



San Gabriel Valley Council of Governments*
AGENDA AND NOTICE OF THE REGULAR
MEETING OF THE TRANSPORTATION COMMITTEE
THURSDAY, OCTOBER 14, 2021 – 4:00 PM

Zoom Link: <https://zoom.us/j/97465790739>
Livestream Available: <https://youtu.be/pVUB4ZFt-Zk>

Chair
Jason Pu
City of San Gabriel

Vice Chair
Ed Reece
City of Claremont

Members
Alhambra
Claremont
Diamond Bar
Duarte
Glendora
Industry
La Cañada Flintridge
Monterey Park
Pasadena
Pomona
San Gabriel
South El Monte
South Pasadena
Temple City
Walnut
L.A. County District #1
L.A. County District #4
L.A. County District #5

Thank you for participating in today's meeting. The Transportation Committee encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Transportation Committee are held on the second Thursday of each month at 4:00 PM at the Foothill Transit Building (100 S. Vincent Avenue, Suite 200, West Covina, CA 91790).* The Transportation Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 S. Fremont Avenue, Suite 10-210, Alhambra, CA 91803, 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. 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. The 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.



***MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** AB 361 (Rivas), signed by California Governor Gavin Newsom on September 16, 2021, authorizes local agencies to hold public meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically to promote social distancing due to the state and local emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new provisions in AB 361 and ensure the safety of Committee Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Transportation Committee meeting scheduled for October 14, 2021 at 4:00pm will not be allowed. To allow for public participation, the Transportation Committee will conduct its meeting through Zoom Video Communications. To participate in the meeting, download Zoom on any phone or computer device and copy and paste the following link into your browser to access the live meeting: <https://zoom.us/j/97465790739>. You may also access the meeting via the livestream link on the front of the agenda page.

Instructions for Public Comments: For those wishing to make public comments on agenda and non-agenda items you may submit comments via email or participate by Zoom.

- **Email:** Please submit via email your public comment to SGVCOG Senior Management Analyst, Alexander Fung, at afung@sgvcog.org at least 1 hour prior to the scheduled meeting time. Please indicate in the Subject Line of the email “FOR PUBLIC COMMENT.” Emailed public comments will be read into the record and will be part of the recorded meeting minutes. Public comment may be summarized in the interest of time, however the full text will be provided to all members of the Committee prior to the meeting.
- **Zoom:** Through Zoom, you may speak by using the web interface “Raise Hand” feature. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes. Public comment is taken at the beginning of the meeting for items not on the agenda. Public comment is also accepted at the beginning of each agenda item.

Any member of the public requiring reasonable accommodation to participate in this meeting should contact SGVCOG Senior Management Analyst, Alexander Fung, at least 48 hours prior to the meeting at (626) 457-1800 or at afung@sgvcog.org.

PRELIMINARY BUSINESS

5 MINUTES

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 public comments*)
5. Changes to the Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting.

CONSENT CALENDAR

10 MINUTES

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

6. Adoption of Resolution 21-01-TC Making Specified Findings to Enable the Transportation Committee to Continue to Hold Meetings via Teleconferencing (**Page 1**)
Recommended Action: Adopt Resolution 21-01-TC making certain findings that the existence of a local and state of emergency in California caused by the ongoing COVID-19 pandemic continues to directly impact the ability of the SGVCOG to hold public meetings safely in-person, thereby necessitating an ability to continue holding meetings via teleconference.
7. Review Transportation Committee Meeting Minutes: 09/09/2021 (**Page 3**)
Recommended Action: Review and approve.

UPDATE ITEMS

60 MINUTES

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

8. 57/60 Confluence Chokepoint Relief Project Updates – Eric Shen, PE, PTP, Director of Capital Projects/Chief Engineer, SGVCOG & Ricky Choi, Community Outreach Coordinator, SGVCOG (**Page 7**)
Recommended Action: For information only.
9. Metro Transit Oriented Communities Technical Assistance Program – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 9**)
Recommended Action: For information only.
10. Measure M Multi-Year Subregional Program (MSP) FY 2022-2025 Active Transportation, Bus System Improvements, and First/Last Mile Funding Application – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 11**)
Recommended Action: For information only.

