



San Gabriel Valley Council of Governments

AGENDA AND NOTICE OF THE MEETING OF THE SGVCOG PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE Monday, June 18, 2018 – 12:00 PM

2017/2018 OFFICERS

Chair: Rene Guerrero

Vice Chair: David Liu

Immediate Past Chair:
Phil Doudar

Voting Members:

Arcadia

Azusa

Claremont

Diamond Bar

El Monte

Glendora

Irwindale

Monrovia

Pomona

San Dimas

San Gabriel

South El Monte

Temple City

West Covina

LA County DPW

Thank you for participating in today's meeting. The Public Works Technical Advisory Committee encourages public participation and invites you to comment on agenda items.

MEETINGS: *Regular Meetings of the Public Works Technical Advisory Committee are held on the third Monday of each month at 12 PM at the Upper San Gabriel Valley Municipal Water District-602 E. Huntington Dr., Suite B, Monrovia, CA 91016.* The Public Works Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvcog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Public Works Technical Advisory Committee meetings. Time is reserved at each meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Public Works Technical Advisory Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Public Works Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Public Works Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



PRELIMINARY BUSINESS

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)

CONSENT CALENDAR (*It is anticipated that the Committee may take action on the following matters*)

5. Review Public Works TAC Meeting Minutes: 5/21/2018 -- Page 1
Recommended Action: Review and approve.

ACTION ITEMS (*It is anticipated that the Committee may take action on the following matters*)

6. Election of Chair and Vice Chair for 2018-2019
Recommended Action: Receive nominations and elect Chair for 2018-2019.

PRESENTATIONS

7. GoMonrovia: Presentation by Oliver Chi, City Manager, City of Monrovia; Lauren Vasquez, Deputy City Manager, City of Monrovia; Brittany Mello, Assistant to the City Manager, City of Monrovia -- Page 5
Recommended Action: For information only.
8. LA Metro's NextGen Bus Study: Presentation by Robert Cálix, Senior Manager, Transportation Planning Communications Division, LA Metro; Bart Doyle -- Page 23
Recommended Action: For information and discussion.

DISCUSSION ITEMS

UPDATE ITEMS

9. ACE/COG Integration -- Page 29
Recommended Action: For information only.
10. Update on Measure M Subregional Fund Programming -- Page 31
Recommended Action: For information only.

INFORMATION ITEMS

EXECUTIVE DIRECTOR'S COMMENTS

ANNOUNCEMENTS

- The next Public Works TAC Meeting will be on Monday, July 16, 2018.

ADJOURN



SGVCOG Public Works TAC Meeting Minutes

Date: May 21, 2018

Time: 12:00 P.M.

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 12:04 p.m.
2. Pledge of Allegiance. D. Liu led the Public Works TAC in the Pledge of Allegiance.
3. Roll Call

Public Works TAC Members Present

P. Wray; Arcadia
D. Bobadilla; Azusa
F. Lopez; Claremont
D. Liu, K. Young; Diamond Bar
B. Yu; El Monte
A. Sweet; Glendora
E. Rodriguez; Irwindale
A. Tachiki, C. Velarde; Monrovia
R. Guerrero; Pomona
R. Salas; South El Monte
A. Avery; Temple City
M. Heredia; West Covina
J. Lu, A. Ross, J. Yang, L. Grindle; LACDPW

Public Works TAC Members Absent

San Dimas
San Gabriel

Guests

D. Cadena, WKE, Inc.	L. Young; Translink
S. Ahmad, SA Associates	S. Sharma, S. Gota, B. Schmith; LA Metro
F. Alamolhoda LAE Associates	J. Martinez; NCE
G. Jaquez; MNS Engineers	V. Sedagat, S. Ariannia; Geo-Advantec, Inc.

SGVCOG Staff

E. Wolf
P. Duyshart

4. Public Comment.

There was no public comment.

CONSENT CALENDAR

5. Review Public Works TAC Meeting Minutes: 04/16/2018
There was a motion to approve the minutes (M/S: D. Liu/D. Bobadilla).

[Motion Passed]

Ayes	Arcadia, Azusa, Claremont, Diamond Bar, El Monte, Glendora, Irwindale, Monrovia, Pomona, South El Monte, Temple City, West Covina, LACDPW
Noes	
Abstain	

Absent	San Dimas, San Gabriel
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PRESENTATIONS

6. LA Metro’s Arterial Performance Measurement Pilot Program: Results for the San Gabriel Valley

Shrota Sharma of LA Metro, Lis Young of TransLink Consultants, and Tiffany Barkley, a Director at Iteris, all presented on this item to the Public Work TAC. They explained how the TAC first heard a presentation in October 2017 about the background and intent of Metro’s “Measure Up!” Countywide Baseline Conditions Analysis program, and then Metro, TransLink, and Iteris provided a follow-up presentation in January 2018 during which they described the data sources and types of data used in the arterial performance analysis program, and during which they also announced that the SGV subregion was chosen to be the focus subregion for the “Measure Up!” Pilot Program. The purpose of the May 2018 presentation to this TAC is to report back to the TAC on some of the results of the arterial studies, as well as share the feedback of those in the SGV subregion who had tested the tool which contains traffic congestion data for all key arterials in the SGV.

