



San Gabriel Valley Council of Governments

AGENDA AND NOTICE OF THE **SPECIAL** MEETING OF THE TRANSPORTATION COMMITTEE – OCTOBER 18, 2018 – **4:00 PM**

Upper San Gabriel Valley Municipal Water District Office
(602 E. Huntington Drive, Suite B, Monrovia, California, 91016)

The Transportation Committee encourages public participation and invites you to share your views on agenda items.

Chair

John Fasana, Duarte

Vice-Chair

Sam Pedroza,
Claremont

Members

Alhambra
Claremont
Diamond Bar
Duarte
El Monte
Glendora
La Cañada Flintridge
Pomona
San Gabriel
South El Monte
South Pasadena
Temple City
Walnut
First District, LA County
Unincorporated
Communities
Fifth District, LA County
Unincorporated
Communities

MEETINGS: *Regular Meetings of the Transportation Committee are held on the third Thursday of each month at 4:30 PM at the Upper San Gabriel Valley Municipal Water District Office (602 E. Huntington Drive, Suite B, Monrovia, California, 91016).* The Transportation Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvcog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Transportation Committee meetings. Time is reserved at each regular meeting for those who wish to address the Committee. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE TRANSPORTATION COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Transportation Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Transportation Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Transportation Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



PRELIMINARY BUSINESS

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all comments*)
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

CONSENT CALENDAR (*It is anticipated that the Transportation Committee may take action on the following matters*)

6. Transportation Meeting Minutes – 07/19/2018 -- Page 1
Recommended Action: Approve Transportation Committee minutes.

ACTION ITEMS (*It is anticipated that the Transportation Committee may take action on the following matters*)

7. Measure M MSP Subregional Fund Programming – Proposed Projects List for First Five-Year Programming Plan: Presentation by Marisa Creter, SGVCOG Executive Director -- Page 7
Recommended Action: Recommend that the SGVCOG Governing Board:
 - i. *Approve SGVCOG Staff's methodology for prioritizing and selecting projects for MSP programmatic funding.*
 - ii. *Approve SGVCOG Staff's recommended Measure M MSP 5-Year Plan projects and funding proposal.*
 - iii. *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.*

PRESENTATIONS (*It is anticipated that the Transportation Committee may take action on the following matters*)

8. Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study – Final Report: Presentation by Steve Fox, Senior Regional Planner, SCAG -- Page 29
Recommended Action: For information and discussion.
9. Follow-up on Metrolink's SCORE Program: Presentation by Alex Davis, Government Relations Manager, Metrolink/SCRRA & Javier Hernandez, Public Affairs Manager, Metrolink/SCRRA
Recommended Action: For information and discussion. -- Page 63

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT (*It is anticipated that the Transportation Committee may take action on the following matters*)

10. Oral Report
Recommended Action: For information only.

UPDATE ITEMS

11. Metrolink Update
Recommended Action: For information only.
12. Update on Active Transportation Planning Efforts
Recommended Action: For information only.

EXECUTIVE DIRECTOR'S REPORT (*It is anticipated that the Transportation Committee may take action on the following matters*)

13. Oral Report
Recommended Action: For information only.

COMMITTEE MEMBER ITEMS

ANNOUNCEMENTS

ADJOURN



SGVCOG Transportation Committee Unapproved Minutes

Date: July 19, 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 4:39 p.m.

2. Pledge of Allegiance

3. Roll Call

Members Present

Alhambra	B. Messina
Claremont	S. Pedroza
Diamond Bar	D. Liu
Duarte	J. Fasana
Glendora	V. Escalante
Pomona	T. Sandoval
Temple City	A. Avery
LA County District 5	D. Perry

Members Absent

El Monte
La Cañada Flintridge
San Gabriel
South El Monte
South Pasadena
Walnut
LA County District 1

SGVCOG Staff

M. Creter
K. Ward
P. Hubler
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: 06/21/2018

There was a motion to approve the 06/21/2018 Transportation Committee Minutes. (M/S: B. Messina / S. Pedroza).

[MOTION PASSED]

AYES:	Alhambra, Claremont, Diamond Bar, Duarte, Glendora, Temple City, LA County District 5
NOES:	
ABSTAIN:	

ABSENT:	El Monte, La Cañada Flintridge, Pomona, San Gabriel, South El Monte, South Pasadena, Walnut, LA County District 1
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PRESENTATIONS

7. LA Metro's NextGen Bus Study

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. He 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. Cálix 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. Cálix 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.

From September through December, at two of Metro's NextGen Bus Study Working Group Meetings, Metro will be sharing what the preliminary recommended draft service concepts are.

Questions/Discussion:

- Question: How are train trips accounted for when looking at transit trips? Is one goal trying to get more people onto trains from the bus system (meaning the two can complement each other)? Cálix mentioned how we need to make sure that bus lines feed into the overall transit network. But also, how can we connect even more people to the bus system who might not be currently able to connect to it?
- A Committee member asked: will Metro be analyzing the choice that people will have once there are increased rail options? Cálix stated that, over the course of the next 10 years, these study results will be adjusted to reflect increased access to rail lines.

- One Committee member stated that her city has a very high dependency on the Metro Bus system. She expressed concern that Metro Bus service seems to be cut, and it is not very dependent anymore. Her school kids also rely on this bus system. She doesn't think that her community has been well-served by the bus system.
- There was a question which asked: are the other bus services included in this study? Cálix responded affirmatively, and added that other bus services are part of a bus technical advisory committee. Additionally, Metro has conducted one on one meetings with these bus services, and have also conducted regional meetings with municipal services, too.
- One committee member commented that part of the issue has to do with gridlock on the roads, since buses and cars share the road in most areas still. He then asked: can we look at providing bus-only lanes or infrastructure in certain transit corridors? Cálix said that Metro will also look at infrastructure improvement results/suggestions as part of a study report, too.
- R. Cálix suggested that cities should submit formal comments or complaints in written/letter form so that Metro can officially record the comments, and so that they can be accurate.
- R. Cálix also encouraged cities to ask their residents to please fill out the NextGen survey so that Metro can receive a higher volume of valuable input from SGV residents.
- A Foothill Transit staffer also discussed the plans that Foothill Transit has been looking at to enhance its bus service.

DISCUSSION ITEMS

8. San Gabriel Valley Bike Share Expansion Update: CTC Scope of Work and RFP Process

M. Creter, Executive Director of the SGVCOG, presented on this item. She provided details about the CTC's Scope of Work minimum requirements, and how those mandates were incorporated into COG's draft Request for Proposals (RFP). Ms. Creter also discussed the plethora of requirements for bike share vendors which relate to:

- Launch and pre-launch
- Marketing, outreach, and education
- Maintenance and Operations
- Bicycle Parking Infrastructure
- Bike Parking Strategy
- Ongoing separate plans for maintenance and operations
- Benefits to disadvantaged communities (DACs)
- Ensuring user privacy and data-sharing to public agencies
- Financial plans and components

COG staff is currently gathering a list of cities which are interested in participating in the SGV bike share expansion RFP process. M. Creter explained how staff is seeking the Transportation Committee's concurrence with the Scope of Work and RFP.

Questions/Discussion:

- One Committee member asked: Are the participating cities still listed? Marisa: we are still soliciting participating cities.
- Will bikes which are "anchored" in improper places not "lock," which penalizes the user?
- A Committee member asked: is there a way to analyze the quality of the bike? While Metro is expensive, they have very sturdy bikes. Some dockless bikes, while cheaper for cities, are not as strong and are more feeble. M. Creter noted that there is a chance that the companies might have

to submit an actual bike for review, inspection, and analysis. The COG is currently thinking about this right now.

- The same member expressed concern about the relocation and the recirculation rebalancing of the bikes.
- COG staff pointed out that Monrovia, for example, has an ordinance which regulates and puts a permit process on companies which want to deploy bikes within their city.

There was a motion made to recommend that the SGVCOG Governing Board both authorize the Executive Director to release the RFP for the implementation of a regional automated dockless bike share system and to assign project management for this project to the Capital Projects and Construction Committee. (M/S: S. Pedroza / D. Perry).

[MOTION PASSED]

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

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT

9. Oral Report

J. Fasana provided the first portion of this report. There is a proposal that is on the Board's agenda to expand the number of cities where Metro Rail parking will be charged instead of free. Also, he announced that Metro Staff is working on strengthening the 210 median since more trucks have broken through and landed on the Gold Line tracks, which has caused significant delays or even cancellation of service in the past. This is also a safety hazard, too, as a truck could potentially land on or bump into an actively moving light rail train.

Mary Lou Echternach announced that he was a discussion to get rid of the Call for Projects (Item 20). Metro Staff will start the process of soliciting input from the cities and the COGs regarding which direction to take it. This program has been in place since the 1990s.

Lilian De Loza-Gutierrez, Metro' Government Relations staffer for the SGV subregion reiterated Robert Cáliz's request to get NextGen information out to at community events. She also thanked the COG and Partnership for submitting LOSs for SR-71 BUILD grant. Additionally, an Uber and Lyft-type program will launch in El Monte, Rosemead, and South El Monte from the El Monte Bus Station; this will be known as a "Mobility-on-Demand" program. Also, on July 15, Metro implemented TAP on 2nd boarding. Metro will also be going out to 2B cities regarding the First-Last Mile plans soon.

D. Liu of the City of Diamond Bar stated that a design contract for the 57/60 interchange project will be on the Metro Board agenda soon, and it was approved in a committee earlier today. The item will be on the Board's consent calendar.

UPDATE ITEMS

10. Metrolink Update

A. Davis of Metrolink provided this update report. Metrolink's #1 priority is delivering the SCORE Capital Improvement Program. This is an aggressive vision by Metrolink to improve service levels and improve headways along most of its lines.

Additionally, Metrolink will be continuing its discount programs on the SB Line and Antelope Valley Line. There is also an event this upcoming Saturday for the centennial anniversary of the SB Depot. The event itself will go from 10:00 am to 3:00 pm.

11. Update on Active Transportation Planning Efforts

No additional report beyond the Bike Share RFP update, which was covered during Item 8.

EXECUTIVE DIRECTOR'S REPORT

12. Oral Report

There was no report on this item.

COMMITTEE MEMBER ITEMS

No Committee member items.

ANNOUNCEMENTS

M. Creter announced that the Governing Board will go dark in September.

ADJOURN

The meeting was adjourned at 5:40 p.m.

REPORT

DATE: October 18, 2018

TO: Public Works TAC
Planners TAC
City Managers' Steering Committee
Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **MEASURE M SUBREGIONAL FUNDS; INITIAL FIVE-YEAR PROGRAMMING PLAN AND PROJECTS LIST**

RECOMMENDED ACTION

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.

BACKGROUND

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. In accordance with these guidelines, five-year project specific programming plans will have to be submitted to the Metro Board of Directors for adoption, which will subsequently guide the flow of funding to various specific projects that fall within each program.

In December 2017, the SGVCOG Governing Board adopted Resolution 17-37 to allocate the programming of the initial five-year Measure M subregional funds across four programs, as shown below in Table 1, and directed staff to initiate the project selection process to create a full five-year MSP project specific plan.

Program	Sub-region	Ground-breaking Start Date	FY 2017 FY 2018	FY 2018 FY 2019	FY 2019 FY 2020	FY 2020 FY 2021	FY 2021 FY 2022	5-Year Total	5-Year Project Development Funding (a)
Active Transportation Prog. (Including Greenway Proj.)	sg	FY 2018	\$ 2,761,363	\$ 2,833,158	\$ 2,906,821	\$ 2,979,491	\$ 3,050,999	\$ 14,531,832	\$ 72,659
Bus System Improvement Program	sg	FY 2018	\$ 231,132	\$ 268,868				\$ 500,000	\$ 2,500
First/ Last Mile and Complete Streets	sg	FY 2018	\$ 3,286,511	\$ 3,371,960	\$ 3,459,631	\$ 3,546,123	\$ 3,631,230	\$ 17,295,455	\$ 86,477
Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	FY 2018							
Goods Movement (Improvements & RRKing Elim.)	sg	FY 2048							
Highway Efficiency Program	sg	FY 2048	\$ 2,450,000	\$ 2,850,000				\$ 5,300,000	\$ 26,500
ITS-Technology Program (Advanced Signal Tech.)	sg	FY 2048							
San Gabriel Valley Subregion Total								\$ 37,627,287	\$ 188,136

Table 1.

SGVCOG Measure M Multi-Year Subregional Program 5-Year Funding by Program.

Based on the amended 5-Year funding allocations, there will be \$14,531,832 in available funds for the Active Transportation Program, \$17,295,455 in funding for the First/Last Mile and Complete Streets Program, \$500,000 for the Bus System Improvement Program, and \$5,300,000 in funding for the Highway Efficiency Program. The funds for the Bus System Improvement Program will be allocated to Foothill Transit for a Bus Rapid Transit study, while the \$5.3 million of Highway Efficiency Program funds will be expended on the Lemon Ave. ramps project on SR-60.

MSP PROJECT SELECTION PROCESS

SGVCOG staff recently completed a call for projects process for both Active Transportation and First/Last Mile projects through which cities were able to submit qualifying transportation projects to the COG for funding consideration for the next. This process was designed to be simple for cities to participate in. Agencies could submit projects through standard email, and provide only a project title, brief description, and project cost.

Over the course of approximately the last two months, the COG received 52 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. Attachment A provides a complete list of all submitted and qualifying Active Transportation and First/Last Mile and Complete Streets projects.

Given that the combined total amount of funding available between the Active Transportation and the First-Last Mile programs for the current MSP 5-Year Plan is \$31,827,287, only a small portion of submitted projects across the SGV subregion will be able to receive funding over the next few fiscal years. Staff is proposing that an equitable way to program the initial MSP funds is to award funding, at the very minimum for design¹, for each local agency's top priority project. When considering only each agency's highest priority project, the total amount of MSP-requested funds is reduced from \$142,703,919 to \$31,242,200. Table 2 contains a list of the 16 projects which are being recommended for partial or full MSP funding for the current MSP funding cycle, and Attachment B is a more detailed list of these projects. Additionally, Table 3 summarizes the funding breakdown of how much funding is available per MSP sub-program, and how much of the total subregional funding will actually be awarded.

¹ Two of the larger projects (San Jose Creek Multi-use Bikeway and La Verne Gold Line TOD Pedestrian Bridge) have not completed any significant work, including design, to date. Both respective implementing agencies, Pomona and La Verne, have indicated that the majority of construction activity for these two projects would not take place until at least FY 22-23, which would be part of the 2nd MSP funding cycle and 5-Year Plan. Given the timeframe for the first round of MSP funding, staff is recommending that only the design for these projects be funded under this cycle. This will allow for more detailed costs to be included under the next MSP cycle. This will also prevent funds being deobligated by Metro. Metro has a process in place to reserve funds for the next MSP cycle for projects that cover two MSP programming cycles. Therefore, only the funds that will actually be expended in FY 18-22 are included in the totals referenced in this report.

Active Transportation Program Projects

<i>Implementing Agency</i>	<i>Project Name</i>	<i>Recommended Funding through FY 21-22 (Proposed)</i>
City of Alhambra	Lit Crosswalk Traffic Control Devices	\$640,000
City of Industry	Bikeway Project on the San Jose Creek Right-of-way	\$1,500,000
Los Angeles County	Huntington Drive Bike Lanes	\$4,300,000
City of Monrovia	Monrovia Active Community Travel Vinculum	\$4,000,000
City of Pomona	San Jose Creek Multi-Use Bikeway*	\$1,436,057*
City of Rosemead	Mission Drive: Pedestrian Hybrid Beacon System	\$390,500
Temple City	Eaton Canyon Wash Bike Trail	\$2,000,000
TOTAL:		\$14,266,557

First Last Mile & Complete Streets Program Projects

<i>Implementing Agency</i>	<i>Project Name</i>	<i>Recommended Funding through FY 21-22 (Proposed)</i>
City of Arcadia	Arcadia Gold Line Station Pedestrian Access Corridors	\$1,750,000
City of Baldwin Park	Baldwin Park Transit Center FLM	\$656,256
City of Claremont	College Avenue Pedestrian and Bike Improvements	\$690,397
City of Covina	Citrus Ave. Complete Streets Enhancements	\$1,750,000
City of Diamond Bar	Diamond Bar Blvd. Complete Streets Project	\$3,000,000
City of Duarte	Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements	\$1,629,000
City of La Verne	Gold Line Transit Oriented Development Pedestrian Bridge*	\$900,000*
City of San Dimas	Bikeway Project from Gold Line Station to Avenida Loma Vista	\$900,000
City of South El Monte	Santa Anita Avenue Walkability Project	\$5,700,000
TOTAL:		\$16,975,643
COMPREHENSIVE TOTAL:		\$31,242,200

Table 2.
Proposed Selected Priority Projects for First MSP 5-Year Plan.

Funding Type	\$ Amount
Total AT Available Funds	\$14,531,832
Total <i>Recommended</i> AT Funds	\$14,266,557
Total FLM Available Funds	\$17,295,455
Total <i>Recommended</i> FLM Funds	\$16,975,643
Total AT/FLM Available Funds	\$31,827,287
Total <i>Recommended</i> AT/FLM Funds	\$31,242,200
Remaining Funds	\$585,087

Table 3.

Measure M MSP 5-Year Recommended Funding Allocation (\$ in millions).

PREVIOUS SGVCOG COMMITTEE ACTION

On September 17, the SGVCOG Public Works TAC received this Measure M MSP report and presentation from SGVCOG staff, and deliberated over and discussed this item. After the discussion concluded, the TAC unanimously passed a motion to approve SGVCOG Staff's proposed MSP funding and programming recommendations, as well as Staff's methodology for selecting transportation projects for funding.

On September 27, the SGVCOG Planning TAC also received COG staff's Measure M MSP recommended projects list. The Planning TAC ultimately unanimously approved a motion to concur with the recommended project list, and recommended that COG staff work with jurisdictions that have been recommended for funding to confirm that they'll be able to execute their projects and that the COG make a commitment to work with Gold Line Phase 2B cities to find ways to secure funding for their required 3% local match.

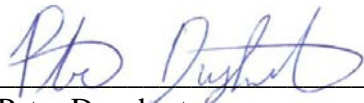
SGVCOG staff then presented on this item to the City Managers' Steering Committee on October 3. After hearing the staff report and considering the proposed funding allocations for the Measure M projects, the City Managers' Steering Committee also unanimously approved a motion to concur with COG staff's recommended MSP projects list and the methodology that COG staff used to draft this list.

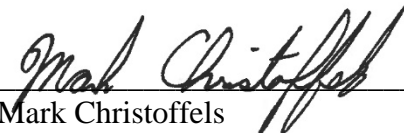
NEXT STEPS

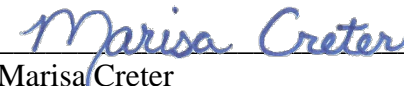
In February 2018, the Governing Board approved the SGVCOG's Measure M Public Participation Plan, which was required by Metro under its Measure M Guidelines. The purpose of this plan was to provide a framework and process which the COG staff would utilize in order to conduct thorough public outreach and engagement with city and county staff, as well as regional stakeholders and interest groups, and the general public. This plan stipulates that the SGVCOG present the proposed Measure M MSP project list to the Public Works TAC, Planning TAC, City Managers' Steering Committee, and Transportation Committee. Now that the COG's Measure M project proposals have been unanimously approved by the first three committees, this item is now due to be presented to the Transportation Committee for further contemplation. COG staff is asking that the Transportation Committee consider and address the following staff recommendations:

- 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.

