



San Gabriel Valley Council of Governments*
AGENDA AND NOTICE OF THE SPECIAL MEETING OF THE
SGVCOG TRANSPORTATION COMMITTEE
THURSDAY, OCTOBER 15, 2020 – 2:00 PM
Teleconference Meeting
Livestream Available: <https://youtu.be/YX7VrJMW38g>

Chair
John Fasana
City of Duarte

Vice Chair
Jason Pu
City of San Gabriel

Members
Claremont
Diamond Bar
Duarte
Glendora
Industry
La Cañada Flintridge
Monterey Park
Pomona
San Gabriel
South El Monte
South Pasadena
Temple City
Walnut
L.A. County District #1
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 third Thursday of each month at 2:45 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 South Fremont Avenue, Suite 10-210, Alhambra, CA 91803, and on the website, www.sgvco.org. Copies are available via email upon request (sgv@sgvco.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.



***MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL STATE OF EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20 authorizing a local legislative body 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 State of Emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new Order issued by the Governor and ensure the safety of Board 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 15, 2020 at 2:00pm will not be allowed. Members of the public may view the meeting live at <https://youtu.be/YX7VrJMW38g>.

Submission of Public Comments: For those wishing to make public comments on agenda and non-agenda items you may submit comments via email or by phone.

- Email: Please submit via email your public comment to SGVCOG Management Analyst, Alexander Fung (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 part of the recorded meeting minutes. Public comments may be summarized in the interest of time; however, the full texts will be provided to all members of the Committee prior to the meeting.
- Phone: Please email your name and phone number to SGVCOG Management Analyst, Alexander Fung (afung@sgvcog.org), at least 1 hour prior to the scheduled meeting time for the specific agenda item you wish to provide public comment on. Please indicate in the Subject Line of the email "FOR PUBLIC COMMENT." You will be called on the phone number provided at the appropriate time, either during general public comment or specific agenda item. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes.

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

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

6. Review Transportation Committee Meeting Minutes: 09/17/2020 (**Page 1**)
Recommended Action: Review and approve.

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

7. Elections of FY 2020-2021 Transportation Committee Chair and Vice Chair
Recommended Action: Elect one Transportation Committee member to serve as the FY 2020-2021 Transportation Committee Chair and elect another Transportation Committee member to serve as the FY 2020-2021 Transportation Committee Vice Chair.

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

8. Metro Fareless System Initiative – Doreen Morrissey, Principal Transportation Planner, Los Angeles County Metropolitan Transportation Authority & Dennis Tucker, Veteran’s Program Manager, Los Angeles County Metropolitan Transportation Authority (**Page 4**)
Recommended Action: For information.
9. Metro Traffic Reduction Study – Tham Nguyen, Senior Director of Office of Extraordinary Innovation, Los Angeles County Metropolitan Transportation Authority (**Page 6**)
Recommended Action: For information.
10. Gold Line (L Line) Extension Construction Updates – Habib F. Balian, Chief Executive Officer, Metro Gold Line Foothill Extension Construction Authority (**Page 14**)
Recommended Action: For information.

METRO REPORTS

11. Oral Report
Recommended Action: For information only.

LIAISON REPORTS

12. Metrolink Report
Recommended Action: For information only.
13. Metro Gold Line Foothill Extension Construction Authority Report (**Page 17**)
Recommended Action: For information only.
14. Foothill Transit Report (**Page 20**)
Recommended Action: For information only.

EXECUTIVE DIRECTOR’S REPORT

15. Oral Report
Recommended Action: For information only.

ANNOUNCEMENTS

ADJOURN



SGVCOG Transportation Committee **Special Meeting Minutes**

Date: September 17, 2020

Time: **2:00 P.M.**

Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order.
J. Fasana called the meeting to order at 2:06pm.
2. Pledge of Allegiance
J. Fasana led the Transportation Committee in the Pledge of Allegiance.
3. Roll Call

