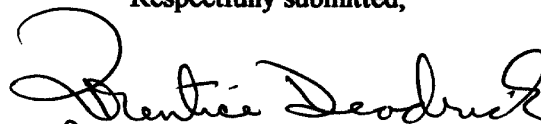
service hour cost differences. The report notes, however, that Foothill costs will likely increase with this change over but will remain much less than MTA's.

The attached report was presented to the Transit Restructuring Ad Hoc Committee of the SGVCOG on September 15<sup>th</sup> and approved unanimously. It was presented to the SGVCOG and overwhelmingly approved on September 17, 1998. The report and above recommendations were presented to Pasadena's Transportation Advisory Commission (TAC) on October 16, 1998, and unanimously approved. Staff has participated in the study and supports the recommendations and TAC's endorsement thereof.

**FISCAL IMPACT:**

There are sufficient funds available in Proposition A Transit Administration account 208-763310 due to salary savings to provide for the needed \$45,000. This is a one-time expense and salary savings due to a position vacancy.

Respectfully submitted,


  
for CYNTHIA J. KURTZ  
City Manager

Prepared by:



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Transportation Administrator

Approved:

  
for JACK LIDYARD  
Acting Director, Public Works & Transportation