



**SPECIAL SGVCOG Transportation Committee Approved Minutes**

Date: October 18, 2018  
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 4:14 p.m.

2. Pledge of Allegiance

3. Roll Call

**Members Present**

Claremont S. Pedroza  
Diamond Bar C. Herrera, D. Liu  
Duarte J. Fasana  
La Cañada Flintridge G. Brown  
Pomona T. Sandoval  
San Gabriel J. Pu  
South El Monte G. Olmos  
Temple City A. Avery  
LA County District 1 M. Reyes

**Members Absent**

Alhambra  
El Monte  
Glendora  
South Pasadena  
Walnut  
LA County District 5

**SGVCOG Staff**

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

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

No changes to the agenda order.

**CONSENT CALENDAR**

6. Transportation Meeting Minutes: 07/19/2018

**There was a motion to approve the 07/19/2018 Transportation Committee Minutes. (M/S: T. Sandoval / C. Herrera).**

**[MOTION PASSED]**

<b>AYES:</b>	Claremont, Diamond Bar, Duarte, La Cañada Flintridge, Pomona, San Gabriel, South El Monte, Temple City, LA County District 1
<b>NOES:</b>	

<b>ABSTAIN:</b>	
<b>ABSENT:</b>	Alhambra, El Monte, Glendora, South Pasadena, Walnut, LA County District 5

**ACTION ITEMS**

7. Measure M MSP Subregional Fund Programming – Proposed Projects List for the First Five-Year Programming Plan

Marisa Creter, the Executive Director of the SGVCOG, provided the staff report on this matter to the TAC. She began by mentioning how, in June 2017, 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. Ms. Creter then described how there will be \$31,827,287 in available funds for Active Transportation, First/Last Mile, and Complete Streets projects for the first Measure M Multi-Year Subregional Program (MSP) 5-Year Plan, which includes FY 2017-18 through FY 2021-22.

Creter explained how the COG held a transparent and accessible call for projects process for about two months, through which cities could submit projects for Measure M programming consideration simply via email. The COG ended up receiving 54 projects from a total of 16 San Gabriel Valley agencies (cities and LA County). The total cost of all qualifying projects which were submitted to the SGVCOG for Measure M MSP subregional funding consideration was approximately \$158,096,065. Out of the \$158 million, SGV local agencies requested about \$142,703,919 in Measure M MSP subregional dollars to fund their respective projects.

Since there is only \$31,827,287 in available funds, but \$142,703,919 in funding and programming requests from 16 different SGV agencies, COG staff tried to come up with an equitable way to distribute the allocation of funding. Creter stated that COG staff felt the fairest way to distribute the funding is to fund each submitting-agency’s top priority project. When considering only each agency’s top project, the total amount of MSP-requested funds totals \$31,242,200, which is below the \$31,827,287 cap. She also emphasized that there are two large-scale projects which are currently being recommended for funding for Design only, and that is because it is projected that the Construction expenditures for those two projects will not take place until FY 2022-23, which is not part of the current MSP 5-Year Plan.

Ms. Creter continued by mentioning that cities which have submitted a project for Measure M funding need to make conservative monetary projections and need to be very realistic when assessing whether or not project delivery of their projects is attainable. The reason for these warnings is LA Metro’s Measure M Guidelines and eventual funding agreements stipulate that cities must draw down and fully expend funds for a project within 3 fiscal years of their award fiscal year. If cities do not fully draw down these funds, then Metro reserves the right to take back the allotted funding. While the funding is still required to be programmed for SGV projects, Metro has the right to not apportion the funding to the subregion for another 20-30 years, for example. Additionally, Creter quickly talked about funding projection and planning documents that are required to be submitted to Metro by each awarded agency in order to execute funding contracts with Metro.