PRESENTATION

20 MINUTES

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

11. Foothill Transit Forward – Joseph Raquel, Planning Director, Foothill Transit (**Page 13**)
Recommended Action: For information only.

EXECUTIVE DIRECTOR'S REPORT

5 MINUTES

12. Oral Report
Recommended Action: For information only.

LIAISON REPORTS

15 MINUTES

13. Los Angeles County Metropolitan Transportation Authority Report
Recommended Action: For information only.
14. Foothill Transit Report (**Page 14**)

- Recommended Action: For information only.*
- 15.** Gold Line Foothill Extension Construction Authority Report (**Page 15**)
Recommended Action: For information only.

STAFF ANNOUNCEMENTS

5 MINUTES

- 16.** Committee Meeting Schedule
Recommended Action: For information only.

ADJOURN

DATE: October 14, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: ADOPTION OF RESOLUTION 21-01-TC MAKING SPECIFIED FINDINGS TO ENABLE THE TRANSPORTATION COMMITTEE TO CONTINUE TO HOLD MEETINGS VIA TELECONFERENCING

RECOMMENDED ACTION

Adopt Resolution 21-01-TC making certain findings that the existence of a local and state of emergency in California caused by the ongoing COVID-19 pandemic continues to directly impact the ability of the SGVCOG to hold public meetings safely in-person, thereby necessitating an ability to continue holding meetings via teleconferencing.

BACKGROUND

Introduced by Assemblymember Robert Rivas (D-Hollister) on February 1, 2021, AB 361 codifies portions of Governor Gavin Newsom's existing Ralph M. Brown Act exemptions pertaining to teleconferencing if a local agency issues an emergency finding, and reissues it every 30 days, that it is unsafe to meet in person. Specifically, the Brown Act exemptions include requirements to provide a public teleconference location, to maintain a member quorum within the agency's jurisdiction and to provide for public comment at each teleconference location, such as a private residence. The legislation expires in December 2024. On September 16, 2021, California Governor Gavin Newsom signed AB 361 into law, effective immediately.

A local agency wishing to rely on the provisions of AB 361 must meet one of the following criteria:

1. The local agency holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; or
2. The local holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or
3. The local agency holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

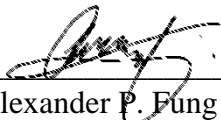
On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California due to the threat of COVID-19 and shortly thereafter issued Executive Order N-29-20 suspending certain Brown Act provisions relating to teleconferencing as public meetings began to be held online.¹

¹ Similarly, on March 4, 2020, the Los Angeles County Board of Supervisors and Los Angeles County Health Officer declared a local and health emergency due to the threat of COVID-19.

However, this Executive Order expired on September 30, 2021, despite the State of Emergency remaining in place.

The threat that COVID-19 has presented continues to directly impact the ability of the SGVCOG to conduct Governing Board/committee meetings safely in person. Updated guidelines issued by the Centers for Disease Control and Prevention (CDC) and the Los Angeles County Department of Public Health in July and August 2021 advise governmental entities to refrain from conducting indoor meetings and consider moving operations outdoors, where feasible, to prevent transmission. SGVCOG staff finds it has been unable to find a suitable outdoor space with the requisite audio/visual capabilities at which the monthly committee meetings can be held safely. Similarly, an indoor space with sufficient capacity to accommodate safe social distance practices among members, staff, and the public could not be identified.

In order to continue to conduct meetings in a safe manner and to prevent unnecessary COVID-19 exposure to members, staff and the public, staff is recommending that Transportation Committee adopt Resolution 21-01-TC making certain findings in order to be able to continue teleconferencing for its meetings.

Prepared by: 
Alexander P. Fung
Senior Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

[Attachment A – Resolution 21-01-TC](#)



SGVCOG Transportation Committee Meeting Minutes

Date: September 9, 2021
Time: 4:00 PM
Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order
J. Pu called the meeting to order at 4:01pm.
2. Pledge of Allegiance
J. Hwang led the Transportation Committee in the Pledge of Allegiance.
3. Roll Call
A quorum was in attendance.