If the Transportation Committee approves the recommendations of SGVCOG staff on this matter, then this proposed MSP projects list will go to the Governing Board for formal approval. Once the Measure M MSP Programmatic Funds Project List is approved by the Governing Board, each local agency which will need to complete forms pertaining to project readiness and project financing and expenditure plans. These forms will need to be submitted to LA Metro, and Metro will review the information provided on the forms to draft a master funding agreement with each local agency which is awarded with funds. Please see Attachment D for these required forms.

Prepared by: 
Peter Duyshart
Project Assistant

Prepared by: 
Mark Christoffels
Chief Engineer

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS:

- Attachment A – List of all Submitted Measure M Projects-- Page 12
- Attachment B – FY 18-22 Proposed Project List and Programming Plan -- Page 21
- Attachment C – MSP Project Forms -- Page 23

Measure M Multi-year Subregional Programs (Active Transportation Program)
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description ¹
South El Monte Santa Anita Avenue walkability project (SEM 1)	Includes the installation of two mid-block crossings with refuge medians and pedestrian signals, all new street paving, bulb-outs, and high visibility crosswalks with stop bars, pedestrian countdown signals, ADA compliant driveways and wheelchair ramp upgrades, as well as signage.
South El Monte Merced Avenue Green Street project (SEM 3)	Install parkway tree wells, curb cuts, bio-retention areas, treatment planters, pervious pavement systems, protected bike lanes, lighting, cross walks and all new street paving
City of Industry bikeway project on the San Jose Creek r/w (Ind. 1)	Design and construct a Class I bike path along the San Jose Creek right of way which meanders through Industry's city limits
City of Industry bikeway project on the UPRR r/w (Ind. 2)	Design and construct a bike path along the UPRR (Alhambra Subdivision) right of way from Azusa Avenue to the Metrolink station at Brea Canyon Road
Claremont Cambridge Ave bikeway project (Cl. 2)	Develop a bicycle connection between the Citrus Regional Bikeway and the regional corridor of Arrow Highway. This project includes class II bikeways throughout.
Temple City Sidewalk Network Expansion	Sidewalk gap closures at various locations
South El Monte Rosemead Revitalization Project (SEM 2)	Construct active transportation elements such as protected bike lanes, sidewalks, drought tolerant landscaped medians, and ADA ramps, and new street paving
Monrovia Active Community Travel Vinculum (Monrovia)	Two-way protected Class I bicycle lanes along Primrose Avenue and Ivy Avenue in Old Town will couple with Class IV cycle tracks along Central Avenue connecting to safer freeway under crossings with guardrails
LA County Puente Creek Bike Path (LAC 4)	Construct Class I Bike Path: 7th Ave. (San Jose Creek) to Temple Ave.; from Hacienda Blvd. to Rimgrove Ave.
LA County Colima Rd. Bike Lanes (LAC 2)	Construct Class II Bike Lanes: Larkvane Rd. to Fullerton Rd.; Fullerton Rd. to Brea Canyon Cutoff Rd.; Casino Dr. to Allenton Ave.
LA County Huntington Dr. Bike Lanes (LAC 1)	Construct Class II Bike Lane; San Gabriel Boulevard to Michillinda Ave.
LA County Vincent and Citrus Communities Safe Routes to School (LAC 3)	Installation of new sidewalks, and street crossing improvements such as ADA compliant curb ramps, bulbouts, pedestrian activated warning systems (PAWS), enhanced crosswalks with advanced stop bars, audible push buttons and pedestrian countdown signals

LA County Emerald Necklace East-West Connectors (Quarry Clasp) (LAC 5)	Construct Class I Bike Path: Rio Hondo Bike Trail to San Gabriel Bike Trail
Temple City Eaton Canyon Wash Bike Trail (TC? LAC?)	Complete a bike trail along the Eaton Canyon Wash which traverses through Northeast Pasadena, San Gabriel and Temple City
Arcadia Citywide Bike Facilities (Arcadia 3)	In the coming year, the City will administer an ATP Grant-funded project to add bike lanes, and make associated street and traffic signal improvements to City streets to establish a network of bike routes radiating out from the Arcadia Gold Line Station and connecting with other important activity centers. The City of Sierra Madre is a partner in this project, and some routes will extend into Sierra Madre and connect with their activity centers. The City of Arcadia is planning to pursue a bike share program and is in need of bike parking facilities at these activity centers. The Citywide Bike Facilities Project is intended to provide amenities to encourage and accommodate bike riders to ride to these locations, either with their own bikes or utilizing a bike share program.
San Jose Creek Multi-use Bikeway (Pomona 1)	Construct and complete a 3.5 mile Class I off-road bike and pedestrian greenway adjacent to the San Jose Creek channel in between Temple Ave and I-10 (Casa Vista Drive). This greenway trail would connect residents to about a dozen parks and K-12 schools, as well as Cal Poly Pomona
Diamond Bar Blvd. Complete Streets Project	From SR 60 to Golden Springs Drive, To create a complete streets corridor with both the Green Street and Complete Streets elements. These improvements include enhanced crosswalks/pedestrian walkways/green bicycle lanes, ADA ramps, and bioswales and/or infiltration trenches for stormwater treatment to encourage increased/safe use of biking and walking. Design is currently underway.
City Wide Bike Plan Roll Out (Alhambra) (2)	The City with the adoption of the General Plan Update anticipates the adoption and roll out of a City wide Bike Plan. Funds will be used to install bike lanes, sharrows, signage and publicity. Funding would be for construction as per the bike plan.
Lit Crosswalk Traffic Control Devices (Alhambra) (1)	The City would install a pedestrian push button signal at nine intersections that have an uncontrolled crosswalk. Funding would be for construction. We are submitting an LOI for SGVCOG/ACE to provide the planning/engineering design services for this project.
Mission Drive: Ped Hybrid Beacon System (Rosemead 1)	Installation of PHB System at intersections of Newby Ave. and Lomas Ave.
Valley Blvd.: Traffic Signalization and Synchronization and Analysis (Rosemead 9)	Intersections of Rio Hondo Ave. and Temple City Blvd. along Valley Blvd.: Traffic signal analysis, capacity and safety analysis, upgrade and coordination
Valley Blvd.: Street Corridor Improvements (Rosemead 7)	From Easterly City Limit to Westerly City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes
Garvey Ave.: Street Corridor Improvements (Rosemead 8)	From Easterly City Limit to Westerly City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, storm water, lighting, bike improvements and bike facilities.
Walnut Grove Ave.: Street Corridor Improvements (Rosemead 2)	From Northerly City Limit to San Gabriel Blvd.: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes

San Gabriel Blvd.: Street Corridor Improvements (Rosemead 3)	From I-10 Freeway to South City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes
Del Mar Ave.: Street Corridor Improvements (Rosemead 4)	From I-10 Freeway to South City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes
Temple City Blvd.: Street Corridor Improvements (Rosemead 5)	From I-10 Freeway to Northerly City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes
Marchant Park -- DeLancy Street -- Green Street Project (San Dimas 9)	Install parkway tree wells, curb cuts, bio-retention areas, treatment planters, previous pavement systems, protect bike lanes, lighting, cross walks, and all new street paving
Puente Street Green Street Project (San Dimas 6)	Between Avenida Monte Vista and Via Esperanza: Install parkway tree wells, curb cuts, bio-retention areas, treatment planters, previous pavement systems, protect bike lanes, lighting, cross walks, park landscape, and all new street paving
San Dimas Complete Street Study (San Dimas 8)	Evaluate the streets in San Dimas and highlight the streets that would offer the connections needed between La Verne and Glendora
Multi-Use Trail from Cypress St. to Avenida Loma Vista (San Dimas 2)	Design and construct a multi-use trail "Canyon Vista Trail" from Cypress Street adjacent from the high school to connect to the Via Verde community to the south at Avenida Loma Vista
Civic Park Improvements -- Walkability Project (San Dimas 5)	Includes the design and construction of sidewalks along Iglesia Street, 2nd Street, and Library parking lot
Bikeway Project on San Dimas Canyon Road (San Dimas 7)	Evaluate, design, and construct a bike path along San Dimas Canyon from Arrow Hwy. to San Dimas Canyon Regional Park
W. Covina Blvd. sidewalk project connection to medical services (San Dimas 4)	Includes design and construction of a sidewalk from Charter Oaks Estates, a Senior mobile home park, going west to connect to an already installed sidewalk approx. 890 feet
Bikeway Project from proposed Gold Line station to Bonelli (San Dimas 3)	Design and construct a bike path along north side of San Dimas Avenue from Proposed Gold Line station to Bonelli Park via. Puddingstone Street
Bikeway project from proposed Gold Line station to Avenida Loma Vista (San Dimas 1)	Design and construct a bike path along north side of San Dimas Avenue from the proposed Gold Line Station to Avenida Loma Vista, approx. 1.35 miles.

Citrus Avenue Complete Streets Enhancements (Covina)	This project will add active transportation elements on Citrus Avenue that help to connect the existing Metrolink Covina Station with the new Foothill Transit Center/Park & Ride Facility and other business/civic destinations in the City of Covina.				
List the estimated cost of each project and funding sources:					
Project Name	Cost Estimate	MSP \$ Amount	Non-MSP \$	Notes/Comments (e.g., Funding Sources)	
South El Monte Santa Anita Avenue walkability project (SEM 1)	\$ 5,700,000	\$ 5,700,000		Design: \$700,000 / Construction: \$5,000,000	
South El Monte Merced Avenue Green Street project (SEM 3)	\$ 4,700,000	\$ 4,000,000	\$ 700,000	Design: \$700,000 (Already funded) / Construction: \$4,000,000 (not funded)	
City of Industry bikeway project on the San Jose Creek r/w (Ind. 1)	\$ 3,317,600	\$ 1,500,000	\$ 1,817,600	Design: \$250,000 / Construction: \$3,050,000	
City of Industry bikeway project on the UPRR r/w (Ind. 2)	\$ 2,461,799	\$ 2,461,799	\$ 961,799	Design: \$339,558.50 / Construction (incl. 25% Contingency): \$2,122,240.63	
Claremont Cambridge Ave bikeway project (Cl. 2)	\$ 659,295	\$ 659,295	\$ 65,930	Construction only (Claremont contribution to go toward Design)	
Temple City Sidewalk Network Expansion (TC 2)	\$ 1,000,000	\$ 1,000,000		Design: \$100,000 / Construction: \$900,000	
South El Monte Rosemead Revitalization Project (SEM 2)	\$ 8,200,000	\$ 8,200,000		Design: \$1,200,000 / Construction: \$7,000,000	
Monrovia Active Community Travel VINCULUM	\$ 13,124,563	\$ 4,000,000	\$ 9,124,563	[Design: \$1,192,869 / Construction: \$2,807,131 / TOTAL: \$4,000,000] (FY 19-20: Design and PS&E: \$1,192,869); (FY 21-22: Construction: \$2,807,131)	
LA County Puente Creek Bike Path (LAC 4)	?	?	?	Design and construction (Will not have cost estimate until completion of SGVCOG Greenway Network Feasibility Study)	
LA County Colima Rd. Bike Lanes (LAC 2)	\$ 11,000,000	\$ 11,000,000		Construction only (No Design)	
LA County Huntington Dr. Bike Lanes (LAC 1)	\$ 4,300,000	\$ 4,300,000		Construction only (No Design)	
LA County Vincent and Citrus Communities Safe Routes to School (LAC 3)	\$ 6,900,000	\$ 6,900,000		Design: \$1,400,000 / Construction: \$5,500,000	

LA County Emerald Necklace East-West Connectors (Quarry Clasp) (LAC 5)	\$	14,200,000	\$	14,200,000			Design: \$7,700,000 (\$6,200,000 for land acquisition) / Construction: \$6,500,000
Temple City Eaton Canyon Wash Bike Trail (Temple City) (TC 1)	\$	2,000,000	\$	2,000,000			Design: \$200,000 / Construction: \$1,800,000
Arcadia Citywide Bike Facilities (Arcadia 3)	\$	230,000	\$	230,000			Design: \$30,000 / Construction: \$200,000
San Jose Creek Multi-use Bikeway (Pomona 1)	\$	9,409,535	\$	9,409,535			Design: \$1,436,057 (Pomona: \$60,000) / Construction: \$7,973,478
Diamond Bar Blvd. Complete Streets Project	\$	5,200,000	\$	3,000,000	\$	2,200,000	Design/PS&E: \$200,000 (already funded) / Construction: \$5,000,000 (\$3,000,000 in MSP funds)
City Wide Bike Plan Roll Out (Alhambra) (2)	\$	200,000	\$	200,000			Construction only
Lit Crosswalk Traffic Control Devices (Alhambra) (1)	\$	640,000	\$	640,000			Construction only (Will submit LOI for COG to provide engineering design services for this project)
Mission Drive: Ped Hybrid Beacon System (Rosemead 1)	\$	390,500	\$	390,500			Design: \$35,500 / Construction: \$355,000
Valley Blvd.: Traffic Signalization and Synchronization and Analysis (Rosemead 9)	\$	3,500,000	\$	3,500,000			Design: \$350,000 / Construction: \$3,145,000
Valley Blvd.: Street Corridor Improvements (Rosemead 7)	\$	6,500,000	\$	6,500,000			Design: \$650,000 / Construction: \$5,850,000
Garvey Ave.: Street Corridor Improvements (Rosemead 8)	\$	6,500,000	\$	6,500,000			Design: \$650,000 / Construction: \$5,850,000
Walnut Grove Ave.: Street Corridor Improvements (Rosemead 2)	\$	2,500,000	\$	2,500,000			Design: \$250,000 / Construction: \$2,250,000
San Gabriel Blvd.: Street Corridor Improvements (Rosemead 3)	\$	2,500,000	\$	2,500,000			Design: \$250,000 / Construction: \$2,250,000
Del Mar Ave.: Street Corridor Improvements (Rosemead 4)	\$	2,500,000	\$	2,500,000			Design: \$250,000 / Construction: \$2,250,000

Temple City Blvd.: Street Corridor Improvements (Rosemead 5)	\$ 1,500,000	\$ 1,500,000		Design: \$150,000 / Construction: \$1,350,000
Marchant Park -- DeLancy Street -- Green Street Project (San Dimas 9)	\$ 2,700,000	\$ 2,700,000		Design: \$270,000 / Construction: \$2,430,000
Puente Street Green Street Project (San Dimas 6)	\$ 150,000	\$ 150,000		Design only
San Dimas Complete Street Study (San Dimas 8)	\$ 50,000	\$ 50,000		Study only
Multi-Use Trail from Cypress St. to Avenida Loma Vista (San Dimas 2)	\$ 2,700,000	\$ 2,700,000		Design: \$270,000 / Construction: \$2,430,000
Civic Park Improvements -- Walkability Project (San Dimas 5)	\$ 120,000	\$ 120,000		Design: \$18,000 / Construction: \$102,000
Bikeway Project on San Dimas Canyon Road (San Dimas 7)	\$ 200,000	\$ 200,000		Study, Design: \$30,000 / Construction: \$170,000
W. Covina Blvd. sidewalk project connection to medical services (San Dimas 4)	\$ 100,000	\$ 100,000		Design: \$15,000 / Construction: \$85,000
Bikeway Project from proposed Gold Line station to Bonelli (San Dimas 3)	\$ 700,000	\$ 700,000		Design: \$70,000 / Construction: \$630,000
Bikeway project from proposed Gold Line station to Avenida Loma Vista (San Dimas 1)	\$ 900,000	\$ 900,000		Design: \$90,000 / Construction: \$810,000
Citrus Avenue Complete Streets Enhancements (Covina)	\$ 1,750,000	\$ 1,750,000		Design: \$150,000 / Construction: \$1,600,000
ATP TOTAL:	\$ 128,503,292	\$ 114,661,129		

Measure M Multi-year Subregional Programs (First/Last Mile and Complete Streets Program)
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description ¹
Baldwin Park Baldwin Park Transit Center FLM	Improve pedestrian infrastructure by providing safe and efficient nonmotorized connections to and from public transit facilities and destinations within the Downtown Baldwin Park district
Arcadia Gold Line Station Pedestrian Access Corridors (Arcadia 1)	Improvements include pedestrian lighting, decorative treatments to the pavement surfaces, raised pavement "speed humps" for pedestrian crossings, bollards and railings, landscape nodes and signage.
Arcadia Colorado Street Complete Streets Project (Arcadia 2)	Colorado Street between Michillinda Avenue and Colorado Boulevard is an important east/west roadway connection. This segment is slightly more than a mile and a half long, and the street accommodates four vehicle-travel-lanes, with a posted speed limit of 45 miles-per-hour. It is one of the few continuous east/west routes through the City connecting with important routes in the neighboring jurisdictions. The street does not have sidewalks, and access to bus stops is challenging. The paved roadway section is not wide enough to accommodate bike lanes. This project proposes to widen the street by at least four feet to accommodate bike lanes in both directions. The project also proposes to construct a meandering sidewalk on the south side of the street to fit within the parkway and avoid the mature trees. Also included are enhancements to the bus stops. The Bike Lanes are identified in the City's General Plan Circulation Element and are on the US Bike Route 66 through Arcadia. The bike lanes would connect the gap between Pasadena and Monrovia. The sidewalk would also connect a gap between Altura Rd. and Harvard Dr.
Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements	Improve pedestrian and bicycle infrastructure connections to and from the Gold Line Station in Duarte
Claremont College Ave Ped and Bike Improvements (Cl. 1)	First/Last Mile improvements enhancing Pedestrian and Bicycle safety and providing complete streets infrastructure. This project includes ADA features and the relocation of the traffic signal from College at Kirkwood to College at Green Street.
Claremont First Street Bus Turnout (Cl. 5)	Multi-modal improvements accommodating bus pickup and drop off area adjacent to the future Gold Line platform. Includes ADA and Pedestrian path of travel improvements.
Claremont Rideshare Improvements on First Street at Harvard Ave (Cl. 6)	First/Last Mile Improvements focusing on rideshare accommodations adjacent to the future Gold Line Station. In addition to rideshare pick-up/drop-off area, the project includes ADA and pedestrian lighting improvements.
Claremont College Ave Improvements (Cl. 3)	First/Last Mile Improvements enhancing bicycle safety by widening the roadway to accommodate dedicated bike lanes, leading to the Gold Line and Metrolink stations. This project includes widening of the roadway to accommodate installation of class II bikeways, featuring green bikeway
Claremont Bonita Ave Complete Street Project (Cl. 4)	Creating a complete streets corridor to accommodate bicycle and pedestrian connections to mass transit from College Avenue leading to both Metrolink and Gold Line stations. This project includes ADA improvements, and enhancement of existing bike features.
La Verne Transit Pedestrian Improvements (LV 2)	Much of the area near the Gold Line platform is lacking in pedestrian facilities such as sidewalks. Where sidewalks do exist, they are not compliant with today's construction standards for access and mobility. This project will remove and replace existing sidewalks with Americans with Disabilities Act (ADA) compliant sidewalks and handicap ramps. The project also includes the construction of new ADA compliant sidewalks and ramps where none exist today along White Avenue, Arrow Highway, and E Street.

