

## McMillan, Acquanette (Netta)

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**Subject:** FW: Message from Office of the Mayor & City Council (anonymous)

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**From:** City Web <cityweb@cityofpasadena.net>

**Sent:** Monday, November 18, 2024 9:37 AM

**To:** Gordo, Victor <vgordo@cityofpasadena.net>

**Cc:** Mellem, Araceli <AMellem@cityofpasadena.net>; Stewart, Jana <janastewart@cityofpasadena.net>; De La Cuba, Vannia <VDeLaCuba@cityofpasadena.net>

**Subject:** Message from Office of the Mayor & City Council (anonymous)

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MESSAGE

Sir,

I am contacting you regarding the leasing of 171 spaces in the Del Mar Station garage to Rusnak for one year. I guess my main question is why is Pasadena renting spaces intended to promote transit usage on the Gold Line charging one third less to Rusnak (\$2.10 per day) to store cars, as a park and ride transit user on the Gold-Line (\$3.00 with an MTA Tap Card), or the up 3 times as much as a shopper going to Old Pasadena (\$up to \$6.00)? The purpose of the Del Mar Station parking was to serve the Gold-Line passengers and encourage shopping and remote employee parking in Old Pasadena. Pasadena Transit and MTA have lost over one third of riders in the last decade (before and without the effects of Covid included). MTA has lost over 500,000 daily riders, and Pasadena transit has lost over 1,800 daily riders, respectively. The Gold-Line has lost nearly half of its former daily ridership, despite the new through connections (once again, without or because of the effects of Covid). We should be lowering parking rates on the Gold-Line parking at the Del Mar Station, not giving Rusnak a giant discount to use those spaces.

Neither Pasadena nor Metro are ready for the 2028 Olympics, unlike the 1984 Olympics during which the then "all bus" SCRTRD (MTA's predecessor) carried over 2.2 million daily passengers. Thus, one might think that the "give away" of so many Del Mar Station Park and Ride spaces, at such a huge discount, to store cars, seems to be going in the wrong direction. That is, of course, if our city's goal is to actually encourage transit use as an effective transportation alternative, right?

I hope that you find these comments helpful when considering the issues that are raised by tonight's proposed action on the contract with Rusnak, and on the broader issues of "what are we doing, and why are we doing it" when it comes to how we carry out the actions to "encourage transit use" in Pasadena. All of these actions seem to be "stove-piped" as a way to make some "revenues" without any apparent real consideration of how they relate to our broader City transportation goals and objectives.

Sincerely,

Bob Huddy  
Pasadena CA

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**11/18/2024**

**Item 9**

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Select One

Contact Mayor

Do you want us to  
contact you  
regarding your  
comment?

No - I want to leave the comment anonymously