Members Present

E. Reece; Claremont
D. Liu; Diamond Bar
J. Fasana; Duarte
V. Mikhail; Glendora
J. Nelson; Industry
K. Eich; La Cañada Flintridge
P. Chan; Monterey Park
J. Pu; San Gabriel
G. Olmos; South El Monte
D. Mahmud; South Pasadena
A. Wu; Walnut
M. Reyes; L.A. County District #1
D. Perry; L.A. County District #5

Members Absent

Pomona
Temple City

SGVCOG Staff

M. Creter, Executive Director
A. Fung, Staff

Guests

A. Ross, Los Angeles County DPW
J. Yang, Los Angeles County DPW
J. Bae, Metro
M. Echernach, Metro
R. Gutierrez, Metro
M. Kim, Metro
J. Lopez, Metro
S. Quan, Metro
B. Matsumoto, Nature For All

4. Public Comment
Bryan Matsumoto, a representative from Nature For All, provided a public comment to express gratitude towards the SGVCOG for supporting efforts to increase transit

to parks and encouraged the SGVCOG to continue working with Metro to further these efforts.

5. Changes to the Agenda Order
There were no changes to the Agenda Order.

CONSENT CALENDAR

6. Transportation Committee Meeting Minutes – 08/20/2020
There was a motion made to approve the 08/20/2020 Transportation Committee Meeting Minutes (M/S: A. Wu/ P. Chan).

[Motion Passed]

Ayes:	Claremont, Diamond Bar, Duarte, Glendora, Industry, Monterey Park, San Gabriel, South Pasadena, Walnut, L.A. County District #1, L.A. County District #5
Noes:	
Abstain:	
No Vote Recorded:	La Cañada Flintridge, South El Monte
Absent:	Pomona, Temple City

PRESENTATION

7. FY 2021 Metro Budget Presentation
Representatives from the Metro Office of Management and Budget provided a presentation on this item. The proposed \$6.0 billion budget for FY 2021 indicates that Metro will operate, on average, at 81% of the annual pre-pandemic bus and rail service level while anticipating 55% of ridership to provide a robust service network for essential workers in Los Angeles County. While the budget reflects a smaller reduction in service hours than the on-street reality of projected ridership, resources are allocated towards the first implementation of NextGen and MicroTransit. Progress will continue in FY 2021 on all Measures M and R projects and Metro will continue to work towards environmental clearance and shovel readiness for the constructions of new highways and transportation infrastructure as well as planning and providing funding for regional transportation activities. The budget is scheduled to be approved by the Metro Board of Directors on Thursday, September 24, 2020.

Key Questions/Discussions:

- A committee member inquired about labor salary increases and bargaining agreements. Metro representatives responded that the CBAs do not include clauses that would allow Metro to renegotiate due to unforeseen circumstances. Metro currently has no plan to renegotiate salary increases in the agreements.
- Another committee member inquired about this year’s budget for the 710 North Project. Metro representatives responded that \$8.3 million has been allocated

towards the 710 North Project for this fiscal year. The project received \$800,000 last year.

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT

- 8.** Oral Report
SGVCOG Transportation Committee Chair, John Fasana, reported that Metro is currently exploring a fare elimination system. A task force was recently formed to explore the opportunities and challenges of establishing a fare elimination system. The task force will deliver recommendations and conclusions to the Metro Board of Directors in December 2020 or January 2021.

LIAISON REPORTS

- 9.** Metrolink Update
No reports were given for this item.
- 10.** Gold Line Update
No reports were given for this item.

EXECUTIVE DIRECTOR'S REPORT

- 11.** Oral Report
SGVCOG Executive Director, Marisa Creter, reported that the City of Baldwin Park will be launching the GoSGV Bikeshare Program in October 2020.

ANNOUNCEMENTS

Diamond Bar Public Works Director, David Liu, announced that a grant application was submitted to the California Transportation Commission to seek approximately \$218 million for the 57/60 Chokepoint Confluence Project.

ADJOURN

The meeting adjourned at 2:59pm.

REPORT

DATE: October 15, 2020
TO: Transportation Committee
FROM: Marisa Creter, Executive Director
RE: **METRO FARELESS SYSTEM INITIATIVE**

RECOMMENDED ACTION

For information only.