Committee Members Present

Alhambra	Adele Andrade-Stadler
Claremont	Ed Reece
Diamond Bar	David Liu
Duarte	Tzeitel Paras-Caracci
Glendora	Steven Mateer
Industry	Cory Moss
La Cañada Flintridge	Keith Eich
Monterey Park	Peter Chan
Pasadena	Laura Cornejo
Pomona	Tim Sandoval
San Gabriel	Jason Pu
South El Monte	Gloria Olmos
L.A. County District #1	Martin Reyes
L.A. County District #4	Jamie Hwang
L.A. County District #5	Dave Perry

Absent

South Pasadena
Temple City
Walnut

Guests

Foothill Transit	Doran Barnes
Foothill Transit	Yoko Igawa
Metro	Abdollah Ansari
Metro	Androush Danielians
Metro	Bryan Pennington
Metro	Devon Deming
Metro	Eve Moir
Metro	Mary Lou Echternach
Metro	Tito Corona
Former Duarte Mayor	John Fasana
Office of Asm. Rubio	Cameron Griffin
Streetsblog LA	Joe Linton

SGVCOG Staff

M. Creter, Executive Director
E. Shen, Staff
P. Hubler, Staff
K. Ward, Staff
A. Fung, Staff
C. Serrato, Staff
V. Guerra, Staff
S. Hernandez, Staff
T. Egan, Lobbyist

4. Public Comment
There were no public comments at this meeting.
5. Changes to Agenda Order
There was a request to review Item 14, Gold Line Foothill Extension Construction Authority Report, before reviewing the Consent Calendar.

CONSENT CALENDAR

6. Transportation Committee Meeting Minutes – 08/12/2021
Action: Review and approve.
7. Appointment of SGVCOG Delegate to the Los Angeles International Airport Community Noise Roundtable
Action: Recommend the Governing Board to appoint La Cañada Flintridge Mayor Pro Tem Keith Eich to serve as the SGVCOG Delegate on the Los Angeles International Airport Community Noise Roundtable.

There was a motion to approve consent calendar items 6-7. (M/S: C. Moss/T. Paras-Caracci)

[Motion Passed]

AYES:	Alhambra, Claremont, Duarte, Industry, La Cañada Flintridge, Monterey Park, San Gabriel, South El Monte, L.A. County District #1, L.A. County District #4, L.A. County District #5
NOES:	
ABSTAIN:	Glendora
NO VOTE RECORDED:	Diamond Bar, Pasadena, Pomona
ABSENT:	South Pasadena, Temple City, Walnut

UPDATE ITEM

8. Metro Fareless Systems Initiatives Updates
Metro Interim Fareless Systems Initiative Deputy Executive Officer, Devon Deming, provided updates on this item. The Metro Board of Directors previously approved proceeding with the development of a fareless pilot program to benefit students and low-income riders and determine whether fareless transit could be expanded to additional groups of riders. Metro is partnering with schools and districts across Los Angeles County to offer students unlimited riders on Metro buses and trains. This would allow students who attend participating schools the ability to ride Metro and other participating systems with no requirements on days or times for use. Metro is also collaborating with regional and local transit agencies to solicit their interest to join the fareless pilot program.

Key Questions/Discussions:

- T. Paras-Caracci inquired about methods for the City of Duarte to connect Metro with the City’s local school district. Ms. Deming responded that Metro convenes weekly meetings with transit agencies, which are interested in collaborating with

school districts. Ms. Deming added that the Duarte Unified School District expressed reservations about the pilot program given that the District may not have a lot of students who utilize transit services. Some of the District's students are currently covered under the California School of the Arts' program.

