

**San Benito County  
LOCAL TRANSPORTATION AUTHORITY  
REGULAR MEETING**

**January 20, 2011 2:00 P.M.**

**FINAL MINUTES**

**MEMBERS PRESENT:**

Chair De La Cruz, Director Boch, Director Botelho, Director Gomez, and Director Emerson

**STAFF PRESENT:**

Deputy County Counsel, Shirley Murphy; Executive Director, Lisa Rheinheimer; Transportation Planning Manager, Mary Gilbert; Secretary, Monica Gomez; Transportation Planner, Betty LiOwen; Supervising Mechanic, Pat Dunn

**OTHERS PRESENT:**

Brandy Rider, Mark McCumsey, Caltrans District 5; Tony Mercado, MV Transportation

**CALL TO ORDER:**

Chair De La Cruz called the meeting to order at 2:47 p.m.

**A. CERTIFICATE OF POSTING**

*Upon a motion duly made by Director Gomez, and seconded by Director Emerson, the Director's unanimously acknowledged the Certificate of Posting.*

**B. ELECT LTA Chairperson for 2011**

*Upon a motion duly made by Director Gomez, and seconded by Director Emerson, the Director's unanimously appointed Jaime De La Cruz as LTA Chair.*

**C. ELECT LTA Vice Chairperson for 2011**

*Upon a motion duly made by Director Gomez, and seconded by Director Botelho, the Director's unanimously appointed Doug Emerson as LTA Vice Chairperson.*

**D. PUBLIC COMMENT:** None

**CONSENT AGENDA:**

- 1. Approve** LTA Transaction Report (Financial Claims) dated December 2010 – Postigo
- 2. Approve** Local Transportation Authority Draft Meeting Minutes Dated December 16, 2010 – Gomez
- 3. Receive** Jovenes de Antaño Specialized Transportation Services Monthly Service Report for the Month of November 2010 – LiOwen
- 4. Receive** County Express Monthly Service Report for the Month of November 2010 – LiOwen
- 5. Adopt** Resolution 11-01 Authorizing Executive Director or Designated Representative to Sign Display Advertisement Contract with Parties Interested in Leasing Advertisement Space on San Benito County Local Transportation Authority Property – LiOwen
- 6. Declare** Three Vehicles as Surplus and Authorize Executive Director to Salvage Vehicles (VIN: 02899,03591, and 53003) – LiOwen

**7. Approve Release of All Claims and Ratify Signature of Pat Dunn, Supervising Mechanic for LTA – Postigo**

Chair De La Cruz pulled Item 6 for discussion.

*Upon a motion duly made by Director Gomez, and seconded by Director Botelho, the Director's approved Items 1-5 and 7 from the Consent Agenda.*

Chair De La Cruz inquired about the mileage of the vehicles and why they are being declared as surplus with such low mileage.

Ms. Rheinheimer stated that once the useful life is reached and depending on the operational condition of the vehicle, it may be sent to auction or to salvage. The useful life for the three vehicles was determined by the Federal Transit Administration's standards for minivans, which is 4 years or 100,000 miles.

Ms. Rheinheimer noted there was a correction on the VIN Number for the second vehicle listed in the staff report 2002 Chevrolet Van. The correct Last 5 VIN Number's is: 03591.

Supervising Mechanic Pat Dunn provided an explanation regarding the three vehicles that were being declared as surplus.

Mr. Dunn stated that the three vehicles were essentially used to service remote areas when the fleet was low years ago. The vans were prototype vans and turned out to be lemons. The vehicles had a lot of suspension and engine problems, as well as door problems. The vehicles were used as much as they could and over the year's one vehicle has been kept in running condition and the other two vans have been used for parts to maintain other vehicles in the fleet.

Chair De La Cruz stated that he would like to have the item on a future agenda to discuss the policy and perhaps increase the minimum requirement of keeping the vehicles 5-7 years and up to 150- 200,000 miles of operation before the Board considers declaring them as surplus.

Director Emerson stated that he also questioned the mileage of the vehicles, however, after hearing the explanation from Mr. Dunn he agreed that the vehicles should be declared as surplus. He cautioned the Board on setting a different policy that may impair the fleet in the long run if they are now required to keep the vehicles for a longer amount of time and the vehicles are no longer in running condition.

Director Gomez stated that Mr. Dunn has is experienced and takes care of the maintenance of the fleet and this is why the Board relies on him to address the Board with these issues. Director Gomez stated that although it may not be a bad idea to discuss the policy, he concurred with Director Emerson's comment and added that perhaps each decision should be evaluated separately.

Director Botelho stated that the mileage also caught his attention. He agreed with Chair De La Cruz and stated that he would rather have the vehicle maintenance log be the deciding factor when replacing the vehicles.

Director Boch stated that perhaps it's better to leave it up to staff's discretion. Director Boch concurred with Director's Emerson and Gomez about setting criteria that may lock them in to keeping vehicles that are no longer in running condition.

Mr. Dunn stated that he tries to keep major repairs down, however once the vehicles start having habitual problems that are costing \$4-5k in repairs it's time to get rid of them. Mr. Dunn stated that it would be complicated to set criteria on these vehicles.