La Verne Transit Connections Lighting and Landscaping (LV 3)	Installation of coordinated, decorative street lighting and pedestrian scale lighting and landscaping, with emphasis on a) creating a unified transit oriented development district, and b) highlighting pedestrian path of travel from Gold Line Station to major uses including new transit oriented developments, Fairplex, University of La Verne, and Old Town La Verne.						
La Verne Gold Line Connectivity to Old Town Improvements (LV 4)	An important component of this project is linking the properties within the near the Gold Line station to the Old Town area. This project would add ADA compliant sidewalks to define that link. Project would also include adjoining landscaping and lighting. These improvements are also to include construction of pavement and landscaping on the proposed “North Plaza” on First Street, north of the Gold Line platform area.						
La Verne Gold Line TOD Pedestrian Bridge (LV 1)	The City proposes to initiate this improvement that will serve as a critical connector and identifier to visitors that they are in the core of the La Verne TOD area. The bridge is expected to span Arrow Highway and the Metrolink railroad track, connecting La Verne’s Gold Line Station to the northern edge of the Fairplex property. This improvement is not only expected to make the two areas convenient for visitors to access but also significantly reduce conflicts between pedestrian and vehicle movements. The benefits will not only be related to events at the fairgrounds but also that of the development that is expected to occur on the 10.7 acres on the northern part of Fairplex’s campus which is in La Verne, as well as the adjacent 5.3 acres of property owned by others.						
La Verne: Installation of Bicycle Friendly Video Detection Systems (LV 5)	To improve access to the Gold Line station, this project will replace existing traffic detection systems at localized intersections with enhanced video detection systems that are capable of detecting bicyclists as well as pedestrians.						
Easterly Gold Line Pomona Station Platform (at-grade) Access (Pomona 2)	At-grade pedestrian rail crossing related improvements for the easterly end of the Pomona Gold Line Station platform, with associated connecting pedestrian sidewalk, signal, lighting, access, etc. improvements						
Pomona Gold Line Associated First Last Mile, ATP, et. Al. (Pomona 3)	First Last Mile, Active Transportation Program, and other Gold Line Phase 2B associated improvements						
List the estimated cost of each project and funding sources:							
Baldwin Park Transit Center FLM	\$	1,477,705	\$	656,256	\$	821,449	Design: \$78,750 / Construction: \$1,398,955 (Non-MSP money: \$656,256 from Metro, \$165,193 Local Match)
Arcadia Gold Line Station Pedestrian Access Corridors (Arcadia 1)	\$	1,750,000	\$	1,575,000	\$	175,000	Design: \$150,000 / Construction: \$1,600,000
Arcadia Colorado Street Complete Streets Project (Arcadia 2)	\$	2,847,000	\$	2,847,000			Design: \$220,000 / Construction: \$2,627,000
Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements	\$	1,810,000	\$	1,629,000	\$	181,000	Design: \$210,000 / Construction: \$1,600,000

Claremont College Ave Ped and Bike Improvements (Cl. 1)	\$	767,096	\$	690,387	\$	76,709	Construction only (Claremont contribution to go toward design)
Claremont First Street Bus Turnout (Cl. 5)	\$	328,865	\$	295,999	\$	32,866	Construction only (Claremont contribution to go toward design)
Claremont Rideshare Improvements on First Street at Harvard Ave (Cl. 6)	\$	262,999	\$	236,700	\$	26,299	Construction only (Claremont contribution to go toward design)
Claremont College Ave Improvements (Cl. 3)	\$	1,006,848	\$	906,164	\$	100,684	Construction only (Claremont contribution to go toward design)
Claremont Bonita Ave Complete Street Project (Cl. 4)	\$	1,359,760	\$	1,223,784	\$	135,976	Construction only (Claremont contribution to go toward design)
La Verne Transit Pedestrian Improvements (LV 2)	\$	862,500	\$	862,500			Design: \$112,500 / Construction: \$750,000
La Verne Transit Connections Lighting and Landscaping (LV 3)	\$	1,495,000	\$	1,495,000			Design: \$195,000 / Construction: \$1,300,000
La Verne Gold Line Connectivity to Old Town Improvements (LV 4)	\$	1,150,000	\$	1,150,000			Design: \$150,000 / Construction: \$1,000,000
La Verne Gold Line TOD Pedestrian Bridge (LV 1)	\$	6,900,000	\$	6,900,000			[Design: \$900,000 / Construction: \$6,000,000] (FY 19-20: \$35,000 Environmental); (FY 20-21: \$35,000 Environmental, \$100,000 Design and PS&E); (FY 21-22: \$500,000 Design and
La Verne: Installation of Bicycle Friendly Video Detection Systems (LV 5)	\$	575,000	\$	575,000			Design: \$75,000 / Construction: \$500,000
Easterly Gold Line Pomona Station Platform (at-grade) Access (Pomona 2)	\$	1,000,000	\$	1,000,000			Design and construction
Pomona Gold Line Associated First Last Mile, ATP, et. Al. (Pomona 3)	\$	6,000,000	\$	6,000,000			Design and construction
FLM TOTAL:	\$	29,592,773	\$	28,042,790			
AGGREGATE TOTAL:	\$	158,096,065	\$	142,703,919			

Measure M Multi-year Subregional Program - Active Transportation Program
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast
(Top Priority Projects for each City)

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description ¹	Cost Estimate	MSP \$ Amount Requested	Total Project Amount Recommended (Proposed)	Non-MSP \$	Notes/Comments (e.g., Funding Sources)
Temple City Eaton Canyon Wash Bike Trail (TC1)	Complete a bike trail along the Eaton Canyon Wash which traverses through Northeast Pasadena, San Gabriel and Temple City	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000		Design: \$200,000 / Construction: \$1,800,000
City of Industry bikeway project: East-West Bike Trail (Ind. 1)	Design and construct a Class I bike path along an East-West corridor/right of way which meanders through Industry's city limits	\$ 3,317,600	\$ 1,500,000	\$ 1,500,000	\$ 1,817,600	Design: ~\$250,000 / Construction: ~\$3,050,000
Monrovia Active Community Travel Vinculum	Two-way protected Class I bicycle lanes along Primrose Avenue and Ivy Avenue in Old Town will couple with Class IV cycle tracks along Central Avenue connecting to safer freeway under crossings	\$ 13,124,563	\$ 4,000,000	\$ 4,000,000	\$ 9,124,563	[Design: \$1,192,869 / Construction: \$2,807,131 / TOTAL: \$4,000,000] (FY 19-20: Design and PS&E: \$1,192,869); (FY 21-22: Construction only (No Design)
LA County Huntington Dr. Bike Lanes (LAC 1)	Construct Class II Bike Lane: San Gabriel Boulevard to Michillinda Ave.	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000		Design: \$1,436,057 (Pomona: \$60,000) / Construction: \$7,973,478
San Jose Creek Multi-use Bikeway (Pomona 1)	Construct and complete a 3.5 mile Class I off-road bike and pedestrian greenway adjacent to the San Jose Creek channel in between Temple Ave and I-10 (Casa Vista Drive). This greenway trail would Lit Crosswalk Traffic Control Devices	\$ 9,409,535	\$ 9,409,535	\$ 1,436,057		Construction only (Will submit LOI for COG to provide engineering design services for this project). Each project costs \$75,000, with Design: \$35,500 / Construction: \$355,000
(Alhambra) (1)	The City would install a pedestrian push button signal at nine intersections that have an uncontrolled crosswalk. Funding would be for construction. We are submitting an LOI for SGVCOG/ACE to provide	\$ 640,000	\$ 640,000	\$ 640,000		
Mission Drive: Ped Hybrid Beacon System (Rosemead 1)	Installation of PHB System at intersections of Newby Ave. and Lomas Ave.	\$ 390,500	\$ 390,500	\$ 390,500		
Total Costs:		\$ 33,182,198	\$ 22,240,035	\$ 14,266,557		
Active Transportation Funds			\$ 14,531,832	\$ 14,531,832		

Measure M Multi-year Subregional Program: First/Last Mile and Complete Streets
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast
(Top Priority Projects for each City)

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description ¹	Cost Estimate	MSP \$ Amount Requested	Total Project Amount Recommended (Proposed)	Non-MSP \$	Notes/Comments (e.g., Funding Sources)
South El Monte Santa Anita Avenue walkability project (SEM 1)	Includes the installation of two mid-block crossings with refuge medians and pedestrian signals, all new street paving, bulb-outs, and high visibility crosswalks with stop bars, pedestrian countdown signals, ADA compliant driveways and wheelchair ramp upgrades, as well as signage.	\$ 5,700,000	\$ 5,700,000	\$ 5,700,000		Design: \$700,000 / Construction: \$5,000,000
Diamond Bar Blvd. Complete Streets Project	From SR 60 to Golden Springs Drive, To create a complete streets corridor with both the Green Street and Complete Streets elements. These improvements include enhanced crosswalks/pedestrian	\$ 5,200,000	\$ 3,000,000	\$ 3,000,000	\$ 2,200,000	Design/PS&E: \$200,000 (already funded) / Construction: \$5,000,000 (\$3,000,000 in MSP funds)
Citrus Avenue Complete Streets Enhancements (Covina)	This project will add active transportation elements on Citrus Avenue that help to connect the existing Metrolink Covina Station with the new Foothill Transit Center/Park & Ride Facility and other	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000		Design: \$150,000 / Construction: \$1,600,000
Baldwin Park Transit Center FLM	Improve pedestrian infrastructure by providing safe and efficient nonmotorized connections to and from public transit facilities and destinations within the Downtown Baldwin Park district	\$ 1,477,705	\$ 656,256	\$ 656,256	\$ 821,449	Design: \$78,750 / Construction: \$1,398,955 (Non-MSP money: \$656,256 from Metro, \$165,193 Local Match)
Aradia Gold Line Station Pedestrian Access Corridors	Improvements include pedestrian lighting, decorative treatments to the pavement surfaces, raised pavement "speed humps" for pedestrian crossings, bollards and railings, landscape nodes and	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000		Design: \$150,000 / Construction: \$1,600,000
Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements	Improve pedestrian and bicycle infrastructure connections to and from the Gold Line Station in Duarte	\$ 1,810,000	\$ 1,629,000	\$ 1,629,000	\$ 181,000	Design: \$210,000 / Construction: \$1,600,000
Claremont College Ave Ped and Bike Improvements (CL 1)	First/Last Mile improvements enhancing Pedestrian and Bicycle safety and providing complete streets infrastructure. This project includes ADA features and the relocation of the traffic signal from College	\$ 767,096	\$ 690,387	\$ 690,387	\$ 76,709	Construction only (Claremont contribution to go toward design)

Attachment B

La Verne Gold Line TOD Pedestrian Bridge (LV 1)	The City proposes to initiate this improvement that will serve as a critical connector and identifier to visitors that they are in the core of the La Verne TOD area. The bridge is expected to span Arrow	\$ 6,900,000	\$ 6,900,000	\$ 900,000	[Design: \$900,000 / Construction: \$6,000,000] (FY 19-20: \$35,000 Environmental); (FY 20-21: \$35,000 Environmental); \$100,000
Bikeway project from proposed Gold Line station to Avenida Loma Vista (San Dimas 1)	Design and construct a bike path along north side of San Dimas Avenue from the proposed Gold Line Station to Avenida Loma Vista, approx. 1.35 miles.	\$ 900,000	\$ 900,000	\$ 900,000	Design: \$90,000 / Construction: \$810,000
Total Costs:		\$ 26,254,801	\$ 22,975,643	\$ 16,975,643	
First-Last Mile Funds			\$ 17,295,455	\$ 17,295,455	
TOTAL AGGREGATE FUNDING AWARDED				\$ 31,242,200	

MSP Name: [INSERT MULTI-YEAR PROGRAM NAME]
Project Name: [INSERT PROJECT NAME]

PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

1. PROJECT FINANCIAL EXPENSES

NOTE: INDICATE ALL AMOUNTS IN WHOLE DOLLARS FROM CURRENT FISCAL YEAR.

PROJECT EXPENSES *	Prior Years	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Future Years (if any)	TOTAL
CAPITAL EXPENSES:								
1 Design and PS&E								
2 Right-of-Way Acquisition or Lease								
3 Utilities Relocation								
4 Equipment Purchase or Lease (e.g., computers)								
5 Vehicle Purchase or Lease								
6 Construction								
7 Construction Engineering								
OPERATING EXPENSES:								
8 Administration/Management								
9 Operating Costs								
10 Maintenance								
11 Marketing								
OTHER EXPENSES (Specify):								
12 _____								
13 _____								
14 _____								
15 _____								
16 _____								
17 _____								
18 TOTAL PROJECT EXPENSES								

* List only expenses to be incurred in the completion of the Scope of Services of the project for which you are applying for funding. Expense categories are not applicable for all projects.

PLEASE INDICATE THE AMOUNT AND YEARS IF YOU HAVE INCURRED COSTS IN THE EARLIER YEARS OR IF YOU WILL REQUIRE ADDITIONAL FUNDING IN LATER YEARS FOR THIS PROJECT.

MSP Name: [INSERT MULTI-YEAR PROGRAM NAME]
 Project Name: [INSERT PROJECT NAME]

PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

3. PROJECT FINANCIAL SUMMARY

[NOTE: INDICATE ALL AMOUNTS IN WHOLE DOLLARS FROM CURRENT FISCAL YEAR.]

PROJECT FINANCIAL SUMMARY	Prior Years	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Future Years (if any)	TOTAL
32 Total Project Expenses (Line 18)								\$ -
Total Project Funding (Line 31) (other than funding requested under the Measure M Multi-year 33 Subregional Program)								\$ -
34 Total Project Funding Shortfall (Line 32 minus Line 33)								\$ -

PROJECT FUNDING REQUEST

	Prior Years	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Future Years (if any)	TOTAL
35 TOTAL PROJECT FUNDING REQUESTED UNDER THIS MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PLEASE INDICATE THE AMOUNT AND YEARS IF YOU HAVE INCURRED COSTS IN THE EARLIER YEARS OR IF YOU WILL REQUIRE ADDITIONAL FUNDING IN LATER YEARS FOR THIS PROJECT.

MSP Name: [INSERT MULTI-YEAR PROGRAM NAME]

Project Name: [INSERT PROJECT NAME]

PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

2. PROJECT FUNDING SOURCES

[NOTE: INDICATE ALL AMOUNTS IN WHOLE DOLLARS FROM CURRENT FISCAL YEAR.]

ALL EXISTING PROJECT FUNDING SOURCES *	Indicate if Committed or Uncommitted	Prior Years	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Future Years (if any)	TOTAL
19 Federal Monetary (Specify):									
20 Local Match to Federal Monetary**									
21 Federal Monetary (Specify):									
22 Local Match to Federal Monetary**									
23 State Monetary (Specify):									
24 Local Match to State Monetary									
25 State Monetary (Specify):									
26 Local Match to State Monetary									
27 Local Monetary (Specify):									
28 In-Kind (Specify):									
29 Other (Specify):									
30									
31 TOTAL EXISTING FUNDING SOURCES									

PROJECT READINESS

Activity	Date
Feasibility Study	
Project Study Report	
Operational Plan	
Start of Environmental Documentation	
Community Meetings or Other Forums <i>(please list)</i>	
.....	
.....	
Draft Environmental Document	
Final Environmental Document	
Governing Board Approval	
<i>(please provide name of governing board entities below)</i>	
.....	
.....	
Begin Plans, Specifications, and Estimate	
Completion of Plans, Specifications, and Estimates	
Start of Right-of-Way Acquisition	
Right-of-Way Certification*	
Utility Relocation	
Ready to Advertise*	
Start of Construction (Contract Award)	
Project Completion	
Other	

**The right-of-way phase is complicated so applicants should be realistic about the length of time, particularly if condemnation will be necessary.*

PROJECT FINANCIAL PLAN

Complete and attach the financial plan for the project. Enter all amounts in nominal, or year-of-expenditure dollars and include any assumed inflation rates. Clearly identify all funding sources as either COMMITTED or UNCOMMITTED. Project applicants should note that if their application is awarded funding, all Local Match funding will be escalated accordingly and considered committed. All figures must reflect whole dollars.

A person duly authorized to sign for the organization (city manager, general manager, executive director, or high-ranking officer) must sign below:

I certify that all sources of grant funding have been identified in Project Financial Plan.

I certify that this project is not the full responsibility of a developer.

Signature

Date

Title

REPORT

DATE: October 18, 2018

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study**

RECOMMENDED ACTION

For information only.

BACKGROUND

The geographic area which consists of eastern LA County, including the eastern portion of the San Gabriel Valley, and southwestern San Bernardino County, also known as the Inland Empire, faces unique transportation and connectivity problems due to the fact that many of its residents commute west to downtown LA and other urban centers in the LA metropolitan area, but live in an area which has a high amount of suburban sprawl. This subregion is also home to the Ontario International Airport, which serves many Southern California residents as an alternative travel hub to the notoriously congested Los Angeles International Airport for both domestic and international flights. There are also two current commuter rail lines which run through the subregion (the Metrolink San Bernardino Line and the Metrolink Riverside Line), future Metro Gold Line Extensions (Phases 2B and 2C), and the very heavily congested East-West Interstate 10, which bisects the area.

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 area includes the cities of Pomona, La Verne, and Claremont in LA County, Upland, Montclair, Rancho Cucamonga, and Ontario in San Bernardino County, and the rail lines, transportation corridors, and freeways listed above. The eastern and western boundaries of the study area are State Route 57 to the west, and Interstate 15 to the east. The study, while led by SCAG, is a joint effort between SCAG, the San Bernardino County Transportation Authority (SBCTA), and the Los Angeles Metropolitan Transportation Authority (Metro). The primary objectives and goals of this study are to:

- Assess the market for transit and rail travel in the corridor, including the geographic distribution of origins for employee and passenger trips to Ontario International Airport (ONT).
 - This will be done in order to identify and prevent duplicative service that could be caused by multiple types of transit projects being constructed which serve the same or similar corridors.
- Estimate potential ridership, travel and economic benefits, and capital/operating costs associated with transit and rail alternatives in the corridor

- Recommend a path forward for cost-effective transit and rail service to best serve communities along the corridor and to/from ONT, with a focus on coordinating plans for Gold Line, Metrolink, and transit access to ONT.

Initial work for this comprehensive and detailed study first focused on an assessment of existing services in the inter-county study area. The next step was then conducting a travel market analysis which was done in order to determine existing transit deficiencies and then to propose transit enhancements for the subregion. Ultimately, this produced 38 build alternatives plus a no build alternatives for the area. In order to determine and enumerate the best and most practical solutions from these 38 alternatives, the leaders of the study utilized the travel market analysis and employed cost-benefit analyses. SCAG also received a plethora of technical and specialized input from its Technical Working Group (TWG), which consists of experts from SCAG, SBCTA, the SGVCOG, Metro, Metrolink, Omnitrans, Caltrans, and Foothill Transit, as well as from the Stakeholder Review Committee (SRC), which consists of all TWG members and representatives from the Gold Line Construction Authority and all cities included in the study area.

After all technical feedback and input was received, and additional sub-studies such as Facility and Capacity Analysis, Ridership Forecasting, Cost Estimating, and Economic Impact Analysis were completed, considered, and incorporated, 8 final project alternatives and solutions were identified for further study and consideration. These projects are:

- 1.) No Build Alternative
- 2.) Transportation System Management (TSM) Alternative
- 3.) Local/Regional Light Rail (LRT) Alternative (Arterial Gold Line Extension Option)
- 4.) Local/Regional Light Rail (LRT) Alternative (Modified Gold Line Extension – Cucamonga Creek)
- 5.) Commuter Rail Alternative Phase 1, with Hybrid Rail (Commuter Rail shuttle) to ONT.
- 6.) Commuter Rail Alternative Phase 2, with Hybrid Rail (Commuter Rail shuttle) to ONT and additional rail service to Industry and ONT from both the San Bernardino Line and the Riverside Line.
- 7.) Local/Regional Hybrid Rail Alternative, with Hybrid Rail to Cal Poly Pomona and a spur off SB Line to ONT.
- 8.) BRT/Express Bus Alternative

In May 2018, SCAG and its primary consultant, AECOM, published a draft of the Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study. This draft report was circulated to the regional government agencies and stakeholders for final input and feedback, and then SCAG, LA Metro, and the SBCTC received these comments and the draft report, and were tasked with incorporating all of this information into a final draft report of this study.