**PUBLIC COMMENT:** Wesley Reutimann, who is the Executive Director of Bike SGV, provided public comments to the members of the Transportation Committee on this agenda item. A summary of his comments are as follows:

- Mr. Reutimann first mentioned how, as an organization that is occupied with safety, Bike SGV is wondering if the recommended projects consider key safety components to it. One project in particular which can do better in this regard is an LA County Class II Bike Lane project on Huntington Drive. Reutimann stated that it is not safe for bicyclists to ride in a Class II lane on a street like Huntington. He feels that \$4.3 million is too expensive just for striping bike lanes. Bike SGV would rather see other Greenway projects get built, or see a protected bike lane on this same stretch. When Bike SGV surveys bike riders, they say they feel bike lanes that are only striped aren't safe.
- Mr. Reutimann also said how there are four cities in the SGV area which don't have Active Transportation plans, and he wondered if any MSP funding can go toward planning efforts like this. He asked if any extra MSP funds can be used for efforts such as this.
- He also stated how there are cheap options for even pedestrian safety projects that cities can implement if they have the funding.
- Mr. Reutimann also mentioned how Bike SGV wants to make sure that these funds are maximized, and wants to see some projects get re-prioritized to consider safety and best practices, too.

Questions/Discussion: The following issues were asked about and discussed by Committee members and SGVCOG staff:

- A Committee member asked: what was the reaction and feedback from the TACs that have been presented to so far? M. Creter responded that all SGVCOG TACs and Committees which have been presented with this information so far have unanimously approved the recommendations of SGVCOG staff on this matter.
- Another committee member asked if San Jose Creek can connect to other cities such as the City of Industry? A different member of the Committee responded by pointing out that the Thompson Creek trail connects to SJ Creek corridor.
- M. Creter also announced that the SGVCOG will be extending the process and deadline for cities to submit projects for the COG to take over management of. There was confusion between MSP process and ACE project selection process, which caused some cities to not submit LOIs.
- One Committee member asked: what prioritization process did other COGs use for this process? He pointed out that the Malibu COG utilized a per-capita allocation process.

**There was a motion made to recommend that the SGVCOG Governing Board:**

- 1.) Approve SGVCOG Staff's methodology for prioritizing and selecting projects for MSP programmatic funding.**
- 2.) Approve SGVCOG Staff's recommended Measure M MSP 5-Year Plan projects and funding proposal.**
- 3.) Direct SGVCOG Staff to work with local SGV agencies which have been awarded funding for an MSP project to refine the scope, schedule, and funding of the project.**

**(M/S: T. Sandoval / S. Pedroza).**

**[MOTION PASSED]**

<b>AYES:</b>	Claremont, Diamond Bar, Duarte, Pomona, San Gabriel, South El Monte, Temple City, LA County District 1
<b>NOES:</b>	

<b>ABSTAIN:</b>	La Cañada Flintridge
<b>ABSENT:</b>	Alhambra, El Monte, Glendora, South Pasadena, Walnut, LA County District 5

**PRESENTATIONS**

8. Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study – Final Report

Steve Fox, a Senior Regional Planner with SCAG, provided the presentation on this report. Mr. Fox explained that the Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study is a detailed transportation and transit study for the geographic area which consists of eastern LA County, including the eastern portion of the SGV, and southwestern San Bernardino County. In order to analyze and assess the effectiveness of current, planned, and future transportation, transit, accessibility, and mobility options in this inter-county subregion, the Southern California Association of Governments (SCAG) has been conducting a thorough study to determine the optimum mix and service levels of commuter rail, light rail, hybrid rail, Bus Rapid Transit (BRT), and express bus for this inter-county corridor and subregion. The study assesses the market for transit and rail travel in the corridor, estimates potential ridership, travel and economic benefits, and capital operating costs of each transit alternative in the study area, and recommends a path forward for cost-effective transit and rail service to best serve the communities in the area.

Mr. Fox explained that there are eight main project alternative options in the report, and that seven of these options are build options. After thorough multi-faceted scoring analyses were conducted on each of the project types, the study’s scoring methodology revealed that the two Gold Line LRT Alternatives scored the best out of the seven build alternatives. Mr. Fox provided information about the different scores and rankings of each transit project type during the second half of the presentation. He also addressed some of the current transit infrastructure issues in the region, too.

Questions/Discussion:

- There was a question about potential transit corridors through Pomona.
- One Committee member asked questions about the transit routes to the Ontario Airport, and a route from Pomona North to Pomona Downtown.
- A Committee member asked what the next steps pertaining to this study are. Steve Fox of SCAG replied that SCAG will formally hand this study over to LA Metro and the SBCTA.
- A member of the Committee pointed out that it is great to have these plans, but what really matters is what can get funding. But now, since we have studies and plans for this corridor, we can refer to these plans for ideas of how to build these projects.

