

OVERVIEW

SGV FORWARD is a proposed demonstration bus lane and transit signal priority project along six San Gabriel Valley (SGV) roadway segments to improve transit service, reliability, and access to local and regional destinations. Pending local support and adequate funding, the project is planned for partial implementation before the 2028 Olympic Games and will be assessed for its benefits and refinements for potential longer-term bus rapid transit (BRT) improvements. The project would consider either a side running configuration, repurposing a travel lane in each direction to a bus lane, or a curb running configuration, repurposing curbside parking to a bus lane in each direction. The decision of where and whether to place the bus lanes will be largely informed by traffic and parking studies and community outreach. Proposed improvements include transit signal upgrades, transit stop improvements, bus lanes, pedestrian enhancements, and new shelters.

This current planning phase is funded through **LA Metro**. **SGVCOG** and LA Metro are identifying additional funds to support the design and construction phases of the “Jump Start” projects by 2028. In 2035, \$635.5 million of local sales tax funding will be available to promote further build out and enhancement of transit service and amenities within the San Gabriel Valley.

PROJECT BACKGROUND

In 2021, SGVCOG and LA Metro embarked on a three-year feasibility study which identified the need for high-quality transit near the SR-60 corridor to complement existing services along the I-210 and I-10 corridors. This project would address the desire for less congestion along bus routes, more frequent services, improved bus stops, and increased service to key destinations.

This benefits the public through:

- ✓ Faster, more reliable buses
- ✓ More connections between school, jobs, and healthcare
- ✓ More accessible transit with better bike and pedestrian connections
- ✓ Job growth, increased business revenue, and higher economic output

PROPOSED BRT SEGMENTS

	STREET	SEGMENT	CONFIGURACIÓN	JURISDICTION(S)
1	Atlantic Boulevard	W 1st St to Garvey Ave	Curb and Side Running	Monterey Park
2	Garvey Avenue	Atlantic Blvd to New Ave	Curb and Side Running	Monterey Park
3	Garvey Avenue	New Ave to Rosemead Blvd	Curb and Side Running	Rosemead
4	Garvey Avenue	Rosemead Blvd to Santa Anita Ave	Curb and Side Running	South El Monte / El Monte
5	Valley Boulevard	San Angelo Ave to Proctor Ave	Curb Running	City of Industry / County of LA
6	Holt Avenue	Fairplex Dr to Main St	Curb or Side Running	Pomona

LEGEND

- Metrolink San Bernardino Line
- Metrolink Riverside Line
- Alhambra Subdivision (UPRR/Amtrak)
- Mobility Hub
- Metrolink Station
- Light Rail Connection (Existing)
- Light Rail Connection (Future)
- Express Bus I-10 Metro J Line (Silver)
- Express Bus I-10 Foothill SS Line
- Proposed Phase 1 BRT Mixed-flow
- Proposed Rapid Bus Priority Corridors
- Metro A Line (Existing & Extension)
- Metro E Line (Existing & Extension)



Quick-Build bus lanes on Atlantic Boulevard, Garvey Avenue, and Holt Avenue

COMMUNITY MEETINGS

Join us in Fall 2025 for in-person community meetings in:

- City of Monterey Park
- City of Rosemead
- City of South El Monte / El Monte
- City of Pomona



15.7% in the SGV are zero car households (compared to 8.7% in LA County) Across the Valley, some of the Highest Concentrations are in Monterey Park, Rosemead, South El Monte, El Monte, Pomona.

More than 10 bus routes could see benefits from the Jump Start Demonstration Projects

Dedicated bus lanes can improve bus speed and reliability by **reducing travel times by 10-25%**¹

¹ Move! That! Bus! (NACTO, 2022) <https://nacto.org/latest/new-nacto-report-improving-bus-service-is-key-to-fighting-climate-change/>