The presenters pointed out how the goals of this Arterial Performance Measurement Pilot Program are to: enhance performance-based decision-making, provide useful tools and quantitative data to support local agency and sub-regional operations and planning efforts, monitor and report on mobility performance on arterial corridors, measure effectiveness of Arterial Transportation System Management improvements, and develop consistent methods for mobility performance measures calculations and reporting. Additionally, the performance measures and data collected as part of the program were elaborated on, and they include: speed, travel time, travel time index, travel time delay, level of services, vehicle and person-miles travelled, vehicle and person-hours travelled, and vehicle-hours of delay (relative to similar arterial corridors). The presenters also discussed the sources of the data, which included the INRIX 3rd Party Speed data, and also provided an opportunity after the meeting to train TAC members on how to access, use, and analyze the iPeMS tool platform.

****City Staff members who haven’t yet participated in the Pilot Program by access the currently free iPeMS tool can still try out the tool and view the traffic data for free by logging onto the system with their respective City domains.**

Questions/Discussion: The following issues were discussed:

- There were no questions during the meeting; however, members did ask a few questions during the live demo. and training which took place immediately after the PW TAC meeting adjourned.

ACTION ITEMS

DISCUSSION ITEMS

UPDATE ITEMS

7. LA County’s “Safe, Clean Water Program”

Eric Wolf, a Senior Management Analyst with the SGVCOG, provided the TAC with a detailed status update on the proposed draft of the County’s “Safe, Clean Water Program.” The LA County Board of Supervisors’ collective purpose for this program is to, “implement multi-benefit stormwater projects and programs that increase water supply, improve water quality, and provide community enhancements. Mr. Wolf described the framework of the overall program, including the tax calculation which will determine public revenue and income for the program, and then the

three main sub-programs: the Municipal Program, Regional Program, and Flood Control District Program. This program is slated to be on the November ballot, and the corresponding ballot question would ask voters if a parcel tax (of a currently unknown amount) per square foot of impermeable surface should be adopted. Wolf explained how the County is hoping that this tax will generate \$300 million annually for water infrastructure improvements and construction. Mr. Wolf also went into detail about how the impermeable area calculation will be done by the County. There will also be a “municipal return” component to this program, which will enable cities to receive money (allocated proportionally) which they can then invest into water quality and storm water projects.

Mr. Wolf also discussed the comprehensive and multi-tiered project selection process, which includes a Watershed Area Steering Committee (WASC) and Technical Committee Project Scoring Criteria. The presentation concluded with a timeline for the development and the release of future drafts of the program, and opportunities for local agencies and the SGVCOG to provide valuable input about provisions which should be in the program.

Questions/Discussion: The following issues were discussed:

- A member of the TAC asked about the ordering of the purposes of the program. How will these programs and their related projects have an impact on the water supply? How much needs to be invested to even have a sizable and beneficial impact? There should be scientific and engineering proof that these projects have benefits, to show that projects have an impact. This is about water quality and permit requirements. Why do NGOs, etc. have voting power on these committees? This does not seem right for them to have that voting power.
- Another TAC member asked what happens in the case that the County does not listen to the COGs or to the Cities? E. Wolf replied that, back in January, the Governing Board gave SGVCOG staff overarching direction on this matter.
- There was a question regarding if cities have the option to opt out of this program, if it is passed throughout the County? Wolf pointed out that while Cities cannot opt out if this program is passed, it will take a 2/3 vote across the County for this program to become law, and that is a very difficult threshold to reach. Wolf also mentioned how some cities have already taxed themselves and their residents to fund stormwater and water quality projects.
- A TAC member City’s representative wondered if there is a review period for the new draft which will soon be released? Mr. Wolf stated that there will be, and urged cities to also submit comments separate from the COG.
- One TAC member from a small city worried that smaller cities do not have chances to be on the County’s oversight subcommittees, which does not seem fair or equitable.

8. ACE/COG Integration

P. Duyshart updated the TAC on this item. He notified TAC members that the Classification portion of the SGVCOG/ACE Integrated Classification and Compensation study is complete, but the Compensation portion of the study will not be complete until October, when it will go to the Governing Board for review and direction.

9. Update on Measure M Subregional Fund Programming

P. Duyshart provided an update to the TAC on this matter. He announced to the Public Works 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 until a couple issues are resolved: ambiguity of Gold Line Phase 2B local contribution requirements and a delay in receiving finalized

results from an SGV Greenway Study. 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.

INFORMATION ITEMS

EXECUTIVE DIRECTOR'S COMMENTS

No comments.

ANNOUNCEMENTS

R. Guerrero announced that the next Public Works TAC Meeting will be on June 18, 2018.

ADJOURN

The meeting adjourned at 1:12 p.m.

REPORT

DATE: June 18, 2018

TO: San Gabriel Valley Council of Governments Public Works TAC

FROM: Marisa Creter, Executive Director

RE: **GoMonrovia**

RECOMMENDED ACTION

For information only.