- A. Andrade-Stadler inquired about Metro's previous partnership efforts with schools. Ms. Deming responded that she has been managing Metro's student programs for five years. The U-Pass Program began with college students and a K-12 pilot program was previously established.
- A. Andrade-Stadler commented that many K-12 students ride local transit lines that are owned and managed by cities instead of Metro. Ms. Deming responded that several cities had expressed interest in joining Metro's TAP or pass programs. A group that meets weekly on Tuesdays had also been convened to allow all transit agencies in Los Angeles County to discuss streamlining transit programs with Metro.
- P. Chan inquired about long-term funding sources that can sustain the Fareless Systems Initiative. Ms. Deming responded that the pilot program includes plans to identify long-term funding sources. T. Sandoval also assured Mr. Chan that the Metro Board of Directors is committed to identifying long-term funding sources for the Fareless Systems Initiative.
- J. Pu inquired about opportunities for cities that do not operate their own transit routes to partner with Metro. Ms. Deming responded that some cities are interested in developing cost-sharing agreements to sponsor their school districts in the pilot program.

PRESENTATIONS

9. U.S. Bipartisan Infrastructure Framework Overview

SGVCOG Director of Government and Community Relations, Paul Hubler, provided a presentation on this item. On August 10, 2021, the U.S. Senate voted to pass the Infrastructure Investment and Jobs Act (H.R. 3684) to provide funding to support the nation's infrastructure, including roads, bridges, rail, transit, ports, airports, electric grids, water systems, broadband, and other priorities. The legislation would provide \$944 billion in total spending over five years, totally \$550 billion in new spending. The Senate's passage of the bill follows months of negotiations between the White House and a bipartisan cohort of senators on the infrastructure component of President Biden's original American Jobs Plan. The bill has proceeded to the U.S. House of Representatives for consideration.

Key Questions/Discussions:

- J. Pu inquired about the funds' administration agency in California. Mr. Hubler responded that the Section 130 funds will be administered by Caltrans.

10. Gold Line/I-210 Safety Improvements Project

Metro Executive Director of Engineering and Construction, Bryan Pennington, provided a presentation on this item. Metro Gold Line operates on a right-of-way in the middle of the I-210 Freeway for approximately six miles. Since 2007, a total of 13 major accidents that involved vehicles breaching the median have occurred within the six-mile segment,

with a majority of them involving tractor trailers. Metro is in the process of securing funding to place barriers along an S-curve of the six-mile segment to prevent accidents and injuries.

Key Questions/Discussions:

- J. Hwang inquired about the barriers' cost estimates. Mr. Pennington responded that the high costs result from constructing the area between the highway and the rail line to place barriers. The work to construct the area requires closing parts of the Gold Line.
- D. Perry expressed gratitude to Metro staff for addressing safety issues on the I-210.

EXECUTIVE DIRECTOR'S REPORT

11. Oral Report

SGVCOG Executive Director, Marisa Creter, provided a report and members of the Committee expressed gratitude and appreciation to Metro Board Deputy, Mary Lou Echternach, as she retires from Metro.

LIAISON REPORTS

12. Los Angeles County Metropolitan Transportation Authority Report

Pomona Mayor/Metro Board Member, Tim Sandoval, provided a report.

13. Foothill Transit Report

Foothill Transit Chief Executive Officer, Doran Barnes, provided a report.

14. Gold Line Foothill Extension Construction Authority Report

Committee Vice Chair and Gold Line Foothill Extension Construction Authority Board Member, Ed Reece, provided a report.

ANNOUNCEMENTS

There were no additional announcements.

ADJOURN

J. Pu adjourned the Transportation Committee meeting at 5:47pm.

REPORT

DATE: October 14, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **57/60 CONFLUENCE CHOKEPOINT RELIEF PROJECT UPDATES**

RECOMMENDED ACTION

For information only.

BACKGROUND

California State Route 57 (SR-57) is a major north-south freeway corridor that provides motorists access to and from the San Gabriel Valley and portions of Los Angeles, Orange, Riverside, and San Bernardino Counties. California State Route 60 (SR-60) is an adjacent major east-west freeway corridor that is parallel to and south of the Interstate 10. When the existing freeway interchange connecting SR-57 and SR-60 was designed, the underlying terrain forced both freeways into a common alignment for a distance of two miles in the vicinity of the Grand Avenue. More than 356,000 commercial and personal vehicles use the interchange every day, or about 100 million vehicles annually.