At the end of August and beginning of September 2018, SCAG released the Revised Draft Final Report of the Inter-County Study to members of the Stakeholder Review Committee (SRC). According to the report's scoring methodology, the two Gold Line LRT Alternatives scored the best out of the seven build alternatives. Table 1 shows the rankings based on the total scores for each build option:

Overall Alternatives Ranking	
Ranking	Project Alternative
1	LRT Cucamonga Creek Option
2	LRT Arterial Option
3	Commuter Rail Alternative Phase 2
4	Commuter Rail Alternative Phase 1
5	Bus Rapid Transit/Express Bus Alternative
6	Hybrid Rail Alternative
7	Transportation Systems Management Alternative

Table 1.
Overall Project Alternatives Rankings

Moreover, the study produces multiple sub-scores which are based on certain over-arching and applicable goals. The project rankings, based on the scores for each goal and measurable, are as follows:

Goal #1: Enhance Connectivity and Accessibility	
Ranking	Project Alternative
1	LRT Cucamonga Creek Option
2	LRT Arterial Option
3	Commuter Rail Alternative Phase 2
4	Bus Rapid Transit/Express Bus Alternative
5	Transportation Systems Management Alternative
6	Commuter Rail Alternative Phase 1
7	Hybrid Rail Alternative

Table 2.
Rankings for Goal #1

Goal #2: Provide Cost Effective Transit and Rail Services	
Ranking	Project Alternative
1	LRT Cucamonga Creek Option
2	LRT Arterial Option
3	Commuter Rail Alternative Phase 2
4	Bus Rapid Transit/Express Bus Alternative
5	Transportation Systems Management Alternative
6	Commuter Rail Alternative Phase 1
7	Hybrid Rail Alternative

Table 3.
Rankings for Goal #2

Goal #3: Promote Sustainable Transportation	
Ranking	Project Alternative
1	LRT Cucamonga Creek Option
2	LRT Arterial Option
3	Commuter Rail Alternative Phase 1
4	Commuter Rail Alternative Phase 2
5	Hybrid Rail Alternative
6	Bus Rapid Transit/Express Bus Alternative
7	Transportation Systems Management Alternative

Table 4.
Rankings for Goal #3

Goal #4: Support Transit-Oriented Development	
Ranking	Project Alternative
1	LRT Arterial Option
2	LRT Cucamonga Creek Option
3	Commuter Rail Alternative Phase 2
4	Commuter Rail Alternative Phase 1
5	Bus Rapid Transit/Express Bus Alternative
6	Hybrid Rail Alternative
7	Transportation Systems Management Alternative

Table 5.
Rankings for Goal #4

Economic Impact	
Ranking	Project Alternative
1	Commuter Rail Alternative Phase 1
2	Commuter Rail Alternative Phase 2
3	Hybrid Rail Alternative
4	Bus Rapid Transit/Express Bus Alternative
5	Transportation Systems Management Alternative
6	LRT Arterial Option
7	LRT Cucamonga Creek Option


Table 1.
Rankings for Economic Impacts of Each Alternative

However, this inter-county study notes that it is actually not the intent of this study to recommend a preferred transit alternative, and since most of this report's technical analysis was completed at the planning level, there is not sufficient enough information to make these formal recommendations. As far as next steps are concerned, like with the May 2018 draft report, the final report will be passed along to Metro and the SBCTA for further analysis, and the final report can be used by these agencies to identify potential practical transit and mobility projects in the long-term future. Additionally, the final report also notes that the financial constraints of the alternative projects were not considered,

and concedes that neither LA County nor San Bernardino County could afford the capital costs of these transit projects at this time or even in the near-future.

Steve Fox, who is a Senior Regional Planner for SCAG, will provide a presentation to the SGVCOG Transportation Committee on this study. During this presentation, he will discuss, in detail, the advantages and drawbacks from both a travel market/ridership forecasting perspective and a fiscal perspective for each of the final eight project alternatives, and will share which project alternatives would provide the best service to this inter-county subregion in relation to their respective benefit-to-cost ratios. He will also explain how the scoring methodologies were developed and applied.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

Attachments:

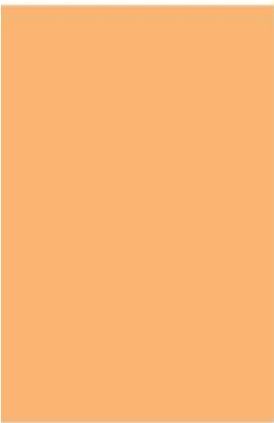
- Attachment A – Executive Summary of the Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study-- Page 34
- Attachment B – SCAG Presentation Slides for the Inter-County Study -- Page 51

REVISED DRAFT

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

August 2018

June 2017



Prepared for:

Southern California Association of Governments



Prepared by:

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The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG. This report does not constitute a standard, specification or regulation.

Executive Summary

The Southern California Association of Governments (SCAG), in cooperation with the San Bernardino County Transportation Authority (SBCTA) and the Los Angeles County Metropolitan Transportation Authority (LA Metro), has conducted the Inter-County Transit and Rail Connectivity Study to develop a multimodal corridor improvement plan in collaboration with stakeholders, agencies and the public that evaluates transit and rail service for this inter-county corridor connecting the eastern San Gabriel Valley in Los Angeles County with the western San Bernardino Valley in San Bernardino County, as well as connections to Ontario International Airport (ONT).

In the recent decades, a number of significant transportation improvements have been or are currently being planned in this corridor. While each of these projects seeks to improve accessibility and mobility within and between Los Angeles and San Bernardino Counties, concurrent planning for individual projects may also result in the potential for duplicative service and missed opportunities for efficiencies and coordination. Therefore, this study aims to:

- Assess the market for transit and rail travel in the corridor, including the geographic distribution of origins for employee and passenger trips to ONT,
- Estimate potential ridership, benefits, and capital/operating costs associated with transit and rail alternatives in the corridor,
- Recommend a path forward for cost-effective transit and rail service to best serve communities along the corridor and to/from ONT, with a focus on coordinating plans for Gold Line, Metrolink, and transit access to ONT.

The study area of this project consists of several cities in both counties (La Verne, Pomona, Claremont, Montclair, Upland, Ontario and Rancho Cucamonga). Travel market analysis conducted for this study found a strong inter-county pattern for commuting trips, as well as notable poly-centric travel patterns within the study area. The ability to move quickly and efficiently in the study area and to connect to destinations outside the study area is constrained by a mismatch between the existing east-west fixed transportation infrastructure (freeways and rail). While the fixed transportation infrastructure in the study area provides modal options for through trips and for trips from the study area to the west, infrastructure constraints and operational considerations limit the share of trips that can be well served by transit, particularly those between the study area and locations to the east.

To identify the best solutions for the mobility problem in the study area, an initial set of 38 build alternatives were developed based on recently completed studies and stakeholder input, and included the major relevant projects in this study area regardless of their funding or planning status. These first build alternatives were refined by the travel market analysis results, community comments from public open houses, and inputs received from the Technical Working Group (TWG, composed of representatives from SCAG, SBCTA, San Gabriel Valley Council of Governments (SGVCOG), Metro, Metrolink, Omnitrans, Caltrans, and Foothill Transit) and Stakeholder Review Committee (SRC, composed of all TWG members as well as representatives from the City of Pomona, City of Claremont, City of Montclair, City of Upland, City of Ontario, City of La Verne, City of Rancho Cucamonga, and Foothill Gold Line Construction Authority) created for the study. An initial screening was conducted to identify the four best service combinations for light rail, commuter rail, hybrid rail and rapid bus, respectively. The four interim build alternatives were further detailed and refined to incorporate additional information and assumption as the Facility & Capacity Analysis,

Ridership Forecasting, Cost Estimating, and Benefit-Cost and Economic Impact Analysis progressed. A Final Screening was then conducted to synthesize the results of these technical analyses into findings related to the comparative performance of the final alternative(s) for the study corridor. The finalized alternatives for this study are:

- **No Build Alternative (NB Alt.):** Includes the Gold Line extension to Montclair, the West Valley Connector (WVC) operating with existing infrastructure and planned 3.5-mile bus lane alignments within Ontario (dedicated lane segments extend from Holt/Benson to Holt/San Antonio and from Holt/Euclid to Holt/Vineyard), and everything in the 2016 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Financially Constrained Plan, except Metrolink service improvements, BRT on Haven Avenue, BRT on Euclid Avenue, rail/bus to ONT, and transit projects in the study area. (See **Figure 1**)
- **Transportation Systems Management Alternative (TSM Alt.):** Increases Commuter Rail, BRT, and Municipal Bus operations, and double tracking projects along the Metrolink San Bernardino Line to accommodate the service enhancements. Includes the same double-tracking segments as in the Commuter Rail Phase 2 Alternative. Includes WVC BRT Phase 2 and a Montclair-ONT bus shuttle service. (See **Figure 2**)
- **Local/Regional Light Rail Alternative (LRT Alt.) Arterial Option:** LRT extension of the Metro Gold Line to ONT along an arterial alignment and conversion of the West Valley Connector BRT Phase 1 to LRT along Holt Avenue and Holt Boulevard (Holt Corridor) between downtown Pomona and ONT. Indian Hill Boulevard and the Holt Corridor were chosen as representative street-running alignments for technical analyses purposes only. The actual alignment selection requires further study to evaluate connecting LRT between the Holt Corridor, Metro Gold Line, Metrolink, and ONT. This alternative includes seven Mobility Hubs (including ONT, Ontario Mills, Pomona Transit Center, Rancho Cucamonga Civic Center, Rancho Cucamonga Metrolink Station, Montclair Metrolink Station, and Chaffey College) that are integrated with bike share, car share, shuttle service, and on-demand services. This alternative also includes LRT to Cal Poly Pomona as an optional connection. (See **Figure 3**)
- **Local/Regional Light Rail Alternative (LRT Alt.) Cucamonga Creek Option:** LRT extension of the Metro Gold Line to ONT along the Metrolink San Bernardino ROW east of Montclair and running adjacent to Cucamonga Creek and conversion of the West Valley Connector BRT Phase 1 to LRT along Holt Avenue and Holt Boulevard (Holt Corridor) between Downtown Pomona and ONT. The segment adjacent to Cucamonga Creek was chosen as a representative off-street alignment for technical analyses purposes only. The actual alignment selection requires further study to evaluate connecting LRT between the Holt Corridor, Metro Gold Line, Metrolink, and ONT. This alternative includes seven Mobility Hubs as described above. This alternative also includes LRT to Cal Poly Pomona as an optional connection. (See **Figure 4**)
- **Commuter Rail Alternative (Commuter Rail Alt.) Phase 1:** Increased commuter rail service on the Metrolink San Bernardino Line, double-tracking projects along the San Bernardino Line to accommodate the service increases, a commuter rail shuttle connecting Rancho Cucamonga to ONT, a new commuter rail line connecting downtown Ontario to the University of Redlands, and a new station on the Metrolink Riverside Line in Downtown Ontario. This alternative includes seven Mobility Hubs as described above. (See **Figure 5**)
- **Commuter Rail Alternative (Commuter Rail Alt.) Phase 2:** All projects in the Commuter Rail Alternative Phase 1, additional service enhancements to the Metrolink San Bernardino Line, converting a portion of the existing Metrolink commuter rail to hybrid rail service, additional double-tracking projects to accommodate the service enhancements, a spur off the San Bernardino Line to connect to ONT, an extension of the Ontario-Redlands line west to the City of Industry, and a re-routing of the Metrolink Riverside Line via ONT. This alternative includes seven Mobility Hubs as described above. (See **Figure 6**)

- **Local/Regional Hybrid Rail Alternative (Hybrid Rail Alt.)¹:** Hybrid rail service added to the existing Metrolink San Bernardino Line, double-tracking projects to accommodate the service enhancements (the same double-tracking segments as in the Commuter Rail Alternative Phase 2), and a spur off the San Bernardino Line to connect to ONT. This alternative also includes Hybrid Rail to Cal Poly Pomona as an optional connection. This alternative includes seven Mobility Hubs as described above. (See **Figure 7**)
- **Bus Rapid Transit/Express Bus Alternative (BRT Alt.):** New express bus shuttle service between Montclair Gold Line station and ONT, rerouted OmniTrans express service between Montclair Gold Line station and Downtown San Bernardino connecting ONT, and new Haven Avenue BRT between Chaffey College and Edison Avenue. This alternative includes seven Mobility Hubs as described above. (See **Figure 8**)

¹ Following the completion of the facility and capacity analysis for this study, SBCTA and L.A. Metro completed a Metrolink San Bernardino Line Hybrid Rail Study. This Hybrid Rail Study further refines the concept of using hybrid rail on Metrolink tracks, similar to the Hybrid Rail Alternative evaluated in this study. The capacity analysis included in the Hybrid Rail study may be useful as a reference to this study, but the findings of the two reports are not comparable. The SCAG study includes the double tracking segments from Metrolink's SCORE proposal, which are necessary to accommodate the proposed 15-minute headways service plan in the Hybrid Rail Alternative. The Hybrid Rail Study makes different assumptions about service levels and double tracking needs for 30-minute headways than what is assumed in this study. The Metro/SBCTA Hybrid Rail Study results were not available in time to inform the analysis conducted for the SCAG study. More detailed information is available in Agenda Item 14 of the SBCTA Board of Directors meeting of June 6, 2018, available at: <http://www.gosbcta.com/about-sbcta/agendas/2018/06-18-board.pdf>