BACKGROUND

In 1983, the City of Monrovia established its Monrovia Transit Program, through which the City has provided on-demand transportation services for residents of its city and a few surrounding communities, such as the City of Bradbury, and LA County unincorporated communities adjacent to Monrovia, Arcadia, Duarte, and El Monte. The City employs a “dial-a-ride” model for its transit service, and provides this service via a contract operator. The City’s “dial-a-ride” fleet consists of nine vehicles, all of which include ADA-compliant wheelchair lifts. Although the City provides about 3,250 rides per month through Monrovia Transit, the system does not operate in the late evening or on holidays. The regular fare is \$1.00 per ride and \$0.75 per ride for riders with disabilities. The average cost per ride was \$19.70, the balance of which was subsidized by the City.

Due to the program’s high fiscal costs and limited service, the new Metro Gold Line service, and population increases and changing demographics and traffic patterns, the Monrovia City Council raised and identified concerns related to transportation, efficient mobility, and connectivity to transit in Monrovia. The City Council desired a new program or model which addressed the following issues:

- Improved and enhanced connectivity to Old Town Monrovia, specifically from the Monrovia Gold Line station.
- Improved transportation and connectivity options within and around Monrovia.
- Connecting residents to high-tech and innovative jobs centers in different parts of the City.
- Improve the City’s capacity to move an increasing population around.

GoMonrovia Program

As a result of City Council’s concerns and requests, Monrovia staff devised a comprehensive new mobility plan, titled GoMonrovia. This multi-modal plan increases transportation and connectivity options, including practical and fiscally-responsible active transportation and first-last mile options, for Monrovia and its adjacent communities. The new and innovative mobility plan incorporates private sector partners and their services while also providing a more efficient transit system for its residents. The GoMonrovia program includes the following elements:

- 1.) **Contract with Lyft, one of the two most well-known U.S. ride-sharing companies, to provide the equivalent of the City’s dial-a-ride service for all non-ADA users.** Through a subsidized ride agreement between Monrovia and Lyft, rides are available to passengers for \$0.50 per ride within the Monrovia service area. Riders must apply a GoMonrovia promotion code to “unlock” the \$0.50 per ride cost. Lyft drivers are typically able to respond to rides calls within 5-10 minutes, compared to the 30-45 minute wait time for the City’s old dial-a-

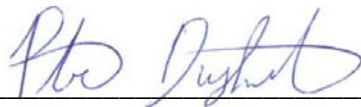
ride service. Additionally, the average per ride subsidy cost for the City of Monrovia is approximately \$6.00 per trip, which is 70% less than the average per ride cost of \$19.70 under Monrovia Transit's dial-a-ride service.

- 2.) **Re-focus its Monrovia Transit program toward providing ADA calls for service.** The City restructured its contract with PCA to reflect the changes in responsibility of service, which lowered its maximum costs for this program by about half.
- 3.) **Partner with LimeBike, which is a dockless bike share company, to provide 200 bikes throughout the City, particularly at important sites and destinations such as transit stops and Old Town.** These bikes are available for use for \$1.00 per ride for the first 30 minutes of operation. The LimeBikes provide residents of, and visitors to, Monrovia another transportation option to close the respective commuter's first-last mile gap.
- 4.) **Devise and adopt permitting and licensing requirements to regulate the operations of bike share companies within its City limits.**

The City of Monrovia also invested \$50,000 in funding to promote and implement this new mobility program. These funds were used for advertising purposes in order to maximize usage of the program, and also to educate LimeBike users about bike etiquette and safety, and where to park the bicycles.

City of Monrovia staff will provide a presentation in which they go in-depth about the particulars, provisions, logistics, and costs of the program, as well as its benefits and best practices.

Prepared by:



Peter Duyshart
Project Assistant

Approved by:



Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – GoMonrovia Information Sheet -- Page 7

Attachment B – GoMonrovia Presentation Slides -- Page 8



MONROVIA TRANSIT



\$0.50/ride anywhere in the Monrovia service area



Download the app & set up your account



Apply promo code GOMONROVIA before you ride



Tap to request your \$0.50 ride!



LimeBike

\$1.00 for 30 minute ride - no code necessary!



Download the app to find a bike nearby



Scan or enter the QR code on bike to unlock and ride



Park wherever a bike is allowed & close the back lock to end ride

DON'T HAVE A SMART PHONE OR NEED SPECIAL ACCOMMODATIONS?

Call (626) 358-3538 to book your trip today.

Our dial-a-ride service will continue to operate to serve riders with ADA-related needs at a reduced fare! Now, dial-a-ride passengers pay just \$0.50. All Monrovia Transit shuttle vans feature an ADA-approved wheelchair lift to help meet your transportation needs. You can request rides on demand or schedule a ride up to one week in advance. On-demand rides usually have a response time of less than 10 minutes!

If you do not have a smart phone to download and sign up for the GoMonrovia Lyft service, you may call (626) 358-3538 to book a Lyft ride over the phone. You will receive text message alerts with your driver's information, ETA, and when they've arrived.

DIAL-A-RIDE HOURS OF SERVICE

Monday - Friday: 7:00 a.m. to 10:00 p.m.

Saturday - Sunday: 8:30 a.m. to 6:00 p.m.

Closed on Major Holidays

SERVICE AREA

We provide service within the City of Monrovia, Bradbury, the unincorporated areas of LA County next to Monrovia, and the Target in Duarte for transfers to Duarte Transit. Passengers can also be dropped off at medical appointments at physician's offices within three miles of our City limits, which includes the City of Hope and the medical offices located in Arcadia.