BACKGROUND

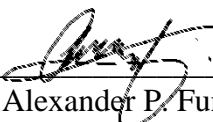
The Los Angeles County Metropolitan Transportation Authority (Metro) recently established an exploratory task force to develop a proposal to eliminate fares for all riders on Metro buses and trains in Los Angeles County. The proposal, known as the Metro Fareless System Initiative or Operation FSI, aims to reduce the transportation cost burden for all residents, increase ridership growth, serve essential workers, and contribute to Southern California's economic recovery.

Understanding that approximately \$250 million to \$300 million in annual fares were collected before the start of the COVID-19 Pandemic, the Task Force is currently working with Metro staff to study and identify alternative funding sources to support the Fareless System Initiative. Metro also believes that additional public transit advertisement fees and cost savings from not having to maintain and distribute of fare cards and fare collection machines can provide additional funding for the Initiative.

Additionally, the Task Force is studying the correlation between free fares and the number of individuals experiencing homelessness on the Metro bus and rail systems. Metro aims to compassionately patrol the bus and rail systems, connect individuals experiencing homelessness to social services and shelters, and collaborate with community partners to identify a solution to the region's homeless issues.

Over the next few months, Metro staff will survey members of the public, meet with regional partners and stakeholders, research and study costs and implementation considerations, and develop a campaign of ownership, respect, and safety. Once the Metro Fareless System Initiative Proposal is completed, it will be presented to the Metro Board of Directors for consideration.

Metro Principal Transportation Planner, Doreen Morrissey, and Metro Veteran's Program Manager, Dennis Tucker, will provide a detailed presentation at this meeting.

Prepared by: 
Alexander P. Fung
Management Analyst

REPORT

Approved by: Marisa Creter
Marisa Creter
Executive Director

REPORT

DATE: October 15, 2020
TO: Transportation Committee
FROM: Marisa Creter, Executive Director
RE: **METRO TRAFFIC REDUCTION STUDY**

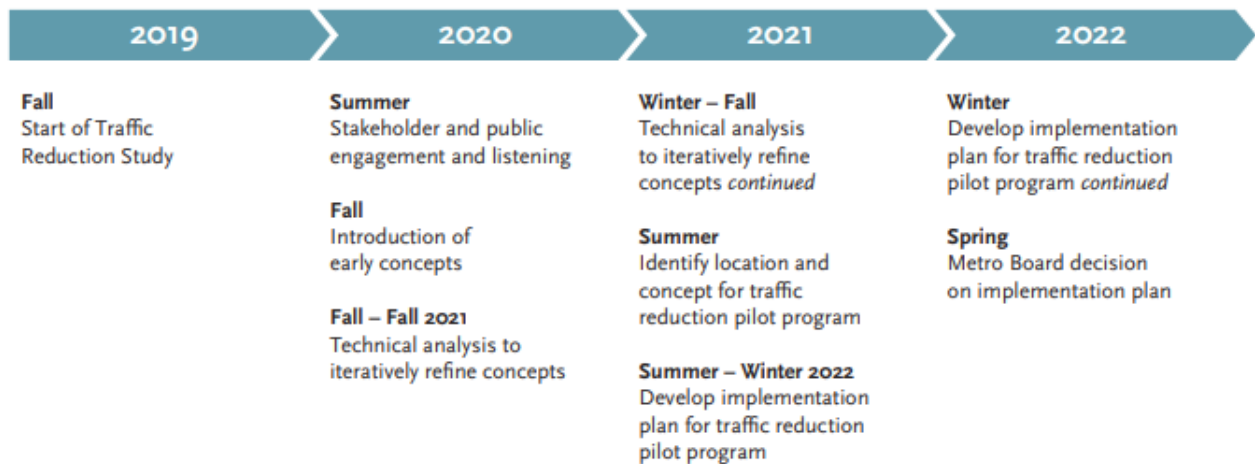
RECOMMENDED ACTION

For information only.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) launched the Traffic Reduction Study to examine traffic reduction methods by managing roadway demand through congestion pricing and high-quality transportation options. The Study will explore the possibility and feasibility of implementing a traffic reduction program pilot in Los Angeles County and identify willing local partners to collaborate on a potential pilot program.