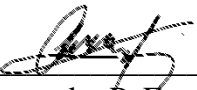
The California Department of Transportation (Caltrans) has identified the 57/60 Confluence as one of the five most congested segments within Caltrans District 7. The chokepoint is ranked by the American Transportation Research Institute as the worst truck bottleneck in California or any of the west coast states, and the 11th worst truck bottleneck in the nation.¹ The SR-57/60 Confluence is the second-highest truck accident location in Southern California with a truck-related accident rate 50 percent higher than the state average.

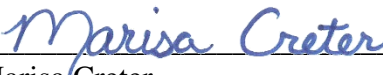
In 2005, the Los Angeles County Metropolitan Transportation Authority (Metro) initiated the 57/60 Feasibility Study to explore various potential improvements to the 57/60 Interchange. The Report concluded that one of the explored options provides improved operations at the lowest overall cost with the highest cost-benefit ratio. As a result, plans were developed to build multiple on- and off-ramps, widen Grand Avenue, and demolish and reconstruct the Grand Avenue bridge overcrossing. These improvements will reduce vehicular weaving, addressing traffic congestion and collisions, increase access to opportunity for the region and ease nationally significant goods movement.

Metro serves as the implementing agency for the design phase of the State Route 57/60 Confluence Chokepoint Relief Project. Through an agreement dated July 30, 2019, Metro delegated to SGVCOG the responsibility to coordinate utility relocations, acquire rights of way, and oversee

¹<https://truckingresearch.org/2021/02/23/2021-top-truck-bottlenecks/>

the bid, award, and construction of the State Route 57/60 Confluence Chokepoint Relief, consisting of Phase 1 (Diamond Bar Golf Course) and Phase 2 (Interchange Improvements) projects. The planned modifications to the Diamond Bar Golf Course are necessary to mitigate and minimize improvement impacts, specifically the widening of the freeway into the golf course. The golf course was closed to the public on September 1, 2021 to begin nearly 18 months of modification work. Construction of the interchange improvements is scheduled to begin in mid-2022, with a project completion date of Fall 2027. Additional information can be found on <https://www.metro.net/projects/sr5760/>.

Prepared by:  _____
Alexander P. Fung
Senior Management Analyst

Approved by:  _____
Marisa Creter
Executive Director

REPORT

DATE: October 14, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **METRO TRANSIT ORIENTED COMMUNITIES TECHNICAL ASSISTANCE PROGRAM**

RECOMMENDED ACTION

For information only.

BACKGROUND

In 2018, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved the Transit Oriented Communities (TOC) Policy to affirm the agency’s commitment to incorporate equity, community development, and land use considerations in how Metro plans and delivers the public transportation system in Los Angeles County. The TOC Policy, which can be found in Attachment A, aims to increase transportation ridership, stabilize and enhance communities surrounding transit, engage community stakeholders, distribute transit benefits for all individuals, and capture the value created by transit.

Last year, the Metro Board adopted the TOC Implementation Plan (Attachment B) to establish a series of actions for Metro to implement directly to realize equitable TOCs. As a result, the TOC Technical Assistance Program was developed to provide professional services for municipalities to build staff capacity in TOC areas and explore the feasibility of implementing TOC programs through studies and planning. Guidelines for the TOC Technical Assistance Program can be found in Attachment C.

In the near-term, Metro is focusing technical assistance funding around the following areas:

Activity	Distance from Major Transit Stop	Eligible Applicants
Affordable Housing	Within ½ Mile	L.A. County Jurisdictions
RHNA, with TOC Focus	Within ½ Mile	L.A. County Jurisdictions
Community Stabilization	Within ½ Mile	L.A. County Jurisdictions
Active Transportation	Within ½ Mile (Walk) or 3 Miles (Wheel/Roll)	L.A. County Jurisdictions
First/Last Mile	Within ½ Mile (Walk) or 3 Miles (Wheel/Roll)	L.A. County Jurisdictions
Measure M MAT Program*	N/A	L.A. County Jurisdictions, Caltrans, State & Federal Agencies, and JPAs (if sponsored)


**For further support of MAP Recipients*

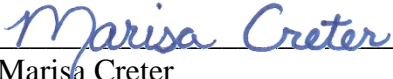
Eligible activities include the following:

- Community engagement that targets harder-to-reach communities around/regarding TOC activities or transit;
- Events or programs that promote multi-modal transit options;
- Discounted transit passes;
- Grants and/or technical assistance to support projects and programs that achieve TOC goals;
- Transportation-related workforce training and education.

