



**SPECIAL SGVCOG Transportation Committee Approved Minutes**

Date: **May 10, 2018**

Time: 4:30 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 4:41 p.m.

2. Pledge of Allegiance

3. Roll Call

**Members Present**

Diamond Bar	D. Liu
Duarte	J. Fasana
Glendora	V. Escalante
Pomona	R. Guerrero
South Pasadena	M. Lin
LA County District 5	D. Perry

**Members Absent**

Alhambra  
Claremont  
El Monte  
La Cañada Flintridge  
San Gabriel  
South El Monte  
Temple City  
Walnut  
LA County District 1

**SGVCOG Staff**

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

4. Public Comment

No 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: 04/19/2018

**There was a motion to approve the 04/19/2018 Transportation Committee Minutes (M/S: D. Perry / J. Fasana).**

**[MOTION PASSED]**

<b>AYES:</b>	Diamond Bar, Duarte, Glendora, Pomona, South Pasadena, LA County District 5
<b>NOES:</b>	

<b>ABSTAIN:</b>	
<b>ABSENT:</b>	Alhambra, Claremont, El Monte, La Cañada Flintridge, San Gabriel, South El Monte, Temple City, Walnut, LA County District 1

**PRESENTATIONS**

7. US DOT Angeles National Forest Corridor Analyses and Update on Access to the Angeles National Forest

James Andrew of the U.S. Department of Transportation (DOT), Paolo Perrone from The Trust for Public Land, and Ricardo Lopez with the Angeles National Forest all contributed to this presentation. J. Andrew first provided a presentation titled “Key Findings from Corridor Analyses for Angeles National Forest Transit Assessment. He provided a review and background information about the transit corridors which provide vehicle access into the Angeles National Forest and the San Gabriel Mountains National Monument. He also provided the key and pertinent recommendations from the DOT’s analyses and studies of the corridors, included the suggested transit service for each thoroughfare. Mr. Andrew also went in-depth about the main issues and opportunities of three top priority routes: the Chantry Flat route from Pasadena and Arcadia, the Pasadena to Sam Merrill Trail through Altadena, and Sierra Madre Villa to Eaton Canyon.

Additionally, P. Perrone shared an update on the ridership numbers of Pasadena Transit Route 88, which is the “Transit-to-Trails” pilot project which goes from the Memorial Park Gold Line station in downtown Pasadena to the trailhead of the popular and frequented San Merrill Trail in Altadena. The bus route has seen 3,161 boardings in just the first month, which has far exceeded initial expectations. A one-way ride on this bus route costs riders \$0.75 per ride. Moreover, The Trust for Public Land is partnering with SCE to prepare to toolkit for bus users and prospective riders to utilize to learn more about the route and how to use it.

Questions/Discussion:

- One Committee member asked if there is any interest from Arcadia and/or Sierra Madre pertaining to “transit-to-trails” projects, since there has been cooperation and partnerships formed between government agencies and stakeholders with the City of Pasadena.
- A Committee member asked what would constitute or define success for the “transit-to-trails” program, in terms of ridership levels. P. Perrone also pointed that success is also mitigating the overcrowded streets parking along side of the road on the Chantry Flat Road, since this street parking creates dangerous conditions.
- There was a question regarding how SGV cities and stakeholders can take advantage of a plethora of corridors and opportunities to improve access to the ANF by means of public transit.
- Another Committee member asked how the Pasadena/Altadena Route 88 project was funded. Perrone stated that an SCE grant initially funded this bus route for the first month, then the City of Pasadena matched the funding to extend the pilot project for a second month, and then Supervisor Barger’s office then provided an additional 4 months of funding. Dave Perry of Supervisor Barger’s office commented that the Supervisor saw this as an excellent public service opportunity and that she thought it made sense to fund a project that would enable access to the hiking trails of the San Gabriel Mountains for many residents. He also added that the Supervisor is pleased with the results of the pilot project so far.
- This route was put into place not only to serve the transit-to-trails route, but also to serve the disadvantaged communities of northwest Pasadena and Altadena.

## 8. GoMonrovia

Brittany Mello, the Assistant to 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 LimeBike. 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 LimeBike dockless bike share services for \$1.00 per ride for the first 30 minutes.

### Questions/Discussion:

- One Committee member asked how many LimeBikes have been deployed. 200 bikes have been put onto the market in the City so far.
- Is Monrovia looking at electric or pedal assist bikes for this program in the future? Mello responded that electric assist bikes will eventually be deployed.
- A Committee member remarked on the impressiveness of the costs savings that Monrovia achieved by switching to Lyft service because it lowers costs for the taxpayer.
- There was a question regarding how long Lyft might be able to continue to offer the price that its currently offering, and how any future increase would increase subsidy costs for Monrovia. Oliver Chi, the City Manager of Monrovia, replied that this is a concern that was identified by the City early on in the analysis process, especially since technologies can evolve and venture capitalist subsidies can slowly fade away and alter price points. However, Lyft (and Uber) are strong right now and are not going away any time soon.
- Another Committee member asked that, when Monrovia was developing this program, did the City get a response from competitors or taxi services? O. Chi pointed out that Santa Monica, which has also implemented a similar program, issued an RFP to solicit proposals to replace their dial-a-ride program, and that the City still ended up with Lyft, because their price point is competitive.
- Will Monrovia deploy the LimeBike or Bird scooters to complement the bikes?
- A member asked if Monrovia has dealt with complaints about LimeBike users leaving bikes out and not in designated "parking areas." Mello and Chi both commented that Monrovia adopted an ordinance which enables the City to control how many bikes are deployed in the city, and how many Bike Share companies can have market share within the City. This has enabled Monrovia to lower the risk that too many bikes are laying around unused in the city.