LEARN MORE AT WWW.GOMONROVIA.COM



A NEW MODEL OF SUBURBAN MOBILITY

WHY ARE WE TALKING ABOUT MOBILITY?

BECAUSE DEMOGRAPHIC TRENDS AND HOUSING POLICY HAVE CREATED A CRISIS SITUATION.

- Demographic trends indicate that Southern California is about to get a lot more crowded!
 - In the next 25 year period, the SCAG planning area is projected to **add the equivalent population of Oregon and Washington... combined!**
 - **+/-11 million more people!**
- A lack of supply has created a housing crisis in California
 - A 2016 McKinsey Global Institute report illustrated the depths of CA's housing crunch
 - Real estate prices in CA are rising 3x faster than household income
 - 50% of the State's population cannot afford housing
 - CA needs 3.5 million more homes by 2025



WHY ARE WE TALKING ABOUT MOBILITY?

BECAUSE MONROVIA IS IMPACTED... AND GROWING.

- In Monrovia today, the average rent for an apartment is around **\$3 / square foot!**
 - 1,000 SF apartment currently costs \$3,000 / month!!!
- Against that backdrop, a housing renaissance is occurring
 - We have around **2,200 proposed housing units in the development pipeline**
 - 15% increase in our housing stock, 13% increase in population
- The Metro Gold Line today boasts more than 50,000 riders / day!
 - Intense interest on transit-oriented development projects



WHY ARE WE TALKING ABOUT MOBILITY?

BECAUSE IN MONROVIA, WE WERE LOOKING FOR BALANCED SOLUTIONS.

- The politics of growth, housing, and development often pit two sides against one another...

No-Growth – *Until we have more water, clean air, and no traffic, we shouldn't allow any additional development*

vs.

Free-Market Growth – *Build. BUILD. BUILD.*

- In Monrovia, we were looking for a better way...

Balanced Growth

In our community, can we find a balanced response to housing policy, environmental policy, and traffic policy?




WE'RE TALKING ABOUT BETTER MOBILITY BECAUSE...

- A limited housing supply is driving housing costs up to unacceptable levels
 - At the same time, our region is growing denser, which means more people and more cars
- Against that backdrop... can we develop policy options that allow for continued housing growth, while also addressing environmental and traffic concerns?
- Can we develop a new model of suburban mobility to give people simple and easy to use public transportation options?

HOW DID MOBILITY USED TO WORK IN MONROVIA?







Find tacos, cheap dinner, Max's

Near San Fra

🍴 Restaurants

🌃 Nightlife

🏠 Home Services


✍ Write a Review

Monrovia Transit

1 review

Public Transportation

Unclaimed



Google


Map data ©2018 Google

📍 Monrovia, CA 91016

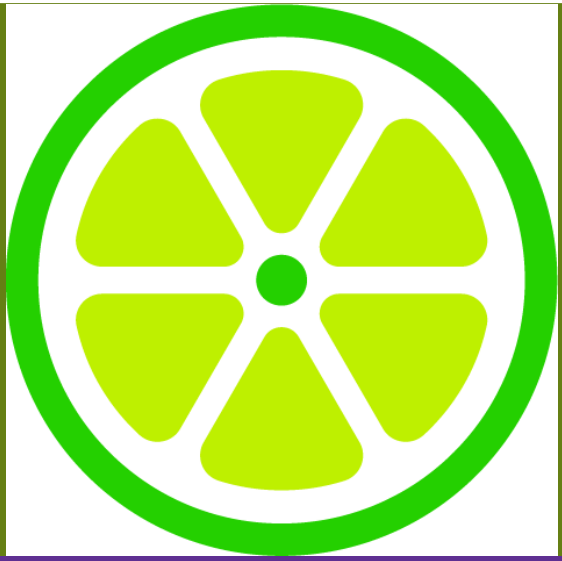
📞 (626) 358-3538

📱 Send to your Phone

[Edit](#)



IS THERE A MORE COST-EFFECTIVE,
CONVENIENT, & RELIABLE WAY TO
PROVIDE EXPANDED TRANSIT OPTIONS
FOR OUR GROWING POPULATION?