Throughout the course of this Study, Metro commits to a process that is defined by transparency, data-driven decision-making, and inclusive engagement to gather input and inform the design of a recommended pilot traffic reduction program. Metro stated that engaging members of the public and a diverse range of stakeholders will continue to be a priority. The Study's anticipated timeline and schedule can be found below:




ONGOING PUBLIC PARTICIPATION

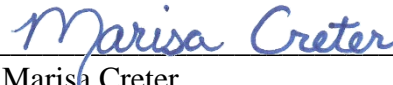
At the anticipated conclusion of the Study in 2022, a traffic reduction pilot program that reduces traffic, enhances mobility, supports environmental and economic justice, and improves public

REPORT

health and safety will be presented to the Metro Board of Directors for consideration. Additional information regarding the Metro Traffic Reduction Study can be found on the Metro website at <https://www.metro.net/projects/trafficreduction/>.

Metro Senior Director of Office of Extraordinary Innovation, Tham Nguyen, will provided a detailed presentation at this meeting.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Metro Traffic Reduction Study Fact Sheet

We're studying ways to reduce traffic.

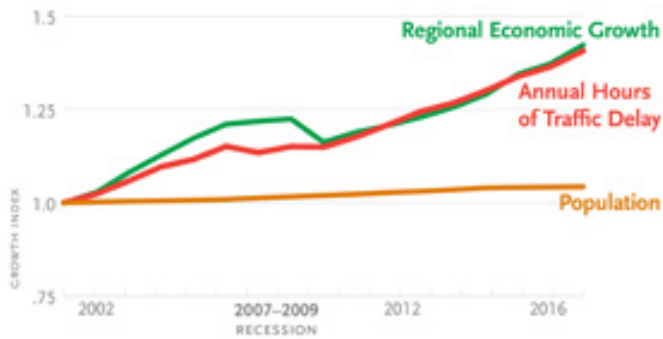
TRAFFIC REDUCTION STUDY Fact Sheet



A New Approach to Easing Traffic

Gridlock steals valuable time and creates stress for us all as we go about our daily lives. Yet, efforts to ease traffic haven't kept up with the demands of regional growth. While the COVID-19 pandemic has reduced traffic congestion for the moment, traffic is likely to return as economic and population growth get back on track. Traffic will continue to get worse, unless we explore new ways to address it.

GREATER LA REGION GROWTH INDEXES



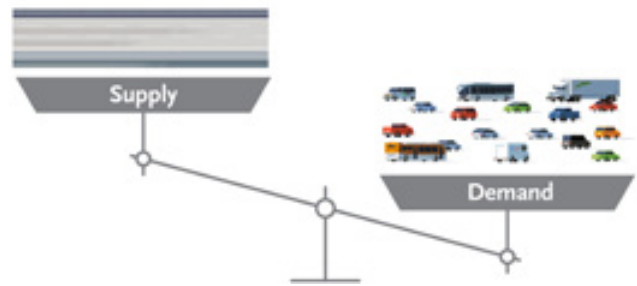
Source: TTI Urban Mobility Report 2019; Bureau of Economic Analysis

Metro has a plan to make it easier to get around LA. Traffic is complicated and there's no one solution, which is why Metro's strategic plan, Vision 2028, involves efforts and projects that span all aspects of our transportation system. This includes the Traffic Reduction Study, which will explore a new approach to this ongoing problem.

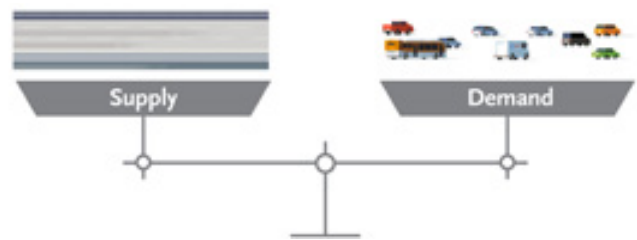
This study will explore how to reduce traffic through a two-pronged approach: 1) manage travel demand through congestion pricing, and 2) provide more high-quality transportation options. Together, these elements create a system that can help us spend less time traveling, while supporting the health of our communities and local economy.