### **ACTION ITEMS**

No action items.

## DISCUSSION ITEMS

### 9. AB 2417 (Rodriguez)

Committee Chair facilitated the discussion on this legislative item. The Committee was asked to take a position on this bill, if it wished to. AB 2417 (Rodriguez) would increase the number of voting members on the Foothill Gold Line Construction Authority from five to six, and this sixth representative would be appointed by the City of Montclair.

Questions/Discussion: The following issues were discussed:

- The San Bernardino County Transportation Authority (SBCTA) submitted a position letter on AB 2417 for the public record of this Transportation Committee meeting. Chair J. Fasana read this letter to the members of the Committee. In this letter, the SBCTA stated that it currently opposes AB 2417 due to the fact that it does not add the SBCTA as a voting member, and that the SBCTA also requests Assembly Member Rodriguez to add the SBCTA as a voting member of the Foothill Gold Line Construction Authority. The SBCTA also holds the position that there should be fair representation of all Gold Line Phase 2B cities on the Construction Authority Board, too.
- R. Guerrero from the City of Pomona stated that Pomona believes that every City involved in the Gold Line Phase 2B extension should have a seat at the table.
- J. Fasana of the City of Duarte remarked that if you amend the charter of a special construction agency, then the project is potentially opened up to risk, especially financially. He also added that the Gold Line Construction Authority Board does not think it is necessary to add Montclair as a voting member until the Phase 2B construction reaches Claremont, when construction begins to affect Montclair's and San Bernardino County's jurisdiction more.
- M. Lin of the City of South Pasadena pointed out that the South Pasadena City Council had already approved a position, and letter, of opposition to this bill.

**There was a motion to recommend that the SGVCOG Governing Board oppose AB 2417 (Rodriguez) (M/S: J. Fasana / M. Lin).**

**[MOTION PASSED]**

<b>AYES:</b>	Diamond Bar, Duarte, South Pasadena, LA County District 5
<b>NOES:</b>	
<b>ABSTAIN:</b>	Glendora, Pomona
<b>ABSENT:</b>	Alhambra, Claremont, El Monte, La Cañada Flintridge, San Gabriel, South El Monte, Temple City, Walnut, LA County District 1

### 10. Metro Open Streets Cycle Three Application and Guidelines

K. Ward, a Senior Management Analyst with the SGVCOG, presented on this item. She recapped the Open Streets Applicant Workshop that LA Metro hosted earlier that week, and that SGVCOG staff attended, went over the most important information about the new Cycle Three application and guidelines, and reminded attendees that the application deadline is on June 8. She also encouraged SGV cities to apply for funding to host open streets events.

Questions/Discussion: There were no questions.

### 11. San Gabriel Valley Bike Share Expansion Update

M. Creter, the SGVCOG's Executive Director, provided this update. The SGVCOG has modified its request pertaining to the GGRF Bike Share grant to now "develop a regional Bike Share Plan." The next step would be to submit and open up an RFP process, at which point bike share entities, both public and private, can submit competitive bids for the RFP. M. Creter also pointed out that the terms of grant could also change to include requirements that the COG and cities provide bicycle parking, improvements, facilities, and infrastructure.

M. Creter then gave an update on LA Metro's updated bike share business plan.

Questions/Discussion: The following issues were discussed:

- One Committee member asked if the changing of the grant's terms changes the funding request amount?
- There was another question: what are the O&M costs for the jurisdictions under Metro's new business plan? M. Creter said that capital is now supposed to be 40% less, and that City share costs are \$2 million.

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

### 12. Oral Report

J. Fasana provided this report. Route 71 received full funding through the City of Pomona. SB 1 and Cap and Trade fund allocations were also recently announced: the Gold Line Phase 2B extension has received \$300 million in Cap and Trade funds, and this should fill the extension's funding gap. Additionally, Metro was recommended for full funding for many other rail lines. The Vermont Ave. transit corridor got money for design and engineering only. The City of Claremont also got \$7 million for a green streets program.

## **UPDATE ITEMS**

### 13. Metrolink Update

A Metrolink Government Relations staff member provided this update. Metrolink is celebrating the opening of the Burbank Airport North station, which will serve the Antelope Valley Line (there is already a Burbank Airport station for the Ventura Line).

D. Perry also added that there is an agenda item for the Board to consider regarding a 25% fare discount on the San Bernardino Line. This fare decrease has already been approved by LA Metro and the SBCTA. There was also a join motion made by Supervisors Solis and Barger regarding a possible Dodger Stadium Express service.

### 14. Update on Active Transportation Planning Efforts

No update.

## **EXECUTIVE DIRECTOR'S REPORT**

### 15. Oral Report

There was no report on this item.

## **COMMITTEE MEMBER ITEMS**

No Committee member items.

## **ANNOUNCEMENTS**

No additional announcements.

**ADJOURN**

The meeting was adjourned at 5:58 p.m.