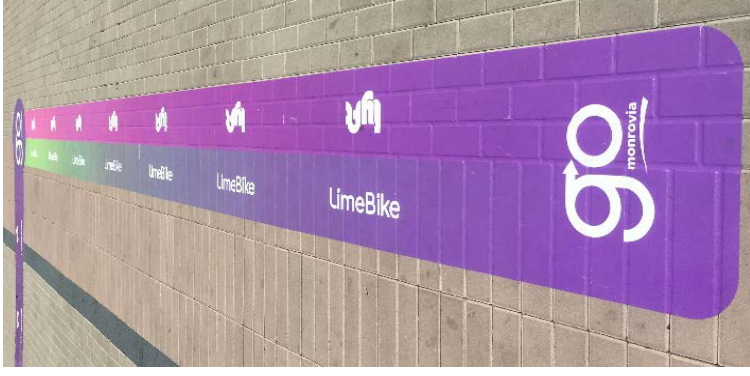
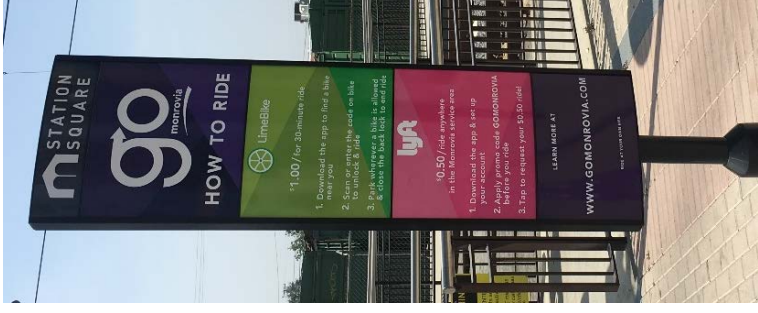
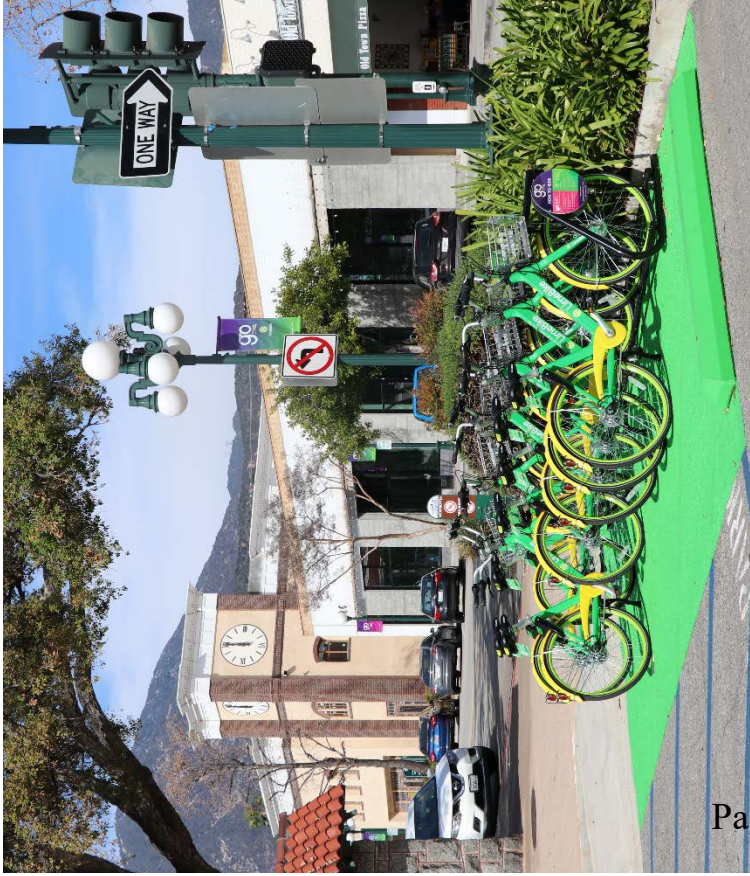
HOW THE PROGRAM WORKS



LimeBike

- A public-private partnership with ride-sharing provider, Lyft
- Lyft serves as the City's primary public transit provider for all non-ADA related services
- The City operate an integrated transit service to accommodate ADA calls for service
- Passenger pays just **\$0.50!**
- Utilizing local return transit dollars, the City subsidizes fares for those traveling within the identified service area
- Bike-share program through a partnership with LimeBike
- LimeBike is different from traditional bike-share models
- There is no need to deploy expensive docking stations throughout a community with LimeBike
- Instead, LimeBike offers bikeshare options utilizing GPS technology to offer dockless bike-sharing
- Riders pay \$1.00 per 30-minute ride

GOMONROVIA MARKETING & OUTREACH



GOMONROVIA LIMEBIKE USAGE DATA

- **Total Number of Rides Since Launch**
 - 3,389 total rides completed
 - +/-81 rides / day
- **Total Number of Riders Since Launch**
 - 1,395 unique riders
- **Total Time Spent Riding**
 - 1,253 hours spent riding on LimeBikes
- **Total Distance Ridden**
 - 2,781 miles ridden on LimeBikes

The average user
travels 0.5 mile &
rides for 14 minutes

Fridays & Saturdays
are the most popular
days with the most
usage



GOMONROVIA LYFT USAGE DATA

- In the program's first month of operation, **16,314 public transportation rides** were deployed using the GoMonrovia promo code!
 - Nearly **5,000 people** have signed up for the program!
 - High adoption rate attributed to outreach efforts and marketing
- Approximately **500 – 600 rides / day**... and growing!
 - Our dial-a-ride program was averaging around 100 rides / day
- Average subsidy: \$5.80 / trip
 - In comparison, our average dial-a-ride subsidy was \$19.70
- **Funding:** Utilizes LA County local return transportation dollars
 - Restricted for transportation programs
 - Ongoing revenue sources for sustaining program
 - Prop A, Measure R, & Measure M local return funds eligible for use



GOMONROVIA PROGRAM RESULTS

▪ Lyft Program

- Substantial cost savings compared with dial-a-ride service
 - Traditional dial-a-ride program cost about \$1 million / year to operate
 - Average dial-a-ride subsidy amount: ~\$19.70 / ride
 - Lyft program subsidy amount: ~\$5.80 / ride
- Serves to address development concerns related to traffic and parking
- Reduces parking demand and helps ease commuter parking shortages
- Faster, more convenient, and personalized public transportation option
- Solves first mile-last mile connection issues
- Reduces greenhouse gas emissions! Every Lyft ride is now carbon-neutral!