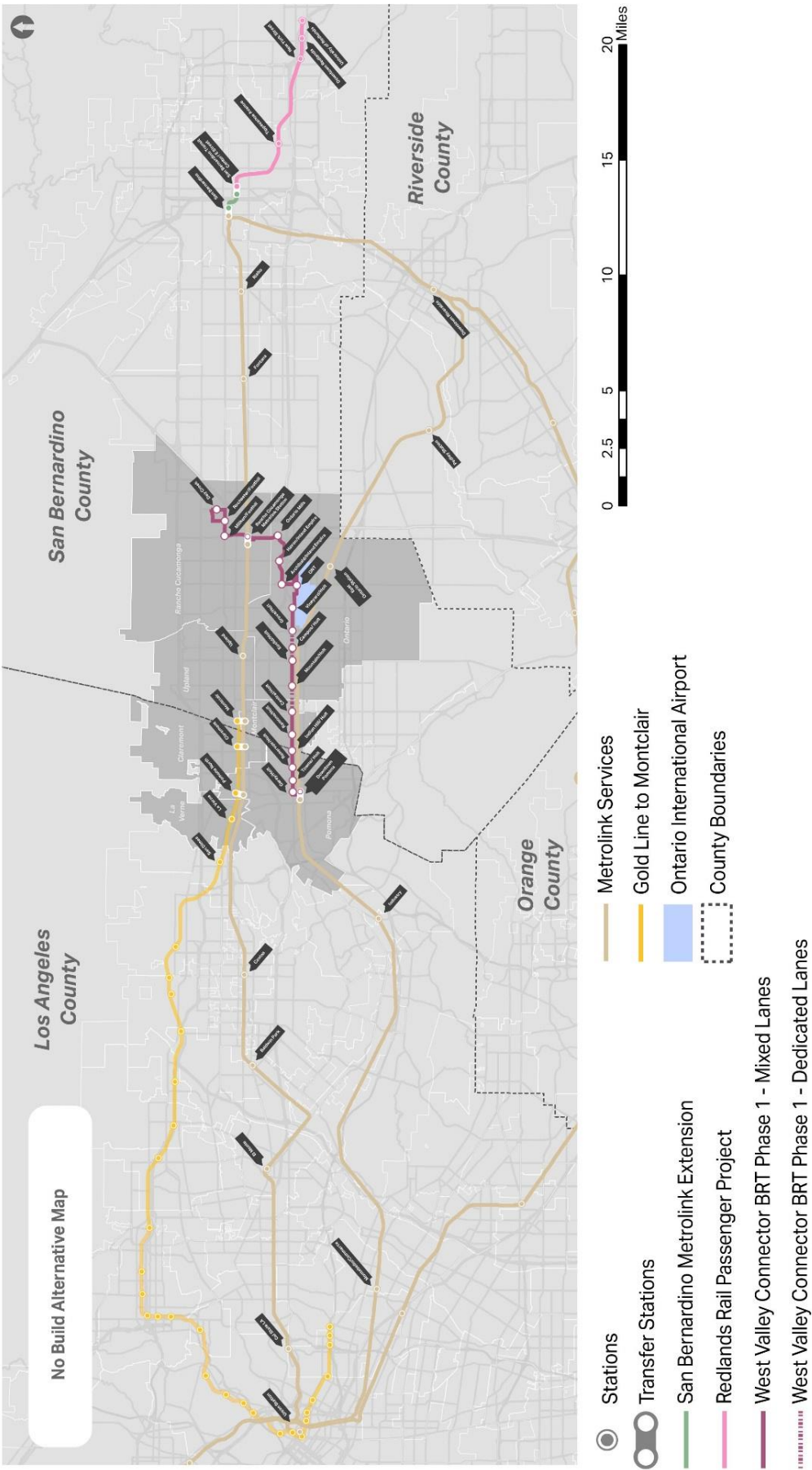


Figure 1 No Build Alternative

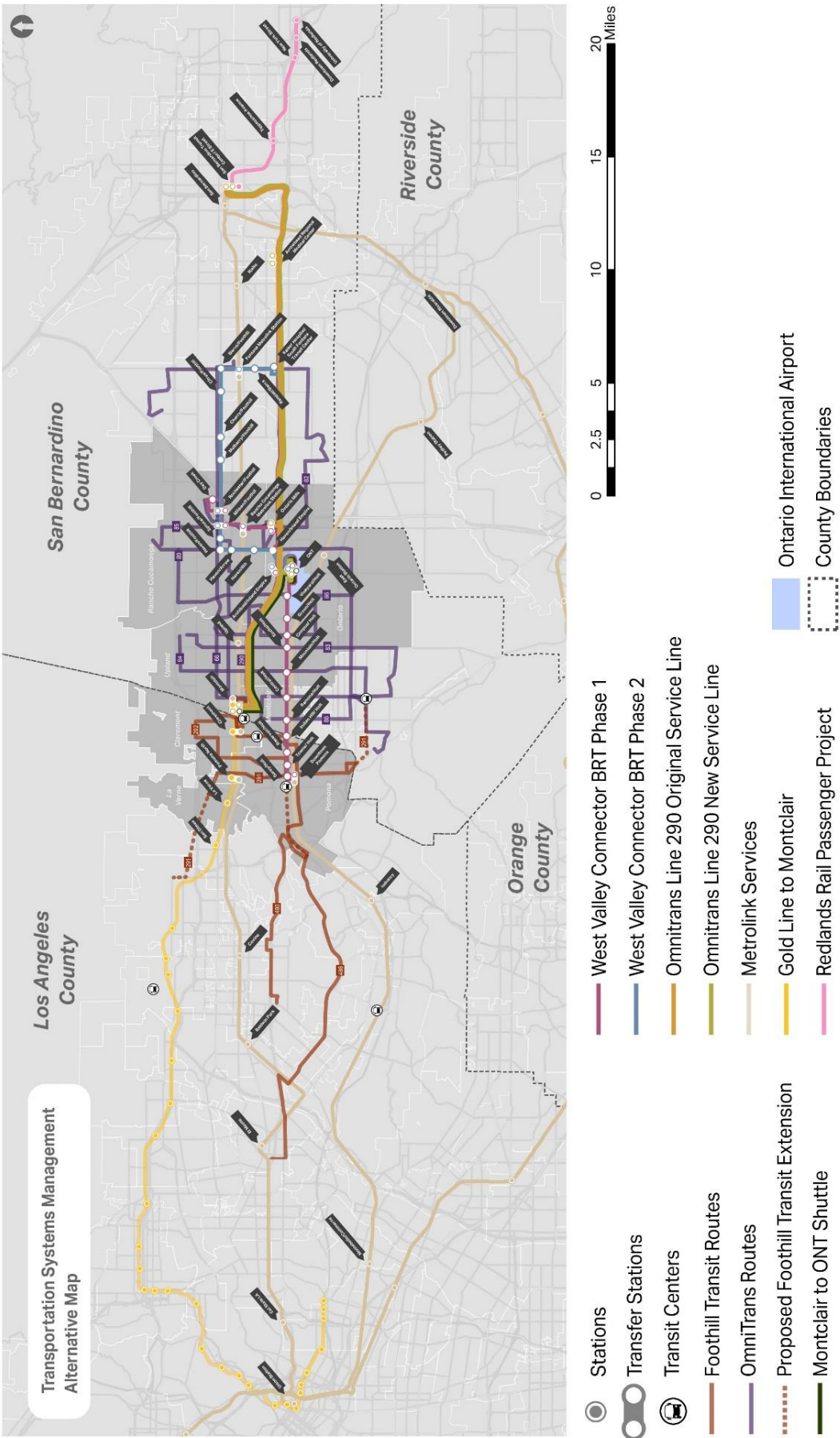


Figure 2 TSM Alternative

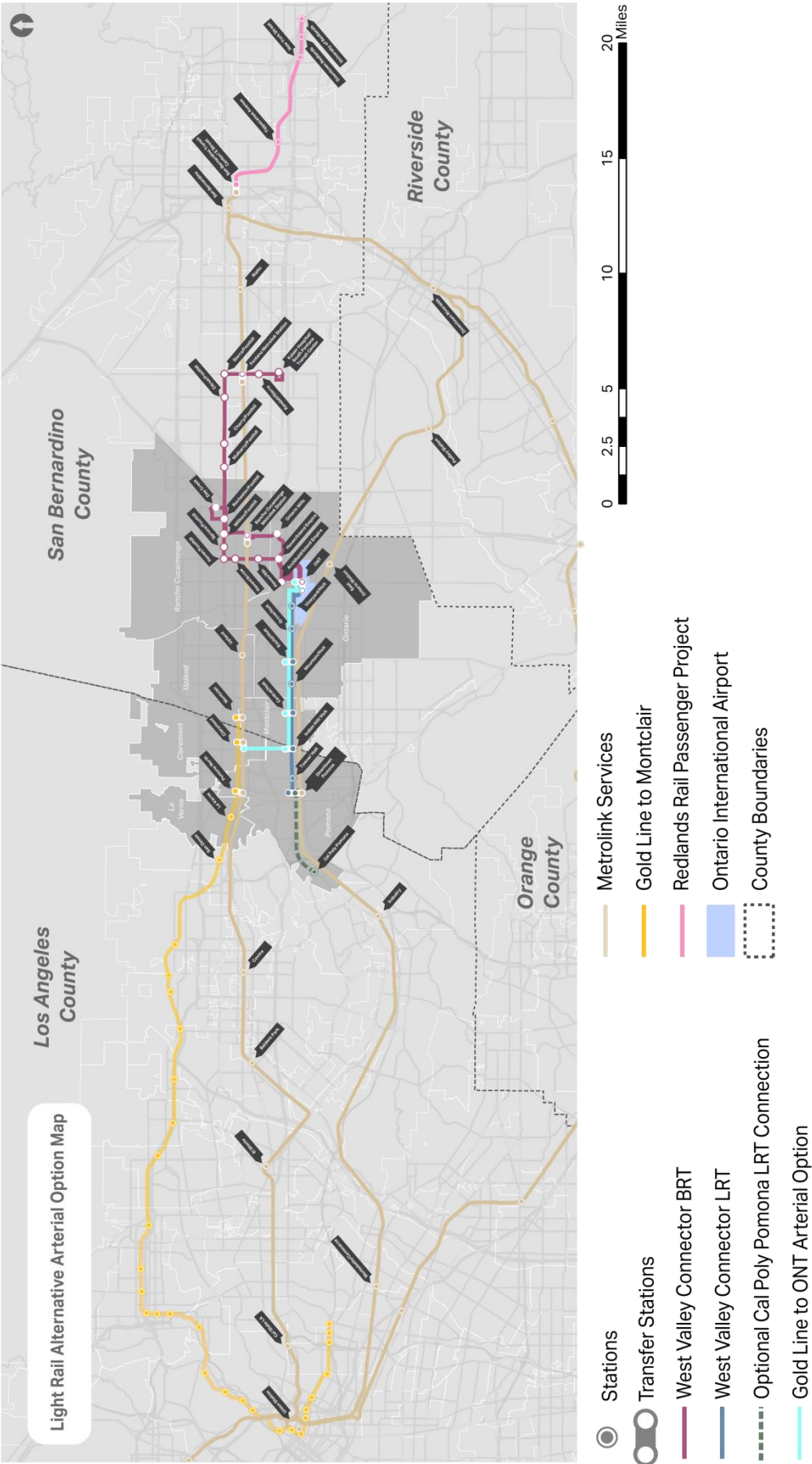


Figure 3 LRT Alternative Arterial Option²

² Indian Hill Boulevard and Holt Boulevard were assumed as example street-running alignments for technical analyses purposes only; the actual alignment selection requires further study.

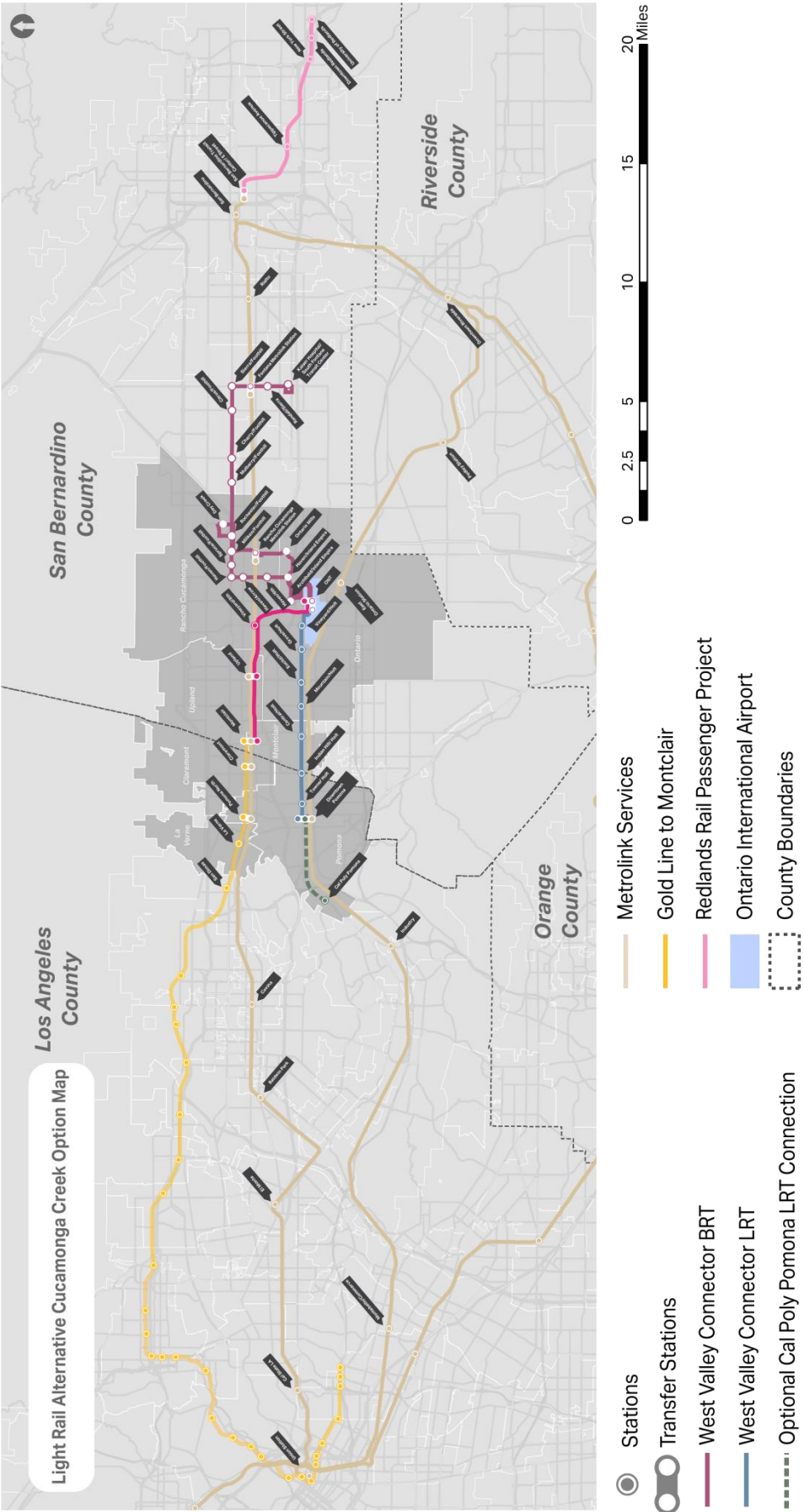


Figure 4 LRT Alternative Cucamonga Creek Option³

³ Cucamonga Creek was assumed as an example off-street alignment for technical analyses purposes only; the actual alignment selection requires further study.