Metro recently opened the first round of funding for the TOC Technical Assistance Program, which includes \$1 million in available funding. Applicants may apply for up to \$200,000 per application. The application can be found in Attachment D and completed applications must be submitted by November 1, 2021 for consideration.

SGVCOG Senior Management Analyst, Alexander Fung, will provide updates on this item.

Prepared by: 
Alexander P. Fung
Senior Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

[Attachment A – Metro TOC Policy \(2018\)](#)

[Attachment B – Metro TOC Implementation Plan \(2020\)](#)

[Attachment C – TOC Technical Assistance Program Guidelines](#)

[Attachment D – TOC Technical Assistance Program Funding Application](#)

[Attachment E – TOC Technical Assistance Program Frequently Asked Questions](#)

REPORT

DATE: October 14, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM FY 2022-2025
ACTIVE TRANSPORTATION, BUS SYSTEM IMPROVEMENTS, AND
FIRST/LAST MILE FUNDING APPLICATION**

RECOMMENDED ACTION


For information only.


BACKGROUND

Funding application for the FY 2022-2025 Measure M Multi-Year Subregional Program (MSP) active transportation, bus system improvements, and first/last mile projects is currently available. Eligible applicants include San Gabriel Valley cities, the County of Los Angeles, and joint powers authorities. This cycle of MSP funds prioritizes multi-jurisdictional corridor projects that can maximize regional transportation benefits.

Funding applications must be submitted by Monday, October 18, 2021 for consideration. A MSP funding application workshop was recently hosted on Monday, October 4, 2021 at 4:00pm. The presentation from the workshop can be found on the SGVCOG website at <https://www.sgvco.org/msp-projects>. Copies of the funding application, funding guidelines, and scoring rubric can be found in the attachments.

SGVCOG Senior Management Analyst, Alexander Fung, will provide a presentation on this item.

Prepared by: 
Alexander P. Fung
Senior Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

[Attachment A – FY 2022-2025 MSP Funding Distribution Guidelines](#)

[Attachment B – FY 2022-2025 MSP Funding Application](#)

[Attachment C – FY 2022-2025 MSP Funding Application Scoring Rubric](#)

REPORT

DATE: October 14, 2021
TO: Transportation Committee
FROM: Marisa Creter, Executive Director
RE: **FOOTHILL TRANSIT FORWARD**

RECOMMENDED ACTION

For information only.


BACKGROUND


Foothill Transit recently received \$489,106.00 in grant funding from the California Department of Transportation (Caltrans) to conduct a Comprehensive Operational Analysis (COA), which evaluates the current Foothill Transit system and determines where improvements can be made.

Foothill Transit staff launched the COA in April 2021 and is currently in the process of developing the COA's Service Plan. Multiple rounds of community outreach will be conducted throughout the Analysis, and the COA's Final Report is expected to be completed in Spring 2022. The COA's Final Report will help Foothill Transit to update its service plan, create a more effective, equitable, and sustainable transit system, improve coordination with other transit providers, and provide service offerings that can regrow ridership.

Currently, Foothill Transit is conducting community outreach, assessing the transit landscape, and analyzing each bus route. Cities and individuals are encouraged to provide input via a survey that is posted on www.foothilltransitforward.com.

Foothill Transit Planning Director, Joseph Raquel, will provide a presentation on this item.

Prepared by: 
Alexander P. Fung
Senior Management Analyst

Approved by: 
Marisa Creter
Executive Director



Foothill Transit

To: San Gabriel Valley Council of Governments Transportation Committee

Date: October 1, 2021

Re: October 2021 Foothill Transit Liaison Report

Foothill Transit continues to observe all CDC and Los Angeles County Department of Public Health guidelines. Information regarding COVID-19 safety protocols on board Foothill Transit buses, Transit Stores, and facilities are continuously updated and available at foothilltransit.org/covid.