Supply and Demand Applies to Roads

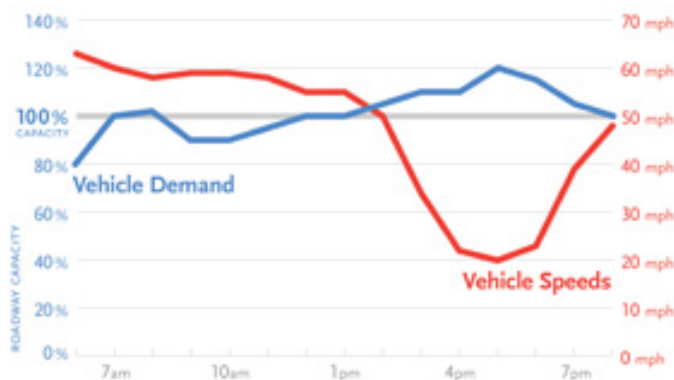
The *law of supply and demand* applies to nearly all products and services in the U.S, including housing, utilities, food and other forms of transportation. When a product or service is free or inexpensive, demand will be higher. That's why many businesses use pricing to manage demand, to ensure that products or services with a limited supply will be enough for everyone. When we sit in traffic, it's because the number of people in cars who want to use the road (demand) is greater than the space available (supply).



Roadway projects that add more supply, such as adding more lanes or increasing capacity of interchanges, are generally expensive, take a long time to complete, have not been able to keep up with rising demand, and can have a range of negative impacts. The Traffic Reduction Study will look at how we can manage demand to reduce traffic and make it easier for everyone to travel, regardless of how they choose to travel.

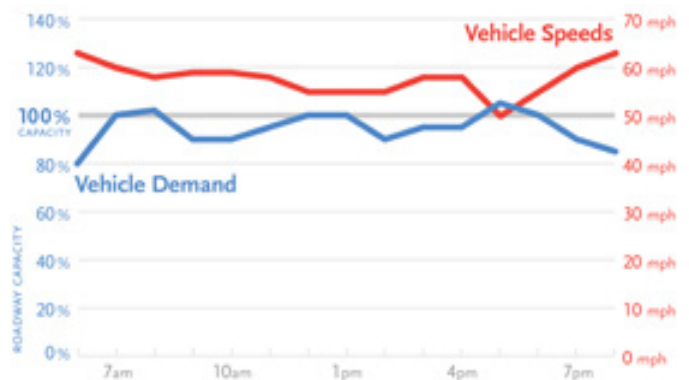


When demand exceeds supply, everyone slows.



Source: INRIX Travel Data 2019, 1-105

Even a small shift in demand improves speeds.



*Demand reduction is hypothetical consistent with observed reductions in real world programs.

Pricing is Part of a Comprehensive Strategy

When used as part of a comprehensive strategy to reduce traffic, congestion pricing can encourage some people to change the way they travel some of the time. This could include traveling at a different time; taking a different route; using a different mode, such as carpooling, transit, or walking, biking or rolling; combining and reducing trips; or traveling to another destination.

Most people will not be able to make a change, so the price must be low enough to allow people to continue to afford driving, but high enough to encourage some people to change their travel behavior. Providing more high-quality travel options is also important to any traffic reduction program – so that more people have more reliable choices for getting around besides driving. This could include improving bus or rail service and frequency, and creating safer places for people to walk, bike or roll to connect to transit or make short trips around their neighborhoods.

We can manage demand in multiple ways.



- 1 Buses and Trains
- 2 Staggered Commute Times
- 3 Walking, Biking or Rolling for Short Trips
- 4 Trips that Charge a Fee*
- 5 Combining and Reducing Trips
- 6 Carpools and Vanpools

**Equity is a key consideration in any program and fee structure*

Better options are part of this study.



- 1 Increased Bus Service
- 2 Improvements for Biking
- 3 Safer Pedestrian Routes
- 4 Increased Telecommuting
- 5 Better Carpool Incentives

Pricing to Manage Demand Works

Congestion pricing manages the demand for driving by charging in specific places, at specific times when there is congestion. Other world-class cities have applied this concept to roadways to reduce traffic, improve mobility and achieve other priorities.