## **PUBLIC COMMENT:**

**AJ Moley** (no speaker card)

Mr. Moley inquired who spec's out the vehicles, and added that perhaps more people should be overlooking the purchase of vehicles. Mr. Moley stated that they should take a good look at what vehicles are being purchased instead of buying three cheap vehicles that are "lemons".

Mr. Dunn stated that staff has to adhere to the lowest bid for the best product. When it comes to the minivans with wheelchair lifts staff is not able to spec out the vehicles. It is a stock vehicle for ambulatory passengers and they only come one way. When it comes to the regular buses, staff is able to spec out the heavy duty axels, transmission, coolers etc.

**Sally Betancourt**

Ms. Betancourt stated that she and her husband have been in the trucking business for close to 50 years. When they purchase vehicles they look at whether it's going to service them well, will it accommodate the operational needs, will it be cost effective. This has enabled them to have a successful business.

Ms. Betancourt inquired how many wheelchair passengers were accommodated with the vehicles, especially the one with only 35,000 miles on it. Ms. Betancourt asked to what extent the County is required to provide these types of services, especially when everyone is hurting financially.

Ms. Betancourt inquired if the Board takes the time to go out to the yard to see what is going on out there. She cautioned the Board to think twice before replacing any vehicles.

Director Botelho inquired if all of the vehicles are being replaced.

Mr. Dunn stated that staff will keep one vehicle, which is still in operation. Three vehicles will be declared as surplus. In the future staff will purchase one vehicle but will not be replacing any vehicles, going from a fleet of 4 to 1.

*Upon a motion duly made by Director Botelho, and seconded by Director Emerson, the Director's unanimously approved Item 7.*

## **REGULAR AGENDA**

### **8. Receive 1<sup>st</sup> Quarter Transit and Specialized Transportation Operations Report for Fiscal Year 2010/2011 – LiOwen**

Ms. LiOwen stated that the Transit and Specialized Transportation Operations Performance Report is for the quarter ending September 30, 2010 and compares data for the quarter ending September 30, 2009. The report contains system-wide, individual service, and fiscal year-to-date information for the current and previous fiscal year.

Ms. LiOwen provided an overview of the 1<sup>st</sup> Quarter Performance Indicator Highlights as follows: After four quarters of declining ridership on County Express due to the economy and service reductions, ridership has increased by 17.49%. Fixed Route, Demand Response Services, and Intercounty increased by 5.16%, 29.31%, and 13.38% respectively. Productivity increased from 5.60 to 6.37 passengers per hour. Overall maintenance costs increased by 41.07% as a result of an engine that had to be overhauled for County Express. Farebox recovery increased from 11.97% to 13.06%.

Specialized Transportation ridership decreased by 5.47% overall while the farebox recovery increased by 3.14%. Maintenance decreased by 38.29%. Productivity also decreased from 2.26 passengers per hour to

2.13 passengers per hour.

**PUBLIC COMMENT:**

**Marvin Jones**

Mr. Jones stated that the purchase of almost \$30,000 of fuel during the 1<sup>st</sup> Quarter caught his attention and explained how much carbon dioxide is released, just about 15 pounds per person. Mr. Jones stated that he observed one Dial-a-Ride bus had 2 passengers. Mr. Jones reminded the Board that these are taxpayer funds that the Board is spending. Mr. Jones noted that the Board should “cut slack” for the transportation services provided to the Veteran’s; they should be taken care of.

**Allen Barker**

Mr. Barker stated that these are hard times for people. There are funds that farmers will not be receiving from the State this year. Mr. Barker stressed that the Board needs to look outside the box and make some difficult decisions. Mr. Barker stated that it is okay for the Board to rely on the mechanic; however as elected officials, they need to provide oversight and not rely on his discretion alone.

Chair De La Cruz closed Public Comment.

Ms. Rheinheimer noted that the Board should not lose focus on the fact that these are real people who are in vital need of transportation services. Last year County Express and Jovenes de Antaño transported 174,000 passengers. Some of these passengers are people with disabilities, the elderly, who are often times secluded from the general public and rely on these services to get to where they are going.

Director Botelho asked Ms. Rheinheimer to elaborate for the benefit of the public on whether the revenue that is received from public transit can be used for other needs such as street maintenance.

Ms. Rheinheimer stated that the Transportation Development Act (TDA) funds are mandated by the State and there is a priority on how these funds can be used. The first priority is for the Council of Governments Administration of the TDA program, second there is a set aside amount for the Bicycle and Pedestrian facilities, and the rest of the funds have been going to public transit. If there are no unmet transit needs and there is a surplus, then you can use some of the funds for local streets and roads. At this point funding has been cut back significantly and there are no extra funds.

Director Botelho stated that the Board should take a close look at its Operations and hopefully find a way to give back to our local streets and roads.

There was brief discussion amongst Board members and Ms. Rheinheimer on ways to save funds and re-distribute funds.

Ms. Rheinheimer mentioned to Board members that they will have the opportunity to look at line items in the Budget Report at a future meeting.

*Upon a motion duly made by Director Emerson, and seconded by Director Gomez, the Director’s unanimously voted to adjourn the LTA meeting.*

**ADJOURN TO LTA MEETING FEBRUARY 17, 2011.**