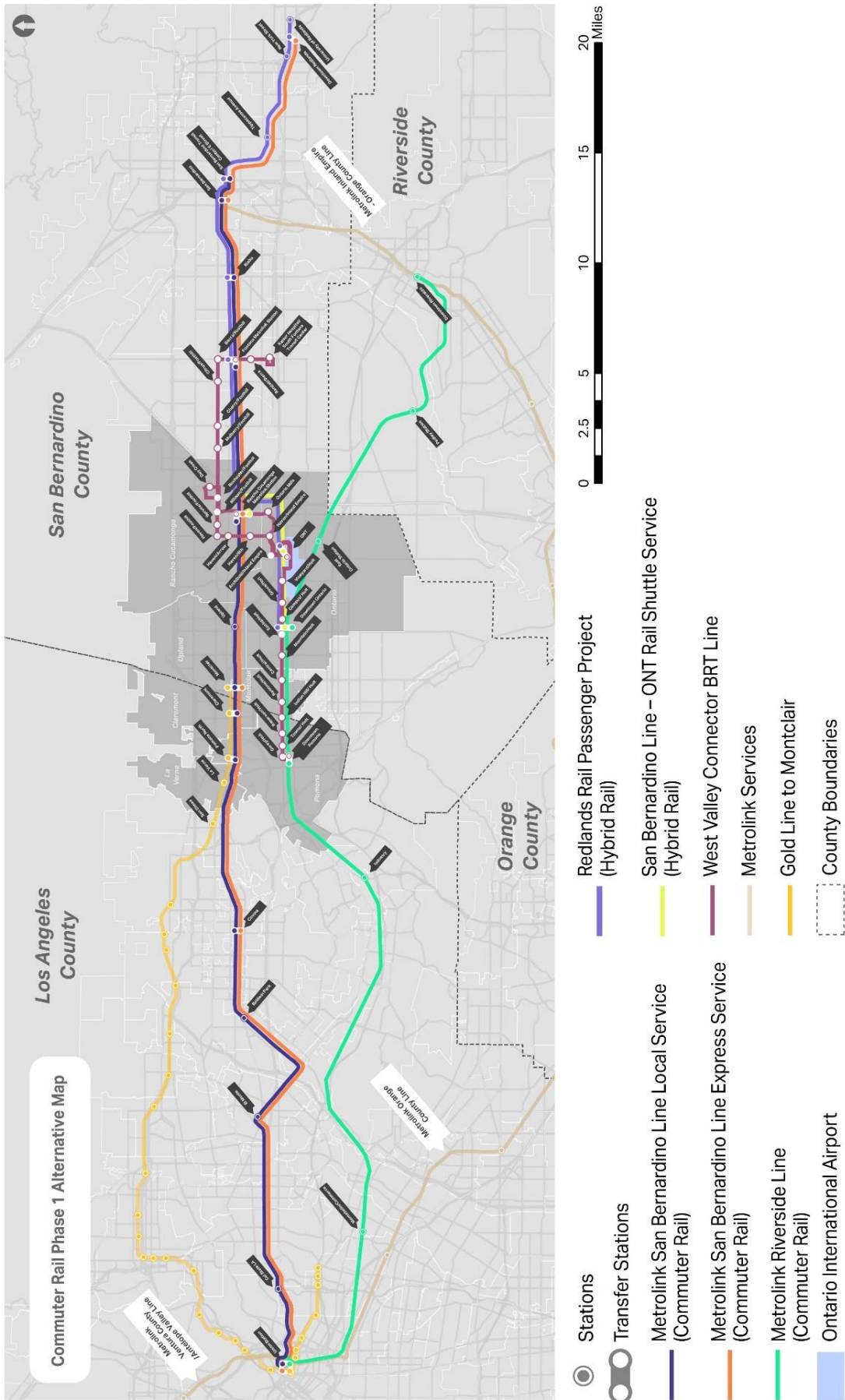


Figure 5 Commuter Rail Alternative Phase 1

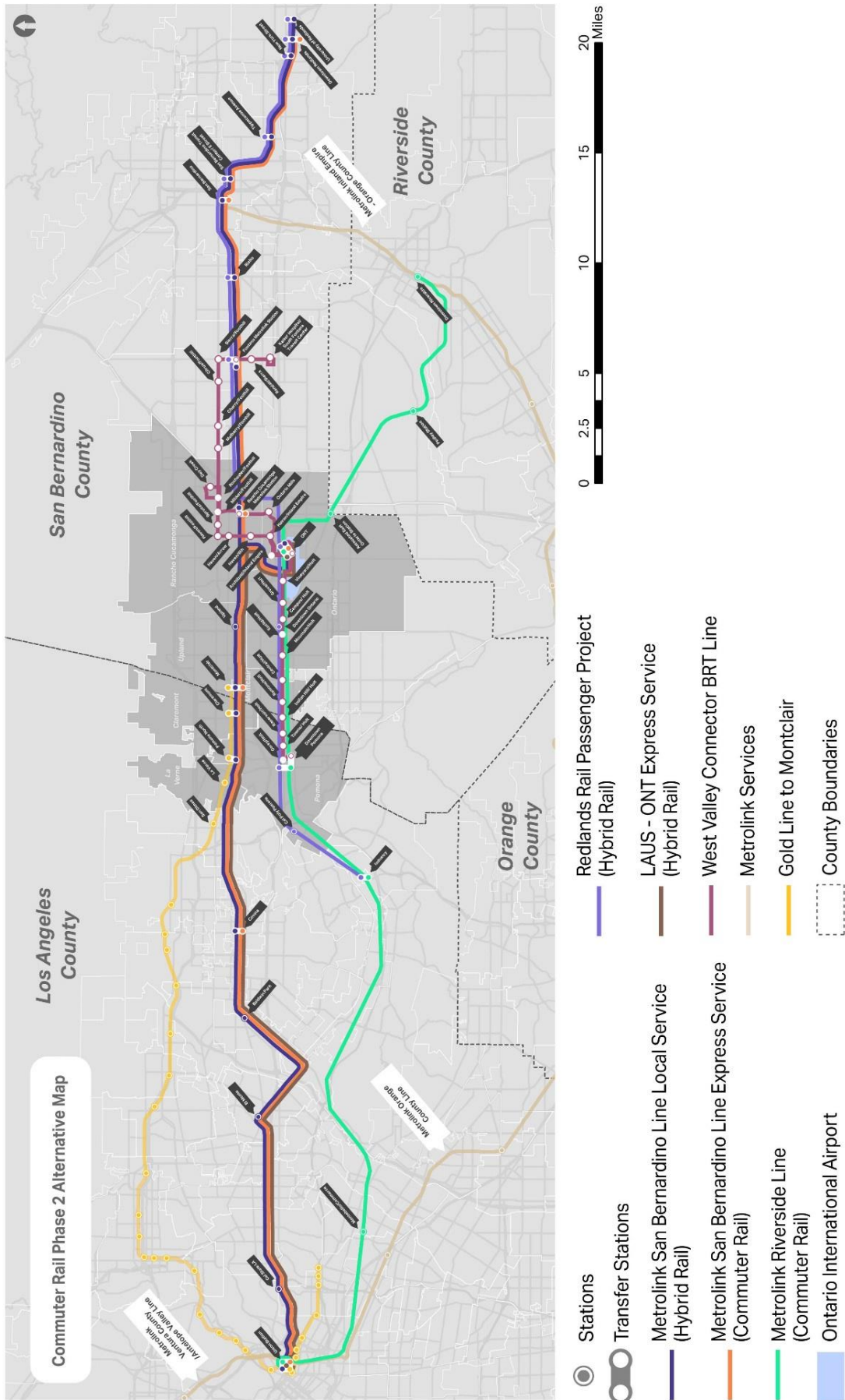


Figure 6 Commuter Rail Alternative Phase 2

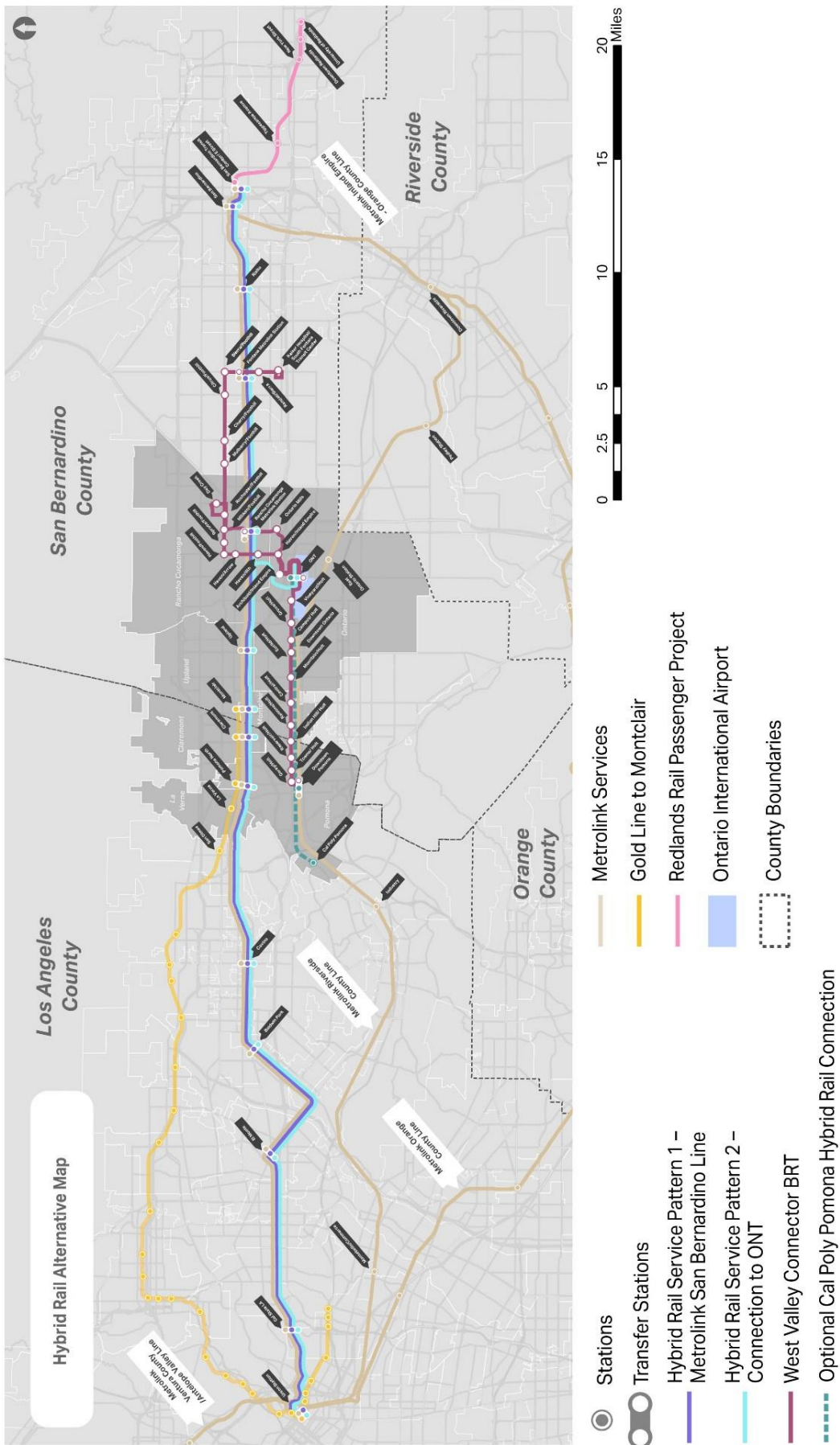


Figure 7 Hybrid Rail Alternative

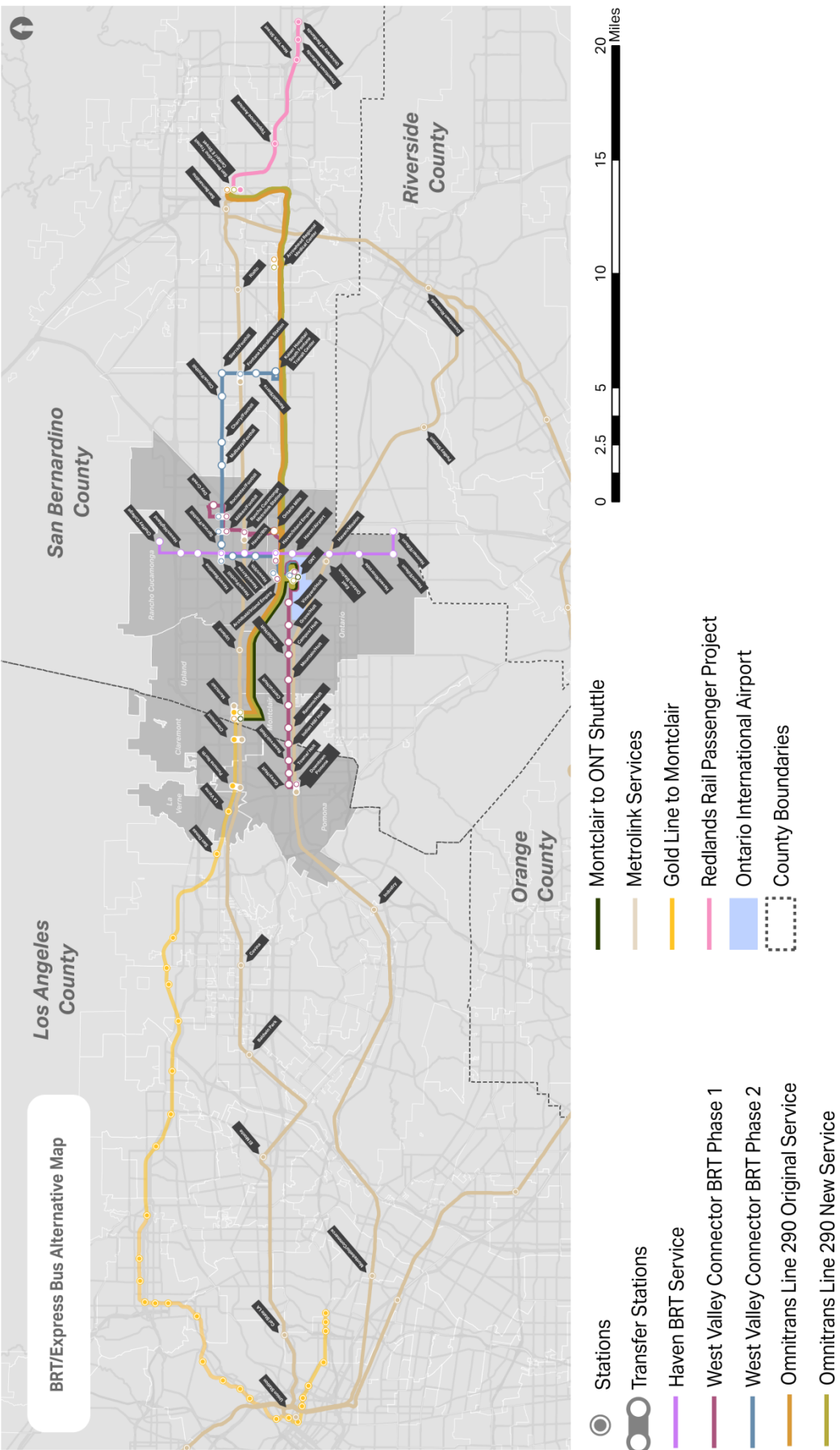


Figure 8 BRT/Express Bus Alternative

A series of technical analyses were conducted to support the screening and evaluation of the alternatives:

- **Facility and Capacity Analysis** measured the infrastructure facility impacts related to existing properties, traffic conditions, and the environment, as well as the ability for the existing and planned infrastructure to accommodate the proposed service improvements.
- **Ridership Forecasting** analyzed weekday travel demand and ridership for each alternative through metrics including daily boardings, new riders, vehicle miles of travel (VMT) reduction, trips on project, and user benefits (total travel time savings).
- **Cost Estimating** provided capital cost estimate and operations and maintenance (O&M) cost estimates.
- **Benefit-Cost Analysis** estimated travel time and cost savings, safety, and emissions over a 20-year period.
- **Economic Impacts Analysis** analyzed each alternative's impacts on economic factors, including impact to construction and O&M jobs, tax revenue, labor market accessibility, and housing affordability.

A high-level summary of the key performance metrics from the technical analyses performed are presented in **Table 1** below. The study concluded that all alternatives meet the goals of the study to varying degrees, and have merit for being carried forward into further analysis. **Table 2** provides an overview of the strengths and weaknesses of the alternatives.

The technical analysis is complex and was conducted at the planning level, meaning that much additional detail will be required on engineering, cost estimation, community and environmental impacts, ridership, funding sources, and relative benefits to local communities before any locally preferred alternatives and funding strategies can be identified. The alternatives analyzed in this study are broadly defined and financially unconstrained, and of a magnitude that neither county can currently afford. The relative benefits that may accrue from individual projects or project components and/or to the various communities in the corridor have not been quantified, nor have agency funding responsibilities been discussed.

It is not the intent of this study to recommend a preferred transit/rail alternative, nor is there sufficient information in this planning-level effort to do so. The recommended path forward is to transmit the study findings to the county transportation commissions for Los Angeles and San Bernardino Counties: Metro and SBCTA to determine next steps. It is intended that the information from this report will be useful in narrowing down the alternatives for more detailed studies in the future.

As the implementing agency in their respective county, Metro and SBCTA have the discretion to conduct further studies to determine a financially feasible alternative and to consider additional factors such as county-level funding constraints and benefits of the expanded service to county constituents, among others. Statements about funding and project delivery expectations should be directed to Metro and SBCTA.

Table 1 Summary of Key Performance Metrics by Alternative

Technical Analysis	Metric	NB	TSM	LRT Arterial	LRT Cucamonga Creek	Commuter Rail Phase 1	Commuter Rail Phase 2	Hybrid Rail	BRT/Express Bus
Ridership Forecasting	Regional Daily Ridership	765,993	785,645	833,251	849,692	792,281	798,723	785,225	780,987
	New Riders	0	6,884	33,565	42,902	15,202	17,132	11,530	7,822
	Weekday VMT Reduction (Miles)	0	-171,808	-1,061,222	-1,472,311	-629,696	-617,183	-392,549	-154,888
	Travel Time Savings (Hours)	0	8,606	32,801	37,612	13,104	14,227	10,684	7,271
Cost Estimating	Boardings at ONT	700	2,100	12,800	20,100	1,600	8,200	1,500	1,100
	Air Passenger Boardings	100	200	800	1,700	300	1,500	400	300
	Capital Cost (Avg) (2017\$ Millions)	N/A	\$ 1,719	\$ 2,033	\$ 2,904	\$ 1,469	\$ 3,812	\$ 2,465	\$ 274
	Annual O&M Cost (Avg) (2017\$ Millions)	N/A	\$ 71	\$ 89	\$ 44	\$ 122	\$ 111	\$ 91	\$ 19
	Capital Cost/New Rider (Avg) (\$2017 Millions)	N/A	\$ 249,679	\$ 60,580	\$ 67,686	\$ 96,647	\$ 222,521	\$ 213,794	\$ 35,044
	Annual Replacement Value (\$2017 Millions)	N/A	\$ 26	\$ 40	\$ 54	\$ 25	\$ 46	\$ 28	\$ 6
Benefit-Cost Analysis	Travel Cost Savings (\$2017 Millions)	N/A	\$ 61	\$ 918	\$ 1,294	\$ 345	\$ 277	\$ 180	\$ 95
	Emissions Avoided (\$2017 Millions)	N/A	\$ 14	\$ 87	\$ 121	\$ 52	\$ 51	\$ 32	\$ 13
	Residual Value (\$2017 Millions)	N/A	\$ 265	\$ 271	\$ 403	\$ 208	\$ 565	\$ 377	\$ 36
	Benefit-Cost Ratio (3%)	N/A	0.3	2.3	2.4	0.9	0.5	0.5	1.9
	Construction Job Impacts (\$2017 Millions)	N/A	\$ 808	\$ 1,284	\$ 1,935	\$ 623	\$ 1,970	\$ 1,347	\$ 175
	O&M Job Impacts (\$2017 Millions)	N/A	\$ 60	\$ 76	\$ 38	\$ 103	\$ 92	\$ 77	\$ 16
Facility & Capacity Analysis	Annual Housing & Commuting Savings per Household (\$2017)	N/A	\$ 7	\$ 61	\$ 98	\$ (2)	\$ (6)	\$ 4	\$ 1
	ROW Impacts (Acres)	N/A	121	34	50	89	240	136	3
	Intersection Impacts (Number of Crossings)	N/A	63	93	80	12	72	65	0
	Rail Adjacent to Residential Uses (Miles)	N/A	31	4	5	56	89	33	0
	Track Capacity Concerns (Y - Yes, N - No)	N/A	Y (Single Track Segments)	N	N	Y (Single Track Segments / Alhambra Subdivision)	Y (Single Track Segments/ Alhambra Subdivision)	Y (Single Track Segments)	N

Table 2 Summary of Strengths and Weaknesses

	TSM	LRT Arterial	LRT Cucamonga Creek	Commuter Rail Phase 1	Commuter Rail Phase 2	Hybrid Rail	BRT/Express Bus ⁴
Strengths	<ul style="list-style-type: none"> • Relatively Low Capital Cost (<\$2B) • Relatively lower cost per trip • High Ridership Cost Ratio • High Travel Time Savings • Large VMT/GHG Reduction • Strong TOD/TOC Potential • Low ROW Impacts • Strong TOD/TOC Potential 	<ul style="list-style-type: none"> • Relatively lower cost per trip • High Benefit-Cost Ratio • High Ridership Cost Ratio • High Travel Time Savings • Large VMT/GHG Reduction • Strong TOD/TOC Potential • Low ROW Impacts • Strong TOD/TOC Potential 	<ul style="list-style-type: none"> • Highest Ridership Ratio • High Benefit-Cost Ratio • High Travel Time Savings • Large VMT/GHG Reduction • Strong TOD/TOC Potential • High Accident Avoidance 	<ul style="list-style-type: none"> • Lowest Capital Cost for Rail (<\$1.5B) • Lowest cost per trip for Rail • Fast intercounty commute • Relatively large VMT/GHG Reduction • High incremental job accessibility 	<ul style="list-style-type: none"> • Fast commute time LA-ONT • Double the Ridership of Commuter Phase 1 • Relatively large VMT/GHG Reduction • High incremental job accessibility • High residual benefits 	<ul style="list-style-type: none"> • Fast commute time LA-ONT • Lower cost per trip than LRT • Cucamonga and Commuter Rail Phase 2 • Lower O&M Cost than Commuter Rail • High incremental job accessibility 	<ul style="list-style-type: none"> • Lowest Capital Cost (<\$300M) • Lowest cost per trip • High Benefit-Cost Ratio • Low ROW Impacts • Enhances 1st/last mile connectivity
Weaknesses	<ul style="list-style-type: none"> • Limited Benefit-Cost Ratio • Large Capital Cost for Double Tracking • Relatively Low Ridership • Limited VMT/GHG Reduction • Large ROW Impacts • Limited Travel Time Savings 	<ul style="list-style-type: none"> • High Capital Cost (>\$2B) • Relatively limited incremental job accessibility 	<ul style="list-style-type: none"> • High Capital Cost (>\$2.5B) • Relatively higher cost per trip • Relatively limited incremental job accessibility 	<ul style="list-style-type: none"> • Relatively Limited Ridership • High O&M Cost • Capacity issue: SB Single track segments cannot accommodate service headways 	<ul style="list-style-type: none"> • Highest Capital Cost (>\$3.5B) • Highest cost per trip • Limited Benefit-Cost Ratio • Large ROW Impacts • Capacity issue: SB single track segments cannot accommodate proposed service headways 	<ul style="list-style-type: none"> • High Capital Cost (>\$2.5B) (Includes Double Tracking) • Lowest Ridership Increase (Does not include express service) among rail alternatives • Low VMT/GHG Reduction • Large ROW Impacts • Capacity issue: SB single track segments cannot accommodate proposed service headways⁵ 	<ul style="list-style-type: none"> • Limited Ridership • Limited VMT/GHG Reduction • Limited Travel Time Savings • Limited intercounty connectivity • Limited Economic generation • Limited TOD Potential

⁴ Note: The strengths and weaknesses are specific for the performance of this BRT/Express Bus Alternative, rather than for BRT services in general.

⁵ Note: Following the completion of the facility and capacity analysis for this study, SBCTA and L.A. Metro prepared a Metrolink San Bernardino Line Hybrid Rail Study. This Hybrid Rail Study further refines the concept of using hybrid rail on Metrolink tracks, similar to the Hybrid Rail Alternative evaluated in this study. The capacity analysis included in the Hybrid Rail study may be used as a reference to this study, but the findings of the two reports are not comparable. This study includes the double tracking segments from Metrolink's SCORE proposal, which are necessary to accommodate the proposed service plan in the Hybrid Rail Alternative. The Hybrid Rail Study makes different assumptions about service levels and double tracking needs than what is assumed in this study. More detailed information is available in Agenda Item 6 of the SBCTA Transit Committee meeting of May 10, 2018, available at: <http://www.sbccta.com/about-sbccta/agendas/2018/05-18-transit.pdf>

Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study

SGVCOG Transportation Committee

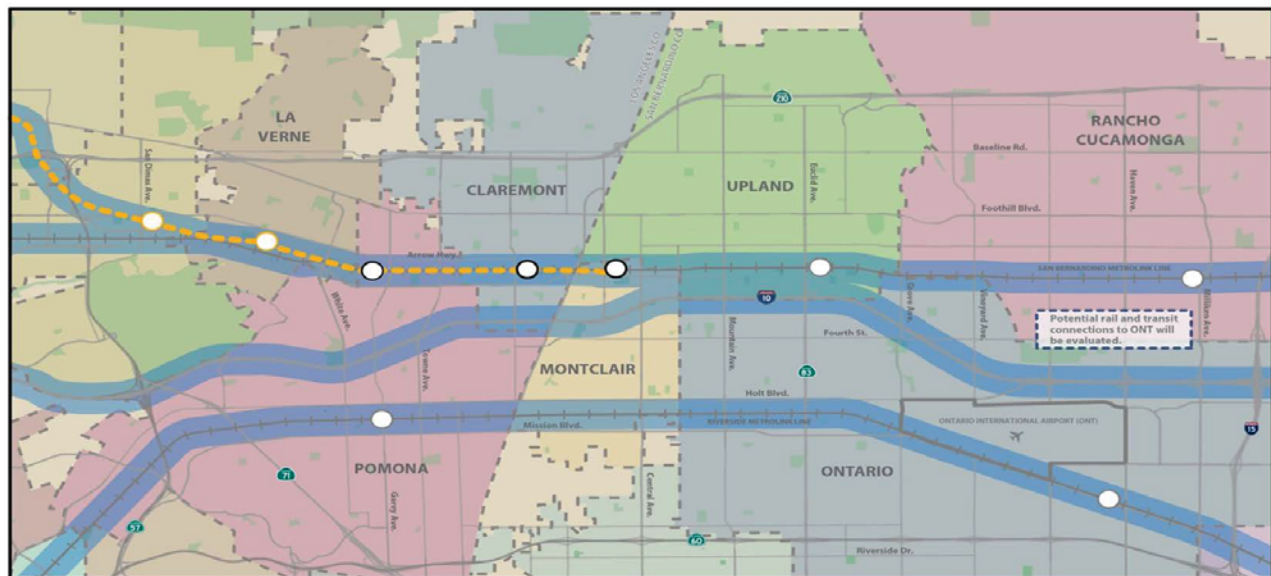
Steve Fox

Senior Regional Planner

October 18, 2018



Inter-County Study Area



- City Boundary
- Ontario International Airport
- Study Transportation Corridors
- Proposed Metro Gold Line Foothill Extension Phase 2B / Station
- Existing Metrolink Line / Station
- Existing Metrolink / Proposed Gold Line Station

Inter-County Study Background



- Significant transportation improvements are under construction or are being planned in the Inter - County Study corridor .
 - Metro Gold Line extensions 2B and 2C
 - Speed and service improvements to the Metrolink San Bernardino Line
- New HOV/Express Lanes on the I - 10 San Bernardino Freeway
- SCAG initiated Inter - County Study in partnership with L.A. Metro and San Bernardino County Transportation Authority (SBCTA).

Inter-County Study Key Questions



- L.A. Metro wanted to evaluate the efficiency and effectiveness of providing both light rail transit and commuter rail service in the same corridor.
- SBCTA wanted to understand and ensure that San Bernardino County investments in direct rail transit service to Ontario International Airport will benefit San Bernardino County residents.