▪ LimeBike Program

- Cost effectively adds a visible bike share program into the community
- No need for expensive, limited docking stations
- On-the-ground LimeBike team redistributes & maintains bike fleet at no cost to City

REPORT

DATE: June 18, 2018

TO: San Gabriel Valley Council of Governments Public Works TAC

FROM: Marisa Creter, Executive Director

RE: **LA Metro's NextGen Bus Study**

RECOMMENDED ACTION

For information only.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority's (LA Metro) Countywide bus system serves about 900,000 riders per day on weekdays across Los Angeles County. Even though nearly 1 million people ride LA Metro's buses every weekday, ridership across the bus system has been in a steady decline over the past decade. Thus, Metro has had to deal with a pressing question: how can it earn back the patronage of former frequent Metro Bus system customers, and do so in the most effective, efficient, and cost-effective manner?

Additionally, Metro's Bus system has not been significantly updated or revamped in approximately 25 years, meaning that the system is outdated. Since that time, LA County has evolved and transformed quite dramatically. This means that some routes likely service districts and neighborhoods which do not require as much service anymore, while other newly developed neighborhoods and districts which require new, additional, or supplemental bus service to meet the needs of those respective communities do not currently have an adequate level of bus service. Moreover, new residential, vocational, service-oriented, social, and entertainment destinations have been developed within the past 25 years. Plus, travel patterns have changed, as new transportation infrastructure and technologies have developed and as minority and disadvantaged communities become displaced by increased costs of housing and gentrification.

Since market forces, increased population, and shifting demographics are demanding substantive changes to Metro's Bus system, LA Metro is currently undertaking and commissioning a comprehensive, technical, and mammoth study, called the "NextGen Bus Study." This study is both a qualitative and quantitative analysis, the purpose of which is to significantly improve Metro's bus network by reimagining the bus system to better serve Los Angeles County's diverse and expanding population and potential customer base. This study has three main tasks and phases:

- Understanding travel markets,
- Developing service network concepts,
- Preparing bus service plans for all subregions in LA County.

Each of these phases will help LA Metro to systematically understand what is important and relevant to current, former, and potential bus riders before developing revised service implementation plans and routes. LA Metro's main goal is to have the NextGen Bus Study result in a new bus network which is more reflective of, and attractive to, the diverse residents of Los Angeles County. Any new bus network must integrate well with the many different modes of transportation options and

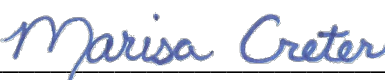
technologies which are now available to LA County consumers. The entire NextGen Bus Study is anticipated to take about 18 months, with the newly devised bus system going into effect in Fall 2019.

NEXT STEPS

While the NextGen Bus Study includes many technical components and contains a plethora of quantitative data pertaining to travel patterns, ridership, connectivity, demographics, market demands, etc., Metro holds the belief that its technical analyses can only inform them on their bus system and customer base so much. As a result, LA Metro is aiming to conduct aggressive and substantive outreach throughout all subregions and neighborhoods of the County. These outreach methods include a NextGen online survey (<https://www.metro.net/projects/nextgen/>), which can be accessed by the general public, community meetings, and telephone town halls. Metro has also convened a NextGen Bus TAC, and a NextGen Bus Study External Working Group. The SGVCOG has been invited to participate in the External Working Group, which enables Metro staff and its consultants to hear a broad range of viewpoints and feedback from representatives of key community stakeholders, including Metro Service Councils, subregional government agencies, environmental groups, low-income and social equity groups, educational institutions, municipal bus and transit operators, business organizations. Metro wants these key stakeholders and members of the general public to identify pertinent recommendations for how to improve bus service.

LA Metro is presenting information to the Public Works TAC today so that it can make itself available to hear additional valuable feedback, thoughts, and practical expertise from TAC members about how to enhance Metro's Bus System. As part of Metro's outreach efforts in the SGV subregion, Metro will also present the Bus Study information to the SGVCOG Transportation Committee and Planning TAC.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – NextGen Bus Study Fact Sheet -- Page 25

Attachment B – NextGen Bus Study Community Outreach Tool Kit -- Page 27

So, what is NextGen?

The goal of the NextGen Bus Study is to design a new bus network that is more relevant, reflective of, and attractive to the residents of LA County. We believe this redesigned network will improve service to current customers, attract new customers and win back past customers.


Why are we doing this?

Simply put, our current bus network carries over 70% of our customers but hasn't had a major overhaul in 25 years. Since that time, LA County has evolved dramatically. We've added over a million residents, many local communities have transformed, and travel patterns have changed. The Metro Rail system barely existed at that time, but now has 105 miles of service and will continue to grow steadily over the next 25 years. With new transportation options like ride hailing apps and bike share, it's important that our bus system integrates with all the ways we travel throughout LA County today, with flexibility for the future.

