



**SPECIAL SGVCOG Transportation Committee Approved Minutes**

Date: January 17, 2019  
 Time: **4:00 PM**  
 Location: Upper San Gabriel Valley Municipal Water District  
 602 E. Huntington Dr., Suite B, Monrovia, CA 91016

**PRELIMINARY BUSINESS**

1. Call to Order  
 The meeting was called to order at 4:04 p.m.

2. Pledge of Allegiance

3. Roll Call

**Members Present**

Diamond Bar D. Liu  
 Duarte J. Fasana  
 Glendora S. Mateer  
 San Gabriel J. Pu  
 South El Monte G. Olmos  
 Temple City A. Avery  
 Walnut E. Ching  
 LA County District 1 M. Reyes  
 LA County District 5 D. Perry

**Members Absent**

Alhambra  
 Claremont  
 El Monte  
 La Cañada Flintridge  
 Pomona  
 South Pasadena

**SGVCOG Staff**

M. Creter  
 K. Ward  
 P. Duyshart  
 P. Hubler

4. Public Comment

No general public comment.

5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

There were no changes made to the agenda order at this point in the meeting.

**CONSENT CALENDAR**

6. Transportation Meeting Minutes: 11/15/2018

**There was a motion to approve the 11/15/2018 Transportation Committee Minutes. (M/S: D. Liu / M. Reyes).**

**[MOTION PASSED]**

<b>AYES:</b>	Diamond Bar, Duarte, Glendora, San Gabriel, Temple City, Walnut, LA County District 1, LA County District 5
<b>NOES:</b>	
<b>ABSTAIN:</b>	

## PRESENTATIONS

### 7. Metro Goods Movement Strategic Plan

Michael Cano, the Deputy Executive Officer with LA Metro's Goods Movement and State/Federal Policy and Programming Office, gave a presentation to the Transportation Committee in which he: recapped key goods movement milestones from 2018, discussed policy and institutional framework, and discussed, in detail, the vision for the content and purpose of the LA County Goods Movement Strategic Plan, the development structure of the strategic plan, and future timeline and next steps.

#### Questions/Discussion:

- One member of the Committee asked if Metro has a timeline yet for when the outreach for this will occur
  - Mr. Cano stated that outreach in the SGV would flow through the COG and its structure. Metro wants to provide ample opportunity for outreach and feedback.

### 8. Gold Line Eastside Extension Phase 2

Laura Cornejo, the Deputy Executive Officer for LA Metro's Countywide Planning Office, provided a presentation to the Transportation Committee in which she gave an overview of the project history, the project timeline, and the necessary work to be conducted as part of the Recirculated Draft EIR/EIS. Since Metro recently re-started the environmental phase of the project, Metro must recirculate the draft EIS/EIR.

#### Questions/Discussion:

- No questions were asked.

### 9. BlueLA Carsharing Service

Mitch Moore, the Marketing Manager for BlueLA, provided a presentation to the Transportation Committee during which he shared the background and history of this innovative and environmentally-friendly car-sharing service, how the service is implemented, information about BlueLA's marketing and outreach plan for 2019, and information on future plans. BlueLA is the nation's largest car-sharing program benefitting underserved communities. Mr. Moore stressed how BlueLA needs a lot more stations so that there is more dense coverage for this program, as the program's system relies on density to increase convenience and ridership.

#### Questions/Discussion:

- A Committee member wanted to know if there are any areas in the San Gabriel Valley which are dense enough for the BlueLA Carsharing service.
  - Mr. Moore said that when assessing density, BlueLA has to analyze 3 things: 1) How can they densify further to improve coverage? 2) How can BlueLA expand its footprint beyond downtown? and 3) Should the model stay consistent to what it is in downtown LA. Mr. Moore really stressed the point of densification.
- Another Committee member commented that he thinks that if they expand here, you should keep consistency in the structure of the model.
- COG staff noted that staff thought this presentation would be pertinent to the Committee because, as the COG implements the bike share program, we can see how

any mobility share program works, and see if this can be incorporated into a mobility hub in the future. COG staff also wanted Committee members to see what City of LA is doing for this.

- A Committee attendee asked: Is there a minimum service area or service standard that you would consider, or minimum density?
  - Mr. Moore said that he doesn't currently have this information, but he can follow up with the Committee through COG staff.
- Another Committee attendee asked: are there problems with leaving the cars out, similar to how Bike Shares or scooter shares have people leave the bikes or scooters anywhere?
  - Mr. Moore did say that, yes, this has happened, and there are field teams out there to retrieve cars. He also noted that there are penalties for both the company and for the user for failing to properly leave cars in the correct spot.
- One Committee member asked: how long do the batteries last for?
  - Mr. Moore said that the batteries last for about 125 miles, on average, and that the average rental time is 2.5 hours.
- This same Committee member also asked: what does this cost the city or implementing partner, and, how much more does it cost if there is a towing service?
- The following question was also asked: Can you charge these cars elsewhere, if you find an EV charging station?
- Question: can college students get low-income rates even if they live under parents' income?
- One Committee attendee pointed out how biggest challenge in a suburban community is densification, since these communities are more naturally spread out. He then said that they should consider how some of the bike share examples will work. Mobility hubs and universities are important places to target, because you have to think about volume.
- Has there been some thought about building these stations by new apartments, and seeing what parking requirements are at new apartments?
- Mr. Moore was asked if BlueLA takes existing right of way in order to have these BlueLA car stations?
  - Moore responded that, yes, they acquire public right of ways, usually where metered parking normally is.

## **DISCUSSION ITEMS**

Committee Chair John Fasana moved Item 11 in front of Item 10 in the agenda order at this time.