Grant Opportunity: Apply by December 1 Foothill Transit Bus Stop Enhancement Program



Foothill Transit's Bus Stop Enhancement Program (BSEP) is now available for cities and the County of Los Angeles to **apply for grants up to \$40,000** toward enhancing bus stops serviced by Foothill Transit. **The applications deadline is December 1, 2021.** Most bus stops serviced by Foothill Transit are owned and maintained by the jurisdictions in which they are located. The intent of BSEP is to help municipalities enhance the experience of transit riders in their communities by improving or adding to their bus stop amenities. Funds may be used for physical improvements and for purchasing bus stop modules, such as solar lighting, shelters, benches, trash cans, and tree grates. All costs, including installation and labor, must be paid by the

successful applicant and will be reimbursed by Foothill Transit at the completion of the project. Bus stops not serviced by Foothill Transit are ineligible for BSEP funding. Further information about this program including application guidelines are available using [this zip file link](#) that contains the application and a sample agreement. Questions regarding the program and/or application may be directed to the BSEP program administrator, Lourdes Álvarez at lavarez@foothilltransit.org.

Foothill Transit FORWARD: Help Us Spread the Word Community Feedback Opportunities for Transit Service Improvement



Foothill Transit's comprehensive operational analysis, otherwise known as "Foothill Transit Forward," is underway. This is a study funded by Caltrans' Sustainable Transportation Planning matching grant, and is aimed at continuously improving Foothill Transit's regional system

design strategies with respect to efficiency, equity, and sustainability by examining existing and future customers' needs. This is especially important for Foothill Transit, as it will help determine opportunities for system-wide service improvements. Please visit foothilltransitforward.com for further information. Furthermore, if cities and community organizations are able to assist in publicizing this information, **a communications outreach toolkit is available at foothilltransitforwardtoolkit.com.**

100 S. Vincent Ave., Suite 200 • West Covina, CA 91790 **W** foothilltransit.org **P** 626.931.7300 **F** 626.915.1143

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Foothill Gold Line

October 2021 Project Update

Progress on the four-station Foothill Gold Line light rail project from Glendora to Pomona is easily seen throughout the 9.1-mile corridor. More than half of the at-grade crossings have completed major reconstruction and work has started on the three of the four new light rail bridges that will take light rail trains over major streets (three in Glendora and one in San Dimas). The freight track relocation is nearing completion, and light rail track and OCS installation will be starting soon.

Bonita Ave./Cataract Ave. Bridge Work Starts: Just a few weeks ago, crews closed the intersection of Bonita Ave. and Cataract Ave. in the City of San Dimas for five days to complete initial crossing reconstruction. At that crossing, the freight track needed to be relocated, and some utility work completed underground, before the light rail bridge construction could begin in earnest.

This is one of four major streets/intersections along the Glendora to Pomona project segment where the California Public Utilities Commission is requiring the project build a bridge for the light rail system. Now that the freight system is out of the way, crews are underway building the bridge abutments on both sides of the intersection. Below are photos of the crew building the eastern abutment:



Grade Crossing Update: In September, the Loraine Ave. and Vermont Ave. crossings in Glendora reopened to motorists and pedestrians after undergoing extensive reconstruction. Crews completed underground utility work; rebuilt the roadways, curbs, gutters, sidewalks and medians; installed two new light rail tracks; completed work on the relocated freight track; and installed a host of safety improvements. When Vermont Ave. reopened late in the month, it marked 12 of the 21 at-grade crossings that had undergone reconstruction and reopened to the public.