9. Follow-up on Metrolink’s SCORE Program

Alex Davis, the Government Relations Manager for the SCRRA and Metrolink, provided this presentation. He provided an overview on the Metrolink regional commuter rail system, and discussed some of the funding challenges and operational capacity and infrastructure issues that Metrolink faces on a daily basis. Mr. Davis then went on to discuss the SCORE Program which is a \$10 billion proposed program that has been internally developed by Metrolink to guide capital investments into its rail system. So far, Metrolink has received \$1.2 billion for the SCORE Program from the State of California; \$876 million will go directly to Metrolink, and the remaining funds will go to cities and local agencies for crossings safety projects. Davis also announced how, earlier today, the CTC approved a second request for funding from Metrolink, and will be receiving

\$91.2 million for this second funding allocation. Additionally, Metrolink also plans to do a Cal State LA project on the San Bernardino Line under the SCORE Program. Many of Metrolink's system upgrades have to do with eliminating more single-track sections and building more double track areas in order to improve commuter speed times on the system.

Questions/Discussion:

- One member of the Committee asked about the corridor between the Cal State LA station and the El Monte station, and what plans there are to improve speed times through that corridor.
- A Committee member asked: how many trains can you run in each direction on the SB Line? The same Committee member asked to what extent are there freight conflicts with BNSF on the San Bernardino Line.
- A Committee member remarked that, conceptually, the SCORE Program is something that the COG is supportive of.

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

### 10. Oral Report

Lilian De Loza-Gutierrez, Metro' Government Relations staffer for the SGV subregion, provided the first portion of this report. Below is a summary of her report:

- The 710 North Final EIR is coming out in the next couple of weeks. Caltrans is finalizing the document, and it should be available at end of month.
- Metro just finished a round of community meetings for the SFV-to-Pasadena BRT route. This route would provide connections to the Red, Orange, and Gold Lines.
- Regarding the on-going NextGen Bus Study, Metro anticipates holding community meetings in Pasadena and San Gabriel to get resident and community feedback.
- In early February, Metro will be starting a pilot for an Uber or Lyft type service to provide trips to and from the El Monte Bus Station within a certain zone. The cities that will be served include El Monte, South El Monte, and Rosemead.
- In the next week, the E-5 Phase 2 project is going to the Metro Board; staff will ask the Board to re-open the environmental contract.

Chair John Fasana also added that, in Metro committees, there has been extensive discussion about the cleanliness of the buses and the trains. Cleanliness of service is an important and pressing issue right now. De Loza-Gutierrez also added that SGV cities should call her if they notice these cleanliness issues.

## **UPDATE ITEMS**

### 11. Metrolink Update

A. Davis of Metrolink reiterated that Metrolink's top priority right now is delivering the SCORE Capital Improvement Program.

### 12. Update on Active Transportation Planning Efforts

M. Creter, the Executive Director of the SGVCOG, provided this update report. She announced that SGV cities did an excellent job in the Metro Open Streets Cycle 3 program. The San Gabriel Valley has four open streets events get awarded with funding:

- Heart of the Foothills, Part Two

- An El Monte / South El Monte Open Streets Event on Halloween 2019
- An open streets event through South Pasadena on State Route 110
- An open streets event which will run through South Pasadena, Alhambra, and San Gabriel

### **EXECUTIVE DIRECTOR'S REPORT**

#### **13. Oral Report**

There was no report on this item.

### **COMMITTEE MEMBER ITEMS**

J. Fasana announced that his Metro Board seat is up for re-election, and he also announced that he will seek another term in the Board. There will be a subregional process to nominate a candidate to the seat.

S. Pedroza announced that, earlier today, at the Gold Line Authority meeting, the Board voted in Tim Sandoval of Pomona to replace Mr. Pedroza as the SGVCOG's representative on that board.

### **ANNOUNCEMENTS**

There were no additional announcements.

### **ADJOURN**

The meeting was adjourned at 5:27 p.m.