



SGVCOG Planners TAC Approved Meeting Minutes

Date: May 24, 2018

Time: 12:00 P.M.

Location: Upper San Gabriel Valley Municipal Water District
602 E. Huntington Dr., Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order. The meeting was called to order at 12:08 P.M.
2. Roll Call

Planners TAC Members Present

B. Johnson; Claremont
B. Lee; Covina
M. Nakajima, Diamond Bar
C. Hensley, J. Golding; Duarte
B. Donovanik, T. Bu; El Monte
M. Carnahan; Glendora
M. Simpson; Irwindale
E. Scherer; La Verne
O. Chi, L. Vasquez, B. Mello; Monrovia
L. Stevens; San Dimas
D. Whipple; San Gabriel
S. Reimers; Temple City
J. Anderson; West Covina
J. Drevno, N. Ornelas; LA County DRP

Planners TAC Members Absent

Alhambra
Arcadia
Azusa
Baldwin Park
Monterey Park
Pomona
Rosemead
Sierra Madre
South Pasadena
Walnut

SGVCOG Staff

P. Duyshart; Staff

Guests

A. Ross; LA County DPW
I. McAleese; South El Monte
J. Tajima; LA County CEO

3. Public Comment.

No public comment.

CONSENT CALENDAR

4. Planners TAC Meeting Minutes – 04/26/2018
There was a motion to approve the minutes (M/S: S. Reimers/E. Scherer).

[Motion Passed]

Ayes	Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Irwindale, La Verne, Monrovia, San Dimas, San Gabriel, Temple City, West Covina, LA County DRP
Noes	
Abstain	

Absent	Alhambra, Arcadia, Azusa, Baldwin Park, Monterey Park, Pomona, Rosemead, Sierra Madre, South Pasadena, Walnut
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ACTION ITEMS

PRESENTATIONS

5. GoMonrovia

Oliver Chi, the City Manager for the City of Monrovia, presented on Monrovia's new and innovative mobility program. Within the last couple of years, the City re-evaluated its existing transit options and offerings due to a few factors, such as the opening of the Metro Gold Line, population increases in Southern California, the SGV, and Monrovia, increased demand for transit-oriented development, and increased demand for active transportation improvements and infrastructure. Additionally, Monrovia's old program, Monrovia Transit, which consisted of dial-a-ride services, cost the City about \$19.70 per ride in subsidy costs, while the rider fare was \$1.00 per ride.

In order to cut City costs and improve transportation access and first-last mile connectivity throughout its City, Monrovia devised its GoMonrovia program, which effectively utilizes public-private partnerships between the City, Lyft, and Lime Bike. Under this new transportation program, Lyft provides \$0.50 rides throughout Monrovia's service area; these rides only cost Monrovia about \$5-\$6 in subsidy costs per ride, and Lyft services mostly replace dial-a-ride services, except for ADA users. Additionally, people travelling in Monrovia can use Lime Bike dockless bike share services for \$1.00 per ride for the first 30 minutes.

Questions/Discussion: The following issues were discussed:

- A TAC member asked: is it limited to just residents, or employers or anyone in the town? Oliver Chi pointed out that anyone who is in the service area may take advantage of the program.
- Someone mentioned that programs like Monrovia's gave national publicity to Lyft and Lime. Lime gave presentations at APA national conference. He thinks that Lyft is a very cost-effective way to do the Dial-A-Ride service for municipalities.
- Oliver feels that this program is providing essential services to Metro, in terms of connectivity to the Gold Line station.
- There was a question about subsidies: Is there a limit to the Lyft subsidies? Could you control the costs if there is a massive influx in rides, and thus subsidy payments? Monrovia could maybe use the Lyft-Line option in the future, which is a ride share, carpool service, and thus the subsidy cost would be \$2-3 instead of \$5.80. Then, charge more than 50 cents for solo rides.
- A member asked about accessibility. How do you do outreach to ADA people, or to seniors who don't use smart phones?
- Another member asked: are Lyft drivers notified that they're using this service? Chi stated that, no, they are not alerted. However, some drivers are aware just from hearing public announcements, and some drivers now come and hang out in Monrovia.
- Is this something that Monrovia reached out to Lyft about a possible partnership, or did Lyft reach out to Monrovia? Oliver says that it was the former.
- Lyft and Uber ran into issues with Public Agencies because they don't screen most of their drivers. Thus, is there liability for Cities now? Oliver: Lyft does screen most drivers now, and Monrovia negotiated with Lyft to make Lyft liable, not the City.