When is it happening?

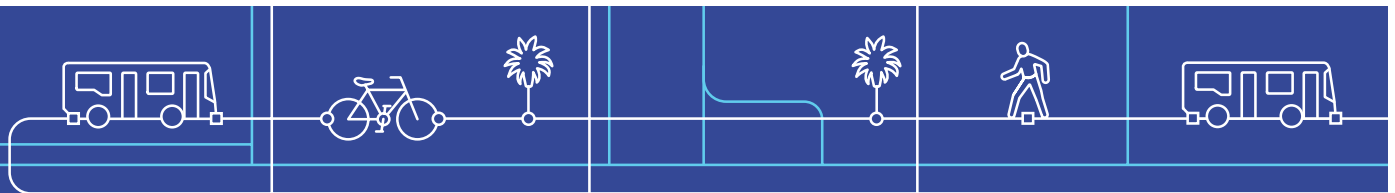
The entire study is estimated to take about 18 months, with our next generation of bus service going into effect starting in Fall 2019. The NextGen Bus Study consists of four steps. At each stage, the public will be encouraged to actively participate and provide informative and valuable input.

NextGen Bus Study Phases

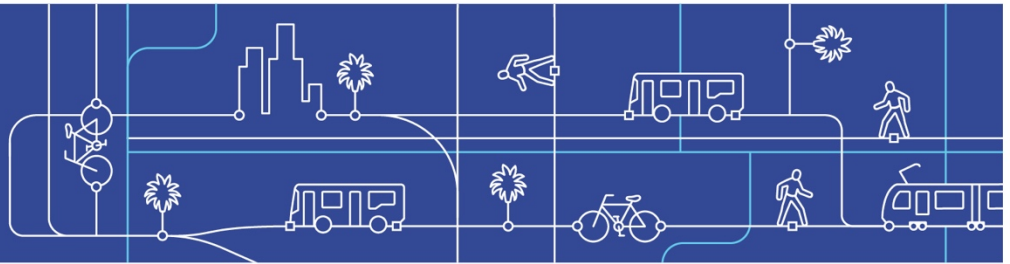
SPRING/SUMMER 2018	FALL 2018/WINTER 2019	SPRING/SUMMER 2019	FALL 2019
Stage 1 Learn about the habits and needs of past, current and potential riders, as well as their travel patterns and preferences	Stage 2 Determine potential service strategies to best meet the rider needs identified in Stage 1	Stage 3 Develop a new bus service plan based on input during Stage 2	Stage 4 Launch new bus network throughout LA County
Continuous public engagement 			

How can you participate?

This is all about you. So, we need you as our partners. Every step of the process will include several opportunities for public input, including online platforms, community meetings, telephone town halls and public outreach. Check the project website at metro.net/nextgen for details or email the Project Manager at NextGen@metro.net.



NEXTGEN Bus Study

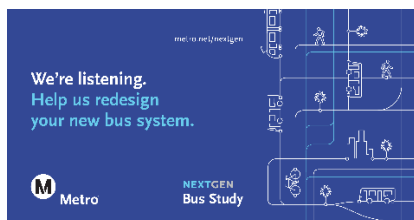


Dear Community Based Organization/External Working Group Member,

Thank you for your involvement in the NextGen Working Group. As we mentioned at the last meeting, the goal of the NextGen Bus Study is to design a new bus system that is more relevant, reflective of, and attractive to the residents of LA County. With your help, we believe the redesigned system will improve service to current customers, attract new customers and win back past customers. The entire study is estimated to take about 18 months, with improved bus service going into effect starting in Fall 2019. Throughout the study, the public will be encouraged to actively participate and provide informative and valuable input.

As we proceed with the Study, we would like to establish a communication protocol for future inquiries and ask you to help us with the following activities:

- **Outreach Program Tool Kit:** Please start by sharing with your own agency and community network the attached pdf [Dashboard](#), which features live Project information links – including our short 7 question survey! Other items include a project presentation, a factsheet, and a website link. We would like to coordinate with each agency to provide ongoing communication tools in the effort to help build awareness and gain valuable feedback from your community.
 - **Survey Ask:** The short survey is included in the [Dashboard](#). We need to hear from LA County residents what they think of the current Metro Bus system and how we can improve. We would appreciate it if you can ask your network to complete.
- **Widget and message for social, link the image to website:**
<https://www.metro.net/projects/nextgen/> “Get involved! Help Metro improve the LA County bus system and tell us what is important to you!”



- **Standing Meetings/Events:** Metro would like to participate and/or present at your agency's next meeting or event. Please let us know what you have coming up.

Thank you in advance for your assistance in the NextGen Bus Study. For additional information or questions, please feel free to contact me directly at 213-922-5644.