Underway now are Pasadena Ave. and Elwood Ave. in Glendora, Cataract Ave. and Walnut Ave. in San Dimas, and D St. in La Verne. For Elwood Ave., the current closure is the second for the street. Throughout the next year, crews will need to revisit several other grade crossings that have already undergone major reconstruction and reopened, but still have remaining activities that require a second short street closure. Of the 21 at-grade crossings on the project, only the following five will require short second closures:

- Elwood Ave. in Glendora (underway now)
- Walnut Ave. in San Dimas
- Wheeler Ave. and E St. in La Verne
- Fulton Rd. in La Verne/Pomona

It is easy to stay updated on the Foothill Gold Line. Sign up to receive construction alerts and E-News Updates on the project at - www.foothillgoldline.org

At all of these grade crossings (except for Elwood Ave.), second closures are necessary to finish the freight track relocation. A temporary freight track was installed during the initial work at these locations to allow freight service to be maintained without interruption as crews completed other activities. When ready, crews will return to each crossing to remove the temporary freight track, realign the freight onto the new relocated track, install the second light rail track and complete the remaining safety improvements. Below are photos of Loraine Ave. after it reopened to traffic on September 4 (left) and track installation at Vermont Ave. (right) before the street reopened to traffic on September 24:



Rail Delivery Train: In late August, a 2,000-foot-long rail delivery train, carrying 50 rail sticks, made its way through Glendora, San Dimas and La Verne to offload rail at various locations. The rail sticks, each measuring 1,600 feet long and weighing over 61,000 pounds, will be used to build out the light rail tracks and complete the relocated freight track. Here are a few pictures from the delivery:



Project-wide, nearly 266,000 feet of rail will be installed. This was the second of three rail deliveries for the project. A third and final rail delivery is anticipated by the end of this year.

Other Bridge Work Highlights: Work is underway on nearly all of the 19 bridges to be built or renovated as part of the project. In Glendora this past month, crews have been making progress on bridge work over San Dimas Wash, Route 66 and the Foothill Blvd./Grand Ave. intersection.

At the San Dimas Wash, crews recently installed four concrete girders for the new light rail bridge. This new bridge will carry eastbound and westbound trains over the channel. The adjacent relocated freight bridge was already completed and is ready for use by freight trains. See photos below from the girder installation.



Additionally, alongside the existing freight bridge over Route 66 in Glendora (which will remain intact), crews have begun building the foundations for the new light rail bridge. In late November, a ten-day full closure of Route 66 at the bridge will take place to allow crews to complete work on the bridge foundations. More information will be available for that closure soon.



At the intersection of Foothill Blvd./Grand Ave. in Glendora, crews continue to make progress building the retaining walls of the western approach for the future light rail bridge. As seen in the photo below (left), the walls for the approach will consist of custom form panels that feature the project's citrus design. The walls will measure nearly 1,250 feet in length. And nearby, on the southeast corner of the Foothill Blvd./Grand Ave. intersection, crews continue to make progress constructing the foundation for a freight-only bridge over the Little Dalton Wash (shown below, right).



Finally, in La Verne and Pomona crews have made significant progress on the new at Live Oak Wash and the Thompson Creek channel. As seen in the photo below, left, crews recently started working on the bridges over Live Oak Wash and on the right crews are constructing the foundations and bridge deck for the Thompson Creek bridge. The Thompson Creek bridge will be an extension of the existing channel structure that currently carries a temporary freight track. In the future, crews will remove the temporary freight track and install the westbound light rail track in its place. At that time, the freight track will be relocated onto a separate bridge structure to the north that was recently completed.



Freight Track Relocation Underway San Dimas to Pomona - With the successful relocation of the freight track throughout the City of Glendora, crews are now focused on relocating the remainder of the freight track in San Dimas, La Verne and Pomona. Recently, as seen in the photo below, crews have been installing the relocated freight track through La Verne. Overall, the freight track relocation work is more than halfway complete and is anticipated to be ongoing through the end of the year. Light rail construction is anticipated to start soon in Glendora.



SAVE THE DATE: Scoping Meeting for Supplemental EIR - On October 26, 2021 the Construction Authority will be hosting a virtual scoping meeting to discuss potential Project Modifications that include a change to the proposed parking location for the San Dimas Station. During the meeting, the Construction Authority will seek input regarding the scope and content of a Supplemental Environmental Impact Report (SEIR) that will be prepared pursuant to CEQA to analyze the potential environmental impacts of the Project Modifications.

More information will be available soon at foothillgoldline.org. For now, save the date:
SEIR Scoping Meeting: Tuesday, October 26, 2020 @ 5:30 PM (to be hosted on Zoom)

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