Inter-County Study Goal



To determine the optimum mix and service levels of commuter rail, light rail, hybrid rail, BRT, and express bus in the corridor.

Inter-County Study Objectives



- Assess the market for intra - and inter - county transit and rail travel in the corridor, including the geographic distribution of origins for employee and passenger trips to ONT.
- Estimate potential ridership, travel and economic benefits, and capital/operating costs associated with transit and rail alternatives in the corridor.
- Recommend a path forward for cost - effective transit and rail service to best serve communities along the corridor and to/from ONT, with a focus on coordinating plans for Gold Line, Metrolink, and transit access to ONT.

Study Considerations



- Nature of the study :
 - Complex
 - Planning - level
 - Broadly defined
 - Financially unconstrained
- Recommended path forward :
 - Findings transmitted to Metro and SBCTA
 - Metro and SBCTA's discretion to conduct further studies and select LPA

Inter-County Study Committees



Technical Working Group (TWG)

Representatives from councils of governments and transit agencies

Advised project team regarding technical assumptions and methodologies.

Reviewed and provided input on draft deliverables over the course of the study.

Stakeholder Review Committee (SRC)

City representatives, transportation agencies, and TWG members

Represented various community and stakeholder perspectives.

Advised project team.

- Open Houses – Summer 2016 and Summer 2017
- SCAG Transportation Committee - Transmitted study findings to L.A. Metro and SBCTA for further project development process.

Inter-County Study Travel Market Analysis



- Most trips that originate within study area stay within study area (56%). Of these, 62% begin and end in the same city.
- Ontario to Rancho Cucamonga, Ontario to Upland, and Upland to Rancho Cucamonga top city pairs.
- Existing and planned transit and rail infrastructure is designed to move people in an east/west pattern; however travel patterns are “polycentric.”
- North/south transit services are sub - optimal and need to be improved for future connectivity to east/west improvements.

Inter-County Study Alternatives Analysis



- Two phases of screening
- 38 alternatives developed based on previous studies, travel market analysis, and input from the public and study committees.
- Scored using Phase I screening criteria that included travel time and transfer time, number of transfers, miles of new infrastructure, short - , medium - , and long - term implementation scenarios, and existing and future land use.
- No- Build, Transportation Systems Management and four build alternatives forwarded in to second stage of evaluation.
- Evaluation included ridership forecasting, cost/benefit analysis, facility capacity analysis; and land use, neighborhood and traffic impacts.

Inter-County Study Build Alternatives



Light Rail Transit



Commuter Rail

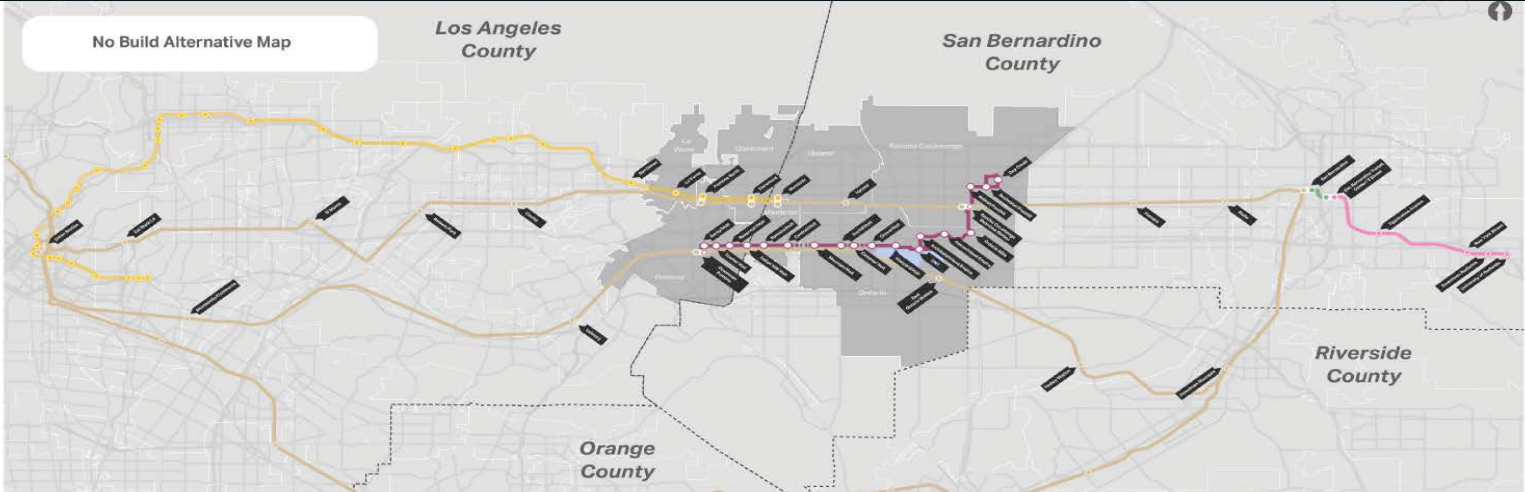


Hybrid Rail



Bus Rapid Transit

No-Build Alternative



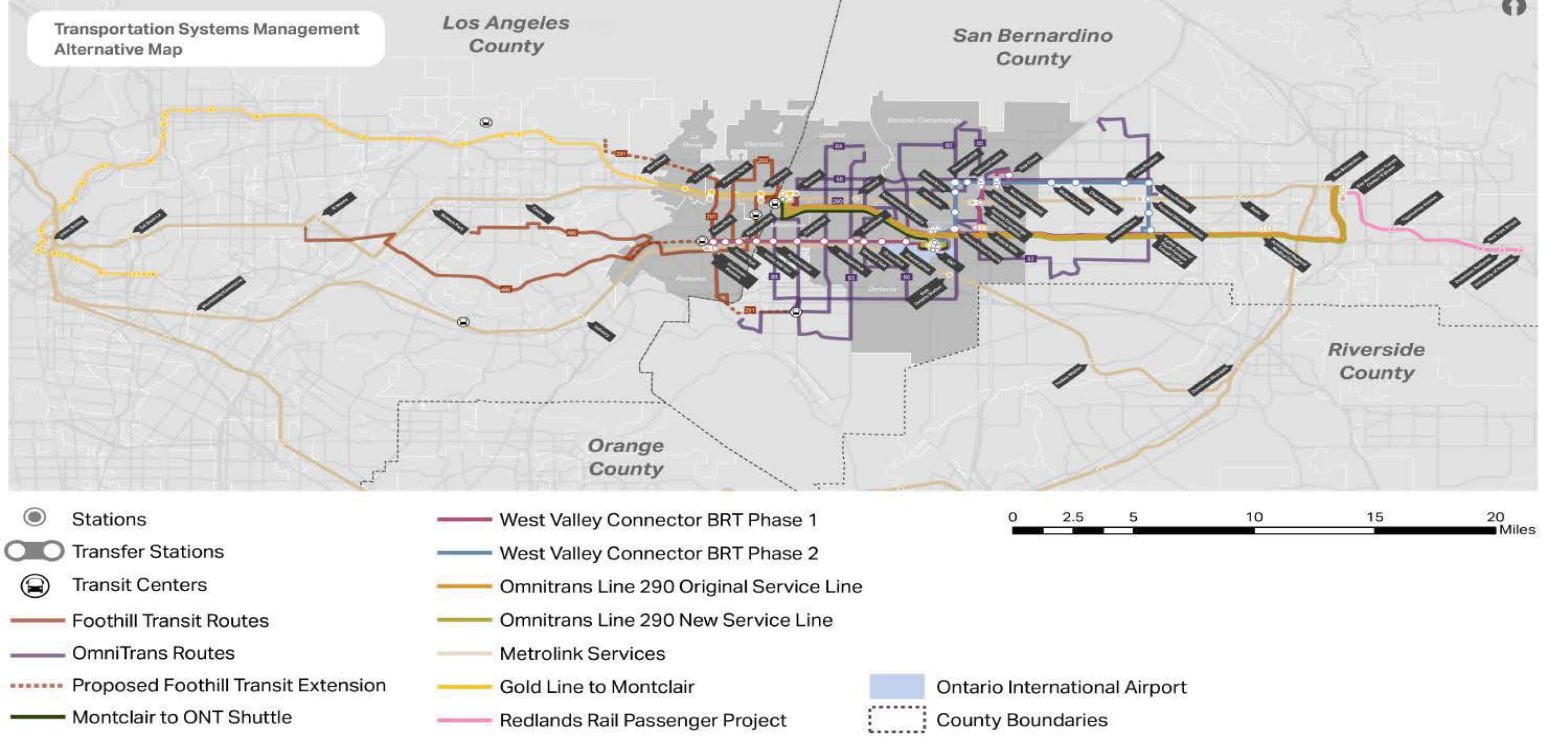
- Stations
- Transfer Stations
- San Bernardino Metrolink Extension
- Redlands Rail Passenger Project
- West Valley Connector BRT Phase 1 - Mixed Lanes
- West Valley Connector BRT Phase 1 - Dedicated Lanes
- Metrolink Services
- Gold Line to Montclair
- Ontario International Airport
- County Boundaries

0 2.5 5 10 15 20 Miles

Note: NB Alternative includes WVC BRT Phase 1

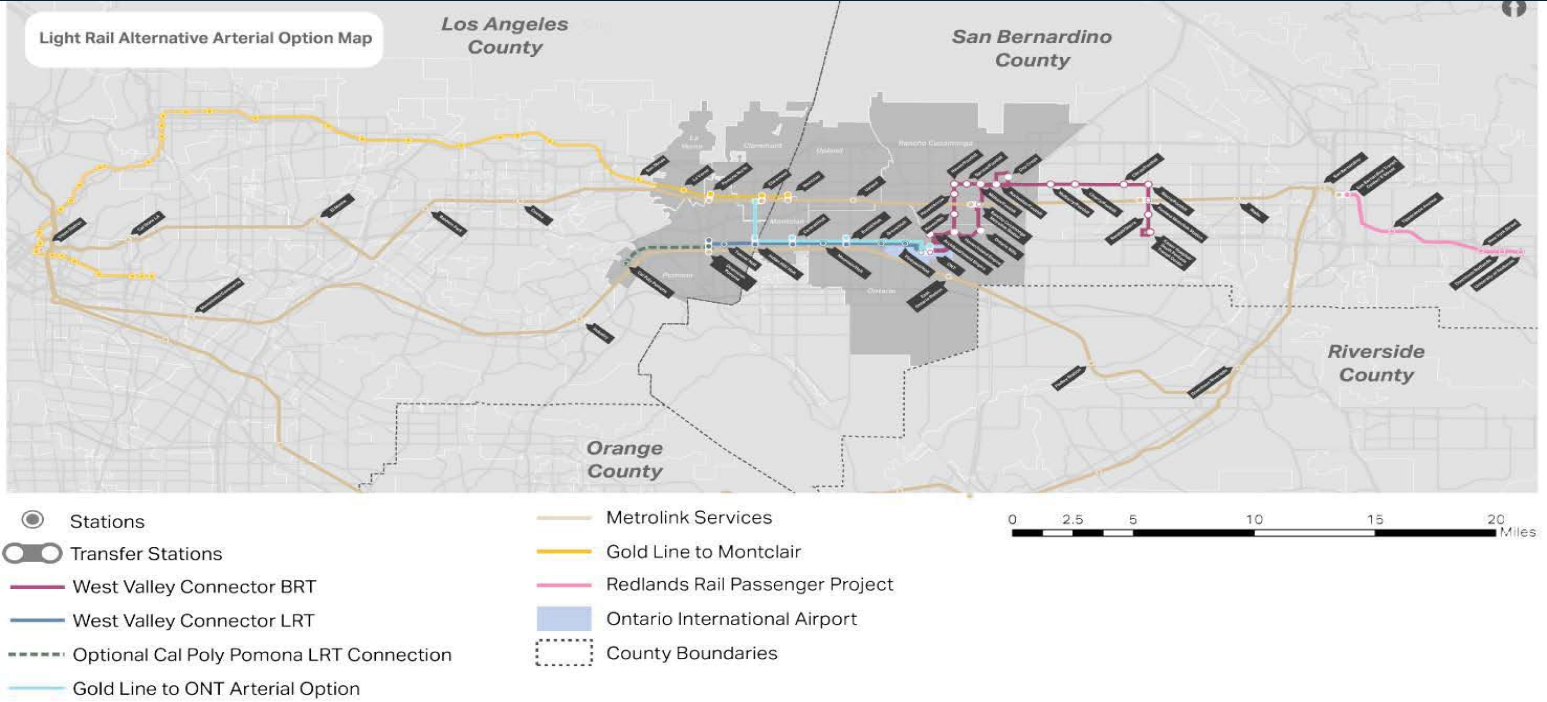
TSM Alternative





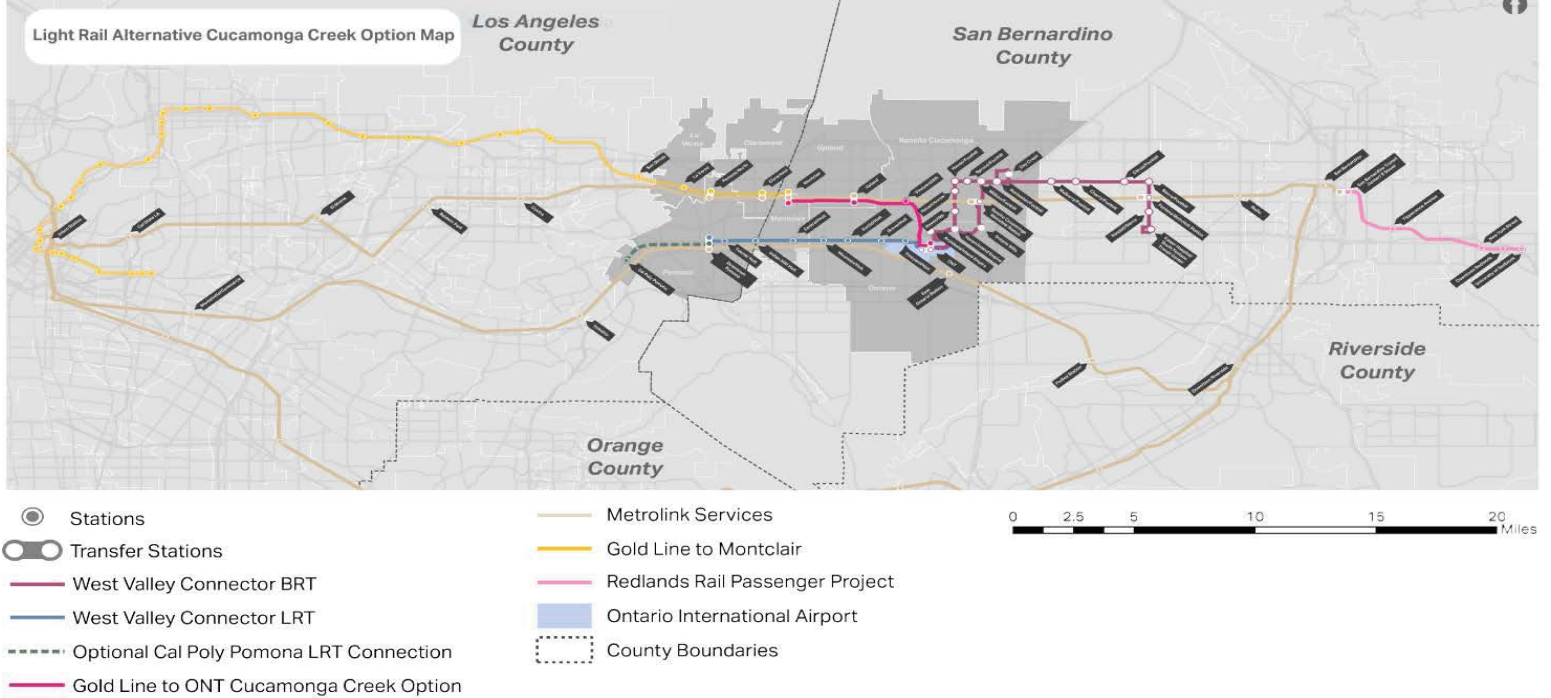
Light Rail Alternative Arterial Option





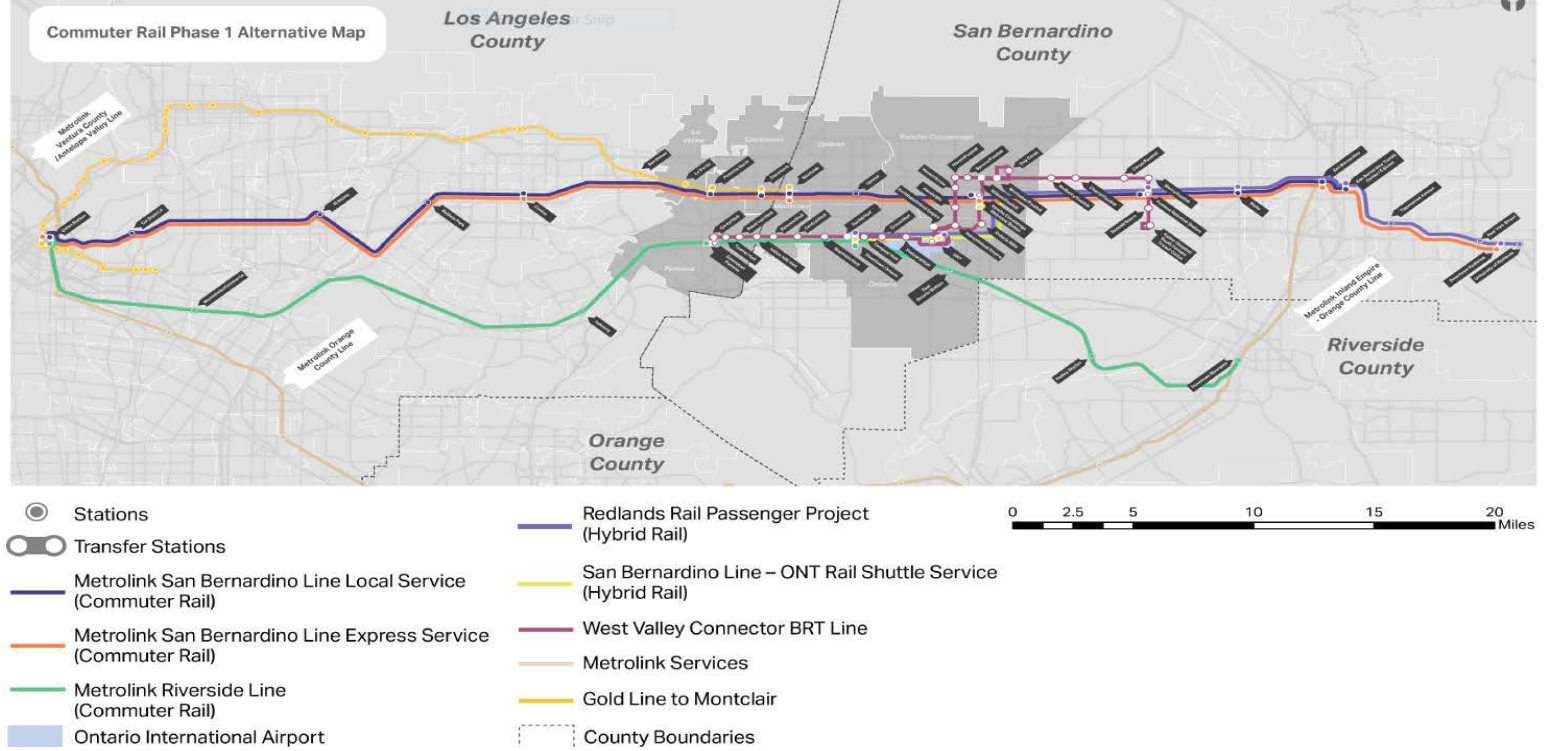
Light Rail Alternative Cucamonga Creek Option