Robert Calix
Project Manager, Metro Communications



Metro

SGVCOG / ACE Integration

	Activity	2017				2018												Status	
		S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D		
Project Review	Conduct outreach to member agencies to develop/ refine project list.																		Outreach currently being conducted, initial project letters of interest are due August 31, 2018.
	Develop and approve initial project list																		
	Conduct ACE/COG employee outreach																		Joint monthly staff meetings are being held.
Personnel and Admin. Restructure	Develop consolidated personnel system																		Salary/classification study initiated in February and be completed in October 2018.
	Implement consolidated personnel system																		Additional consolidation pending Comp/Class study.
	Implement consolidated admin and finance system																		Additional consolidation pending Comp/Class study.
Budget	Develop consolidated budget																		Anticipate fully consolidated budget to be presented for FY 19-20.
	Present budget to GB for approval																		

Accomplishments:

- Developed and approved updated JPA (November 2017)
- JPA approved by a majority of member agencies (19) (December 2017)
- Developed and approved updated bylaws (December 2017)
- Election process for Construction Committee approved by Governing Board (January 2018). Elections to be held in May.
- Contract awarded for compensation / classification study (January 2018)
- Updated ACE Logo approved by Governing Board (February 2018).
- Combined employee handbook approved by Governing Board (April 2018)
- Combined Finance and Accounting Procedures Manual approved by Governing Board (May 2018)
- Capital Project Review Manual approved by Governing Board (May 2018)

REPORT

DATE: June 18, 2018

TO: San Gabriel Valley Council of Governments Public Works TAC

FROM: Marisa Creter, Executive Director

RE: **June 2018 Update on Measure M Subregional Fund Programming**

RECOMMENDED ACTION

For information only.

BACKGROUND

In June, the Metro Board of Directors adopted the Measure M guidelines, establishing a process by which subregional funds under Measure M will be programmed by the subregional entities, including the SGVCOG, through the development of five-year subregional fund programming plans. In accordance with these guidelines, five-year project specific programming plans, or MSP 5-Year Plans, will have to be submitted to the Metro Board of Directors for adoption, which will subsequently guide the flow of funding to various specific projects that fall within each program. Based on the projected initial five-year cash flow for each subregional fund in the San Gabriel Valley subregion and recommendations by the SGVCOG Governing Board, the funds that would be available for programming are as follows:

Measure M Multi-Year Subregional Programs 5-Year Cashflows (AFTER Adjustments and inter-program loans)									
Program	Sub-region	Ground-breaking Start Date	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	5-Year Total	5-Year Project Development Funding [a]
			FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		
Active Transportation Prog. (Including Greenway Proj.)	sg	FY 2018	\$ 2,761,363	\$ 2,833,158	\$ 2,906,821	\$ 2,979,491	\$ 3,050,999	\$ 14,531,832	\$ 72,659
Bus System Improvement Program	sg	FY 2018	\$ 231,132	\$ 268,868				\$ 500,000	\$ 2,500
First/ Last Mile and Complete Streets	sg	FY 2018	\$ 3,286,511	\$ 3,371,960	\$ 3,459,631	\$ 3,546,123	\$ 3,631,230	\$ 17,295,455	\$ 86,477
Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	FY 2018							
Goods Movement (Improvements & RRIXing Elim.)	sg	FY 2048							
Highway Efficiency Program	sg	FY 2048	\$ 2,450,000	\$ 2,850,000				\$ 5,300,000	\$ 26,500
ITS-Technology Program (Advanced Signal Tech.)	sg	FY 2048							
San Gabriel Valley Subregion Total								\$ 37,627,287	\$ 188,136

Table 1.
Adopted Measure M Multi-Year Subregional Program 5-Year Allocation

Now that SGVCOG Staff has approved and finalized monetary allocations for each of the sub-programs of the MSP 5-Year Plan to work with, COG staff can draft a list of selected projects to be constructed based on the amount of money that is available for each sub-program. Below are the steps for this process; these steps were also presented to the Transportation Committee in January 2018 when COG staff presented the Committee with the proposed Measure M Subregional Funds Public Outreach and Participation Plan, which was adopted by the Governing Board in February 2018.

1. Staff is in the initial stages of developing a preliminary proposed project list for each sub-fund based on cash flow and results for the adopted Mobility Matrix.

2. This list will be distributed to COG member agencies and other stakeholders and posted on the COG's website for comment. Staff will attempt to make personal contact with known stakeholders and offer briefings if desired.
3. The proposed project list, as well as any comments received, will be agendaized for the Public Works and Planning TACs in April 2018 for discussion and public input.
4. Recommendations from the TACs will be forwarded to the COG's Transportation Committee and agendaized for the May 2018 meeting for discussion and public input.
5. Final recommendations from the COG's Transportation Committee will be forwarded to the COG's Governing Board for final approval in June 2018.
6. Upon approval of the MSP 5-Year Plan by the Metro Board and subsequent execution of funding MOU's with each individual project implementing agency, further outreach regarding the design, environmental clearance and construction of those projects will be handled individually by the implementing agency in accordance with funding guidelines and local policies.

NEXT STEPS / UPDATE

The SGVCOG has initiated the project solicitation and outreach processes for both Active Transportation and First-Last Mile projects. Cities and local agencies in the San Gabriel Valley will have until July 13th to submit proposed project ideas. Once the SGVCOG receives project submissions and input from our local agencies, COG staff will begin prioritizing the project requests and will bring the proposed projects list to the Public Works TAC for technical review, feedback, and direction. Later this summer, the SGVCOG hopes to submit an approved projects list to Metro for funding MOU's for the first MSP 5-year plan.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director