6. Los Angeles County 2020 Census

Jason Tajima of the LA County CEO's office, the office which is leading the planning and coordination efforts pertaining to the 2020 Census in LA County, presented on this item. He began his presentation by describing the role, in terms of both outreach and education, that local governments have in making sure as many people as possible fill out the census. He posed the question: what are the best ways to involve cities, local agencies, and local governments in the Census outreach process, especially since there is new technology, new structure, and new features for the 2020 version of the Census?

LA County had a huge "undercount" during the 2010 Census, which causes LA County and its cities to lose out on critical federal funding for public service programs. This is caused by many of LA County's underserved and disadvantaged communities having Low Response Scores (LRSs). Cities are encouraged to use the County's mapping tool to see which neighborhoods, census tracts, precincts, and "block groups" have these poor LRS results, so that cities and the county can improve outreach within those communities and improve Census participation rates.

Since City Planners know how their respective cities' neighborhoods are laid out and zoned, they know the demographic characteristics of their City, which can help when planning how to effectively engage with residents in various diverse neighborhoods, and that is one reason why City Planning Departments have a role in the Census process.

Questions/Discussion: The following issues were discussed:

- One TAC member asked a series of questions: For areas which are "non-traditional," how does counting them assist the Census and the federal government? The Census Bureau still wants to know where mobile homes and their residents/users often cluster. And then, how should these be counted, if at all?

DISCUSSION ITEMS

INFORMATION ITEMS

UPDATE ITEMS

7. Update on Measure M Subregional Fund Programming

P. Duyshart provided an update to the TAC on this matter. He announced to the Planners' TAC that SGVCOG and ACE Staff will not be able to present a meticulous, thorough, and calculated list of projects for the first Measure M 5-Year plan for another one to two months, due to a couple issues: ambiguity of Gold Line Phase 2B local contribution requirements and a delay in receiving results from an SGV Greenway Study. Additionally, Metro needs to finalize the precise monetary figures for the subregional programs, and provide these monetary values to COG staff.

Also, of note, Additionally, Chief Engineer Mark Christoffels recently announced a call for projects for First-Last Mile program project proposals, and P. Duyshart reminded TAC members to please send in their proposed projects, as Measure M subregional fund allocation and programming cannot occur until the COG receives more proposals. This call for projects was only sent to cities which have a rapid transit station (i.e. Metro Rail, bus rapid transit, and Metrolink) located within its city limits. Within a few weeks, the SGVCOG will also send out a call for project proposals for active transportation projects, too.

8. ACE/COG Integration

P. Duyshart updated the TAC on this item. He provided a chart which showed the timeline of the various integration activities, projects, and aspects for the next year. He also reported that a compensation and classification study for the integrated agency is being conducted, and the initial results of the Classification portion of the study will be presented to the ACE Integration Ad Hoc Committee next week. Duyshart also reminded TAC members that the draft LOI for the new COG/ACE Project Review and Selection process for capital construction projects will be released and made available to the COG's member cities and local agencies in early June.

9. Subcommittee on LA County Fire Department Compliance

P. Duyshart reported to the TAC that the Subcommittee on LA County Fire Department Compliance will hold its second meeting immediately following the end of today's full TAC meeting. Duyshart reminded the TAC that this working group was created via a Planners' TAC motion, and that it was formed to identify the code compliance and customer service issues that are most negatively affecting cities which contract to LA County Fire to provide fire safety and prevention. The working group is also tasked with trying to develop solutions to some of these problems, and how the COG should present these issues to LA County Fire as a unified and persuasive voice. The subcommittee took steps toward identifying the issues which are worth pursuing, and tasked SGVCOG staff with developing a draft of a letter which will eventually be sent to key decision makers at LA County Fire. Based on direction from the subcommittee, Duyshart will present this item to the City Managers' Steering Committee for further direction and guidance on how to approach LA County FD officials.

EXECUTIVE DIRECTOR'S COMMENTS

There were no comments or announcements from, or on behalf of, the SGVCOG Executive Director.

CHAIR'S REPORT

- 10. Solicitation of presentation topics**
There was no discussion on this item.

- 11. Current City Projects**
There was no discussion of city projects.

ANNOUNCEMENTS

June 28th, next Planning Directors' TAC Meeting.

ADJOURN

The meeting adjourned at 1:07 P.M.