



**SGVCOG Public Works TAC Approved Meeting Minutes**

Date: June 18, 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 12:08 p.m.
2. Pledge of Allegiance. R. Guerrero led the Public Works TAC in the Pledge of Allegiance.
3. Roll Call

**Public Works TAC Members Present**

D. Bobadilla; Azusa  
 D. Liu; Diamond Bar  
 B. Yu; El Monte  
 A. Sweet; Glendora  
 D. Co; Irwindale  
 A. Tachiki, C. Velarde, O. Chi, L. Vasquez, B. Mello; Monrovia  
 R. Guerrero; Pomona  
 S. Barragan; San Dimas  
 R. Salas; South El Monte  
 M. Forbes; Temple City  
 J. Lu, A. Ross, J. Yang, L. Grindle; LACDPW

**Public Works TAC Members Absent**

Arcadia  
 Claremont  
 San Gabriel  
 West Covina

**Guests**

D. Cadena; WKE, Inc.  
 S. Ahmad; SA Associates  
 F. Alamolhoda; LAE Associates  
 G. Jaquez; MNS Engineers  
 S. Novotny; Caltrans  
 C. Marcarello; City of Covina  
 J. Nelson; City of Industry  
 B. Schmith, S. Tu, R. Cálix; LA Metro  
 J. Martinez; NCE  
 V. Sedagat, S. Ariannia; Geo-Advantec, Inc.  
 P. Bollier; Infrastructure Engineers  
 M. McAvoy, R. Alfonso; City of Monterey Park  
 B. Janka; City of Pasadena

**SGVCOG Staff**

P. Duyshart

4. Public Comment.

There was no public comment.

**CONSENT CALENDAR**

5. Review Public Works TAC Meeting Minutes: 05/21/2018  
**There was a motion to approve the minutes (M/S: D. Liu/R. Salas).**

**[Motion Passed]**

Ayes	Azusa, Diamond Bar, El Monte, Glendora, Irwindale, Monrovia, Pomona, San Dimas, South El Monte, Temple City, LACDPW
Noes	
Abstain	

Absent	Arcadia, Claremont, San Gabriel, West Covina
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**ACTION ITEMS**

**6. Election of Chair and Vice Chair for FY 2018-2019**

Election of the Chair:

**There was a motion to nominate and elect Rene Guerrero (City of Pomona) as the Chair of the SGVCOG Public Works TAC for FY 2018-2019 (M/S: D. Liu/R. Salas).**

**[Motion Passed]**

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

Election of the Vice Chair:

**There was a motion to nominate and elect David Liu (City of Diamond Bar) as the Vice Chair of the SGVCOG Public Works TAC for FY 2018-2019 (M/S: R. Guerrero/R. Salas).**

**[Motion Passed]**

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

**PRESENTATIONS**

**7. 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:

- How did Monrovia end up deciding to work with Lyft and Lime Bike? O. Chi answered that Uber wanted to do things their own way, whereas Lyft wanted to be a

partner and Lyft acknowledged that they don't want to harm public transit ridership, they want to support/supplement it.

- Lyft is largest purchaser of carbon neutral credits. Lyft was also innovative in that it added incentives for its drivers to do increased shorter, intra-city rides.
- Lime Bike is one of the only US-based bike share company that is American controlled, and that was important to Monrovia.
- Is the \$1 price for Lyft for Monrovia residents only, or for any visitors within the City? O. Chi responded that as long as the ride starts or ends in Monrovia, it will count.
- A TAC member has a question about comparing dockless to a docking option? What is a better fit in general and what is a better fit for Monrovia?
- Another TAC member asked: Have you seen dial a ride ridership go down? Do seniors still use it, and how does Lyft cater to special needs or senior citizens? O. Chi pointed out that Lyft has an online interface system which enables residents to call Lyft to schedule a ride (if they don't have a smart phone).
- How many other cities are doing this similar program? Mr. Chi said that Lyft has 25 public-private partnerships. However, most other programs are much more narrow in focus (transit destinations only, etc.).

## 8. LA Metro's NextGen Bus Study

S. Tu, a Deputy Project Manager for LA Metro, and Robert Cálix, a Senior Manager of LA Metro's Transportation Planning Communication Division, presented on this item; S. Tu presented a majority of the information. Mr. Tu began by stating that a key reason for being at the Public Works TAC is to ask TAC members and engineers for suggestions about treatments, infrastructure, routing changes, etc., which could encourage more ridership in each TAC member's respective cities. Metro needs valuable, technical, and targeted feedback from those who know their cities best.

Mr. Tu pointed out that 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.

Throughout his presentation Mr. Tu discussed how Metro, as part of the study, is analyzing service parameters, transit speed competitiveness, and transit compatibility indices. Metro's studies are data based and model based, in order to be as scientific, meticulous, and accurate as possible. Metro is also conducting extensive outreach, including by hosting a bi-monthly external working group which includes regional government agencies (such as COGs), non-profit groups, social justice and socio-economic advocacy groups, other transportation agencies, and faith-based groups to provide community input on Metro's outreach, quantitative studies, and, eventually, the actual new bus service models, maps, and plans themselves.

R. Cálix added that Metro, in order for this massive undertaking of overhauling the bus system to be successful, needs provide a mechanism through which people can provide feedback to Metro on this study. He asked if cities could please provide links to the Bus Study survey or information on City websites. Additionally, if cities have community events, please invite Metro or partner with Metro so that Metro can get feedback right in the community. He asked to please include information in any newsletters, too. Metro can send a Community Tool to cities for public distribution. Metro wants to get feedback from cities, and vice versa.

Questions/Discussion:

- There were no questions.

**DISCUSSION ITEMS**

**UPDATE ITEMS**

**9. 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. Mr. Duyshart also reminded cities that the deadline to submit their projects as part of the SGVCOG/ACE Project Review and Selection Process is August 31, and he urged members to submit their projects for review on-time. With the ACE integrated as part of the SGVCOG now, the ACE division is now able to take over project management duties for municipal or County capital construction projects, and SGV agencies can now apply for this project assistance program.

**10. Update on Measure M Subregional Fund Programming**

P. Duyshart provided an update to the TAC on this matter. He reminded TAC members that Mark Christoffels, the SGVCOG Chief Engineer, recently announced a call for projects for both First-Last Mile and Active Transportation projects, and encouraged cities to submit projects for Measure M subregional funding. The SGVCOG has about \$14.5 million in available Measure M programming funds for Active Transportation, and \$17.29 million in available Measure M funds to program for First-Last Mile projects. Cities must submit their proposed projects to the COG by July 13.

**INFORMATION ITEMS**

**EXECUTIVE DIRECTOR'S COMMENTS**

No comments.

**ANNOUNCEMENTS**

R. Guerrero announced that the next Public Works TAC Meeting will be on July 16, 2018.

**ADJOURN**

The meeting adjourned at 1:10 p.m.