### **11. Foothill Gold Line Extension Phase 2B**

Lisa Levy Buch, who is the Chief Communications Officer for the Foothill Gold Line Construction Authority, began this discussion item by giving a background on the current status update of the Gold Line Phase 2B project. She stated how, recently, construction bids came in well over price, and how the Construction Authority has been working with Metro to identify cost-cutting possibilities for the project. Ms. Levy Buch also discussed how the scope of work for the project might change due to the cost and bid over-runs. The Metro Board expressed a desire to have the first phase of this extension go to the City of Pomona instead of stopping in the City of La Verne.

John Fasana then mentioned that the Metro Staff report on this matter has changed in the last 24 hours, and is slightly different from the one which was included in the agenda packet for this Committee meeting. He noted how, after working through potential cost reductions and value engineering, there is still a \$93-97 million funding gap. Mr. Fasana then discussed Measure M subregional funds, and how those funds could factor into the funding gap. He mentioned how there is an equity component to make sure that the subregions get a similar amount of money over a 40-year period.

Mr. Fasana stated that his inclination is that the subregion shouldn't have discounted subregional funds if San Fernando isn't seeing their future funds discounted. He stated that the bind that our subregion is in here is that we have a quick decision we need to make about whether or not we can take the Gold Line out to Pomona, or keep it to La Verne for the next phase. Metro will have to move forward on this matter and continue negotiations with the Gold Line Authority. A central question here is: how do we make up this \$93 million funding gap? Fasana reiterated that we need to make sure that Metro fully commits to funding the Gold Line, at the very least, through Pomona for the first phase.

As a transition to the next item, Mr. Fasana pointed out how, once the Gold Line reaches La Verne, you would be within 3 miles of the I-10 Express Lanes extension, meaning the project could become eligible for Toll Lanes revenue funds.

#### Additional Questions and Discussion:

- A Committee attendee remarked that there seems to be a strong emphasis from Metro staff's perspective to take local dollars to fill the project funding gap for the Gold Line. The tenor of that approach concerns cities in the SGV, particularly cities which are along this project route. Local money is not where Metro should be looking to take funds from, but if you want to do that, then at least engage with cities before insinuating it in a staff report.
- A Committee member mentioned that he thinks our subregional funding is getting clipped and discounted to the point where the SGVCOG is losing \$100 million in funding.
- Another Committee member asked if cap and trade is a funding option here? Chairman Fasana said that there might not be an appetite for this at the state level, but it could still be possible.
- Mr. Fasana pointed out that there will still be discussions about getting the project to Montclair if the Pomona issue is solved, and that will be very difficult financially.
- A Committee member stated how the first top priority is to get the project to Pomona. Second top priority is to secure funding from different sources, because there can be funding out there, even before discounting money or using local return funds.
- One Committee member from one of the cities along the Gold Line route expressed concern that this will go to the full Metro Board, there will not be a statement about other Proposition funds that are eligible for rail construction.

#### 10. Express Lanes/Congestion Pricing Program Interfund Loan Principles and Policies

John Fasana led the discussion on this item. He stated that he added this item to this meeting's agenda because of how this funding opportunity could affect Gold Line funding possibilities. He explained how Metro is looking to do a new pilot program for the ExpressLanes. Metro might

move away from transponders and instead use license plates to track usage. We want to restore mobility on the I-10 freeway, and improve speeds for buses which use the busway on the I-10.

Mr. Fasana also discussed an upcoming possible I-10 pilot project for the eastern San Gabriel Valley. Metro is looking to possibly get the ExpressLanes to connect to the San Bernardino ExpressLanes. This would consist of construction of a single HOV lane on the I-10 east of the I-605. Eventually, this would connect to the San Bernardino ExpressLanes at the County border. The next step would be to conduct a study to look at how Metro can convert the HOV lane into an ExpressLane.

Mr. Fasana also briefly discussed the concept of interfund borrowing, a topic which was presented to the Transportation Committee in November 2018. Metro is looking at a financing mechanism to generate a better return on investment and expenditures to allow for more Tier 1 projects to be built. Interfund borrowing is still being discussed and deliberated by the Metro Board, according to Fasana.

## **METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT**

### 12. Oral Report

There was no Metro report.

## **UPDATE ITEMS**

### 13. Metrolink Update

Metrolink/SCRRA has a new CEO, and her name is Stephanie Wiggins.

### 14. Update on Active Transportation Planning Efforts

M. Creter, the SGVCOG Executive Director, provided the update on this agenda item. She announced that the Active Transportation team from LA Metro will present to this Committee next month about a mini-call for projects for Open Streets events. Cities which did not get funding on the last cycle will be eligible. Metro will be focusing on disadvantaged communities in this next call for projects, too.

## **EXECUTIVE DIRECTOR'S REPORT**

### 15. Oral Report

There was no report on this item.

## **COMMITTEE MEMBER ITEMS**

The dedication for the Metro Via ride share pilot service in El Monte will be on Monday, January 28 at 10:30 a.m. at the El Monte bus station.

## **ANNOUNCEMENTS**

P. Duyshart of SGVCOG Staff announced that, at next month's Committee meeting, the Committee will elect a new Vice Chair for the remainder of the FY 2018-2019 fiscal year. Mr. Duyshart asked Committee members who are interested in running for Vice Chair to please email him their respective names within the next couple of weeks.

The City Selection Committee will be during the last week of January. This meeting has to do with the subregional Metro Board position elections. Refreshments will be served starting at 5:30 p.m., and parking will be validated. The meeting will be on January 31.

**ADJOURN**

The meeting was adjourned at 5:43 p.m.