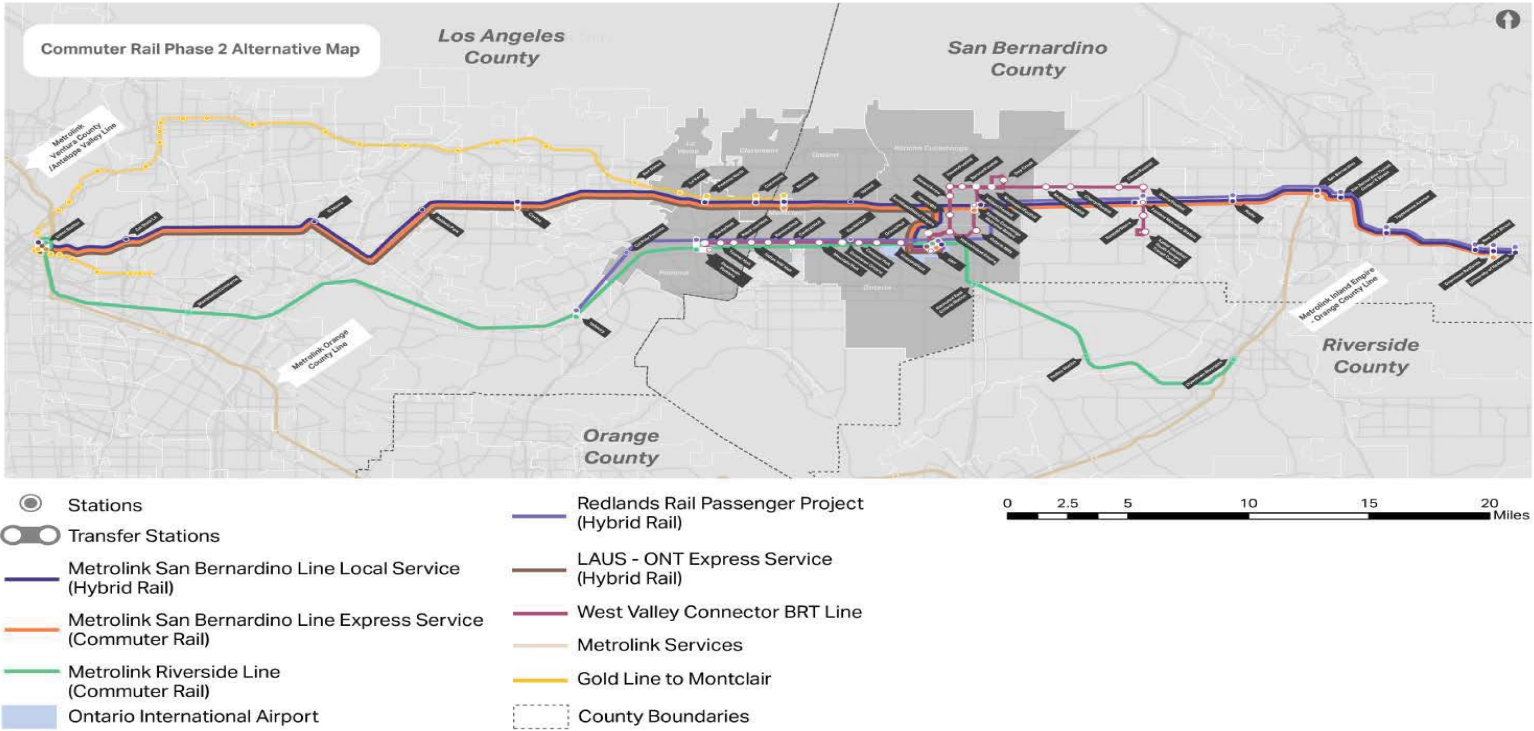


Commuter Rail Phase One

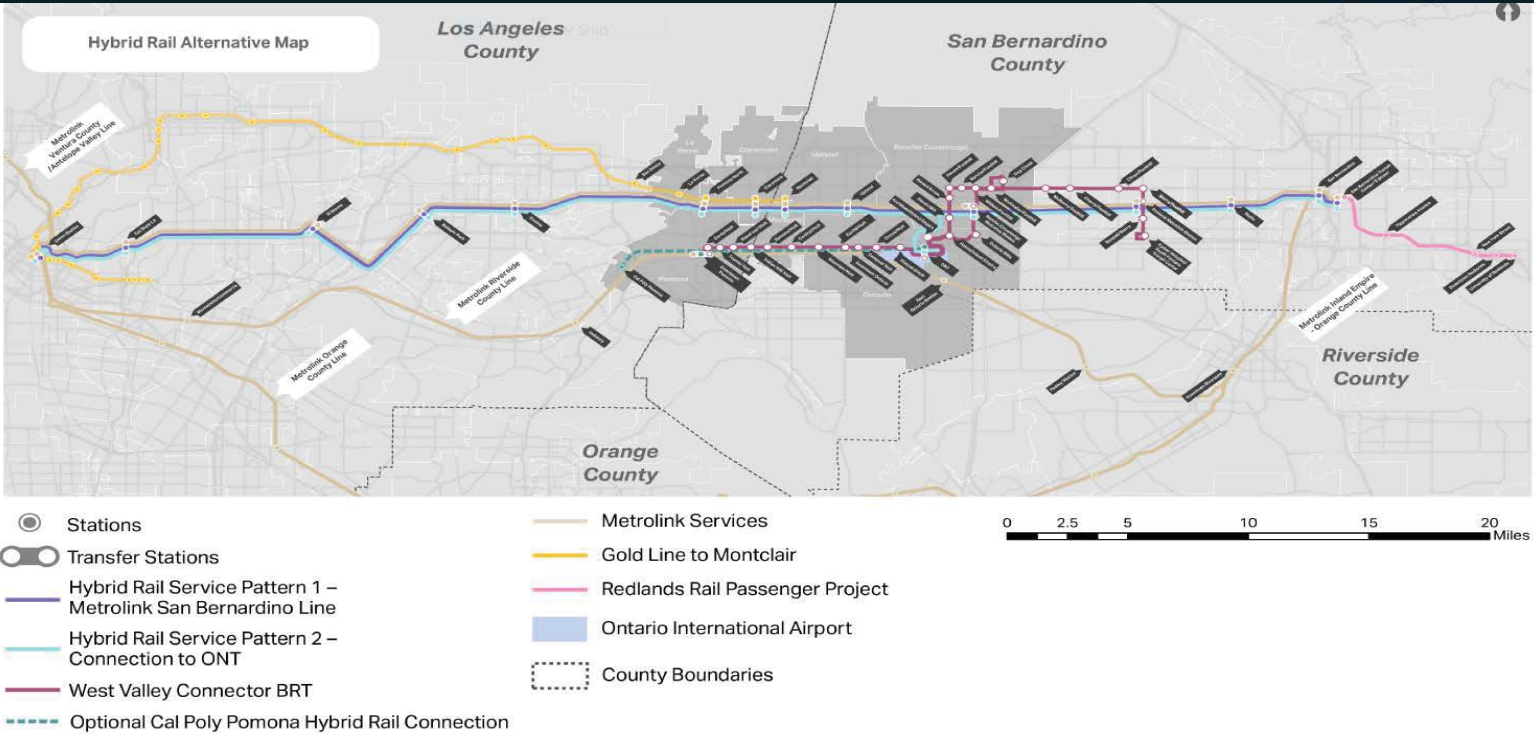




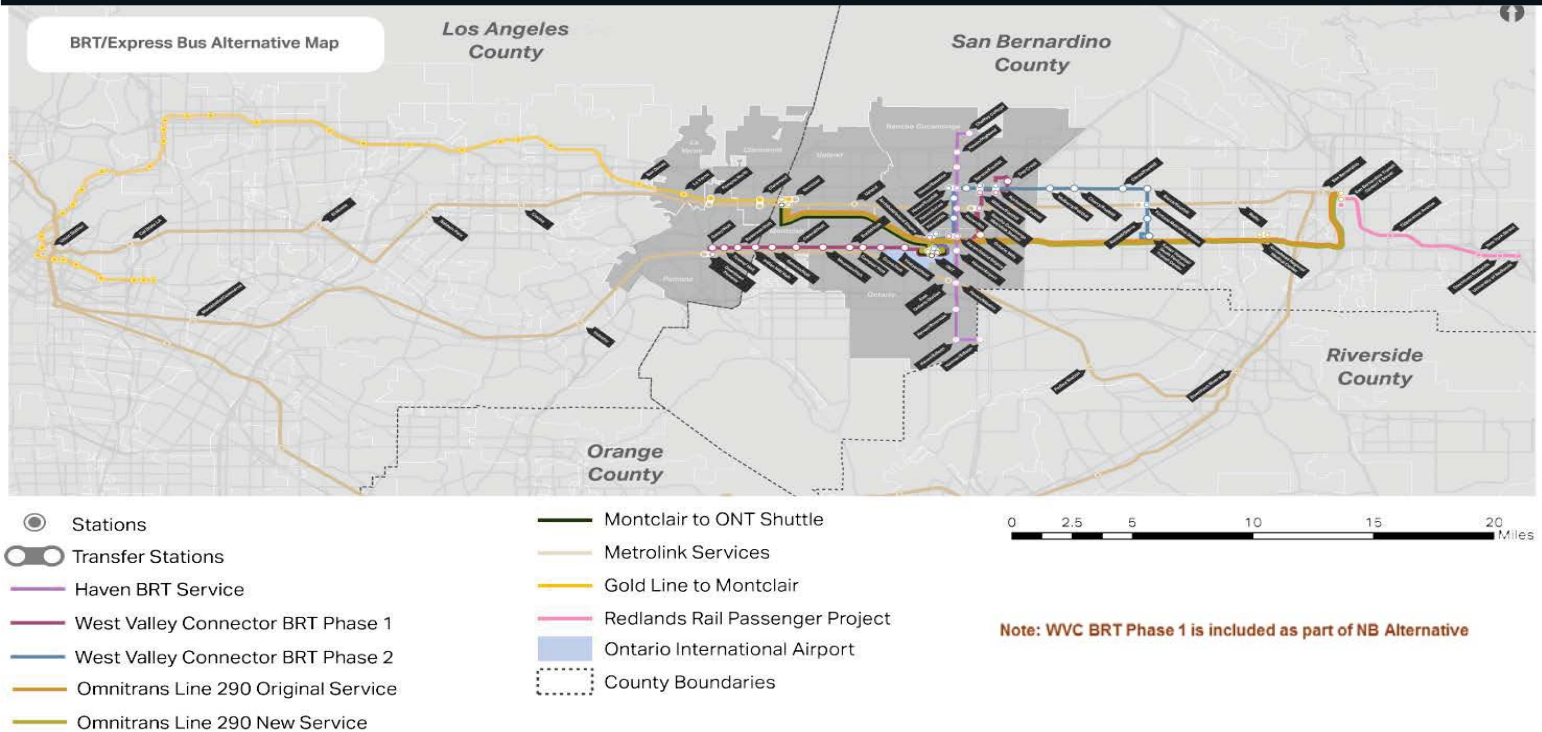
Commuter Rail Phase Two



Hybrid Rail Alternative



BRT/Express Bus Alternative



Inter-County Study Goals and Screening Criteria



Goal 1 - Enhance Connectivity and Accessibility

Including inter- county, first/last mile, access to ONT

Goal 2 - Provide Cost Effective Transit and Rail Services

Goal 3 - Promote Sustainable Transportation

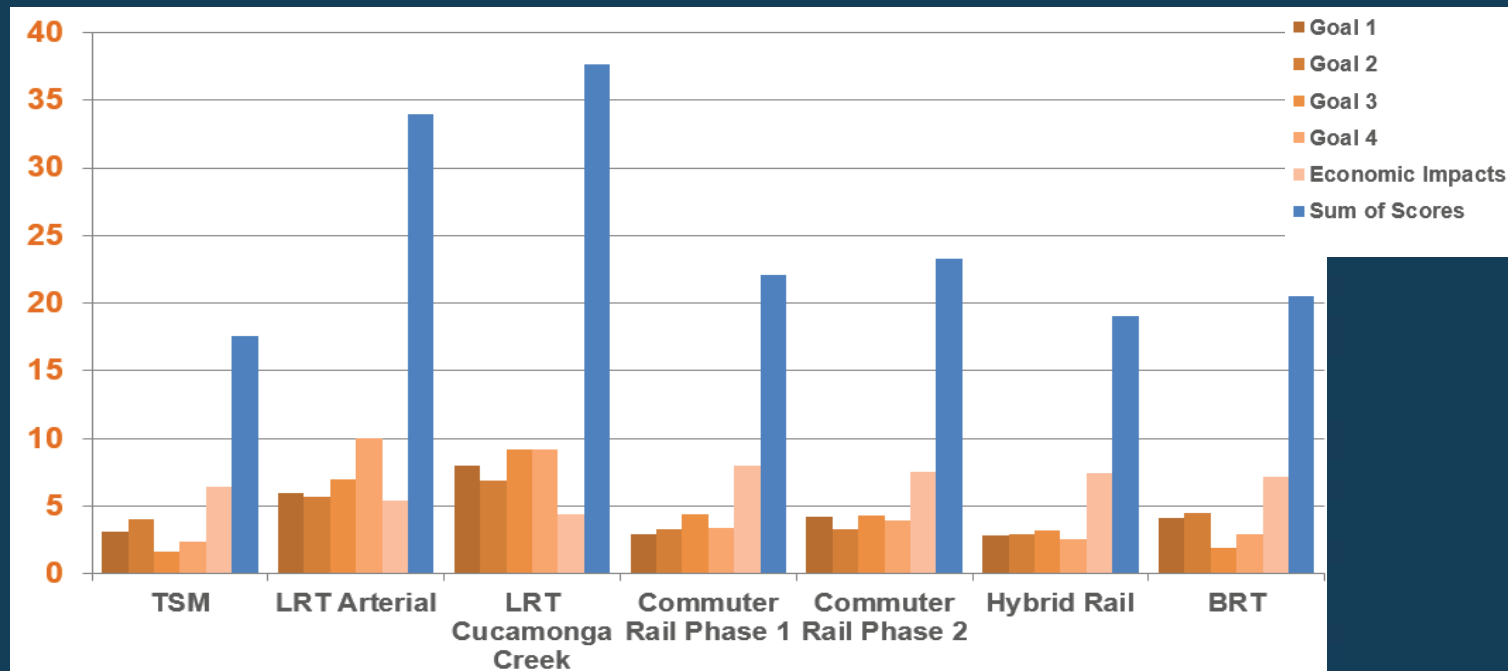
Reduce vehicle miles traveled, greenhouse gas emissions

Goal 4 - Support Transit- Oriented Development

Economic Impact Analysis

Including incremental job accessibility, revenue impacts

Inter-County Study Findings



Inter-County Study Findings



	Regional Daily Ridership	Air Passenger Boardings at ONT	Capital Cost (Average)	O&M Cost (Annual Average)
Unit	# of Riders	# of Riders	2017\$ Billions	2017\$ Millions
TSM	786,000	200	\$ 1.7	\$ 71
LRT Arterial	833,000	800	\$ 2.0	\$ 89
LRT Cucamonga Creek	850,000	1,700	\$ 2.9	\$ 44
Commuter Rail Phase 1	792,000	300	\$ 1.5	\$ 122
Commuter Rail Phase 2	799,000	1,500	\$ 3.8	\$ 111
Hybrid Rail	785,000	400	\$ 2.5	\$ 91
BRT/Express Bus	781,000	300	\$ 0.3	\$ 19

Next Steps



- SCAG Transportation Committee accepted draft study findings on October 4, 2018.
- Final Report handed over to L.A. Metro and SBCTA for consideration on further project development process.

Thank you

Steve Fox

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213- 236- 1855



REPORT

DATE: October 18, 2018

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **Metrolink's SCORE Program – Follow-up**

RECOMMENDED ACTION

For information only.

BACKGROUND

Metrolink is a commuter and regional rail system which operates in Southern California across five counties: Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Metrolink was founded in 1991, and launched operations in 1992, and is governed and operated by the Southern California Regional Rail Authority (SCRRA). Metrolink connects multiple metropolitan centers, population centers, and hubs all across Southern California, and even outside of the region, as it connects with the LA Metro Rail system at Union Station, the San Diego commuter rail system, and Amtrak.

Metrolink currently sees an average daily weekday ridership of approximately 39,838 combined on its 7 lines, which create a 538-mile network, and includes 62 stations. While the Southern California region has a very high population which is still rapidly growing and will increase by 25% by 2035, Metrolink ridership is mostly declining. Ridership on this commuter rail system is slowly decreasing despite the fact that Southern California residents are growing increasingly frustrated with increasing and snarling gridlock. Two primary reasons for underperforming Metrolink ridership are the high consumer ticket costs, as well as the lack of more frequent service along Metrolink's routes. Metrolink's fairly infrequent service is a result of older signal systems and a plethora of single-track sections. Single-track sections also sometimes result in significant delays of regularly scheduled trains, including during rush hour.


As a result of the SCRRA attempting to address and alleviate the aforementioned service issues while also helping prepare Southern California for an increased influx of cars on our roadways, the SCRRA is proposing a new multi-year construction program known as the Southern California Optimized Rail Expansion (SCORE). The main goal of this program is to significantly upgrade the Metrolink regional rail system by adding tracks to eliminate some single-track sections, constructing key grade separations, and upgrading system signals. These system upgrades should improve train frequency and time reliability, and reduce travel delays. With improved and enhanced track infrastructure, Metrolink will be able to run more trains per hours along all of its lines.

At the June 2018 Transportation Committee meeting, Alex Davis, a Government Relations Manager with Metrolink/SCRRA, provided an overview presentation on the SCORE program, and what Metrolink's vision for the future of the program is. He defined SCORE as an internally developed capital improvement plan, the purpose of which is to provide increased and improved Metrolink service throughout the Southern California service area. Davis mentioned that SCORE is projected to cost \$11.227 billion in total. As of June 2018, Metrolink had only secured \$1.2 billion in funding

awards: \$876 million from a State of California Transit and Intercity Rail Capital Program (TIRCP) award, and \$300 million combined from the Local Partnership Program (LPP), Trade Corridors Enhancement Program (TCEP), and Solution for Congested Corridors Program, the three of which are funded by SB 1. The funds awarded through SB 1 grant programs would be eliminated though is SB 1 is repealed by California voters on November 6, 2018. Additionally, Metrolink has identified a plethora of State, Federal [Core Capacity Program, New Starts, TIGER, and INFRA (Freight and Highways) Program], and Local (South Coast air Quality Management District) programs as potential funding sources.

Today, Alex Davis and Javier Hernandez, the Public Affairs Manager for Metrolink/SCRRA, will provide the Transportation Committee with a follow-up presentation on the SCORE Program. This presentation will include more information about the SCORE Program, an update on fundraising and grant-writing efforts, and a discussion about how local agencies such as the SGVCOG and Metrolink-serviced cities can assist Metrolink in their efforts to try to make SCORE and its improvements projects a reality. Davis and Hernandez will also be able to answer questions and engage in discussion, too.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director