In the U.S., ExpressLanes, such as those currently in operation on the I-10 and I-110, are the most common form of congestion pricing. With the Traffic Reduction Study, Metro will consider more expansive applications like cordon zones, area and full corridor pricing that would cover larger areas and substantially reduce congestion during rush hour.

LONDON

- > Reduced Trips 15–20%
- > Reduced Congestion:
 - 30% within zone
 - 20% approaching zone
- > Increased Bus Trips 38%
- > Decreased Bus Waiting 30%
- > Reduced Emissions 12–19%

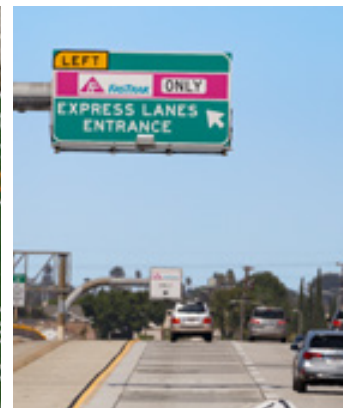
MILAN

- > Reduced Congestion 30%
- > Increased Bus Speed 7%
- > Reduced Emissions 10–22%

STOCKHOLM

- > Reduced Vehicle Trips 22%
- > Reduced Congestion:
 - 33% in the mornings
 - 50% in the evenings
- > Increased Transit Trips 7%
- > Increased Bicycling Trips 22%
- > Reduced Emissions 7–14%

Figures represent reported local changes that occurred upon implementation of programs.



Traffic Reduction Study – Purpose and Process

Metro is conducting the Traffic Reduction Study to:



> Determine if a traffic reduction program pilot could be feasible and successful in LA County



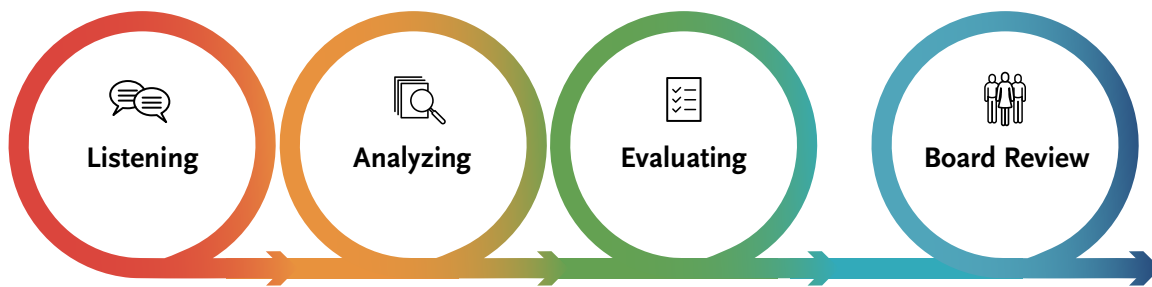
> Determine where and how a traffic reduction program pilot with congestion pricing and additional transportation options could reduce traffic to make it easier for everyone to get around



> Identify willing local partners to collaborate with on a potential pilot

Metro is committed to a study process defined by transparency, data-driven decision-making, and inclusive engagement to gather input and inform the design of a recommended pilot traffic reduction program.

Engaging the general public and a diverse range of stakeholders will be a priority throughout the process. There will be multiple milestones where potential pilot concepts, technical analysis, and public input will be brought forth for discussion and consideration.



Metro will be intentional in its efforts to engage communities historically marginalized in transportation decisions to ensure the recommended pilot would benefit these communities. Ultimately, any potential pilot will require partnership with one or more cities.

Metro will also seek to design the recommended pilot to support economic prosperity, environmental and economic justice, and improved public health and safety. Upon completion of the study, Metro’s Board of Directors will decide if this pilot will be implemented.

Traffic Reduction Pilot Program Framework



Less traffic through pricing and more high-quality options for getting around

POSITIVE OUTCOMES



Economic vitality



Environmental and economic justice

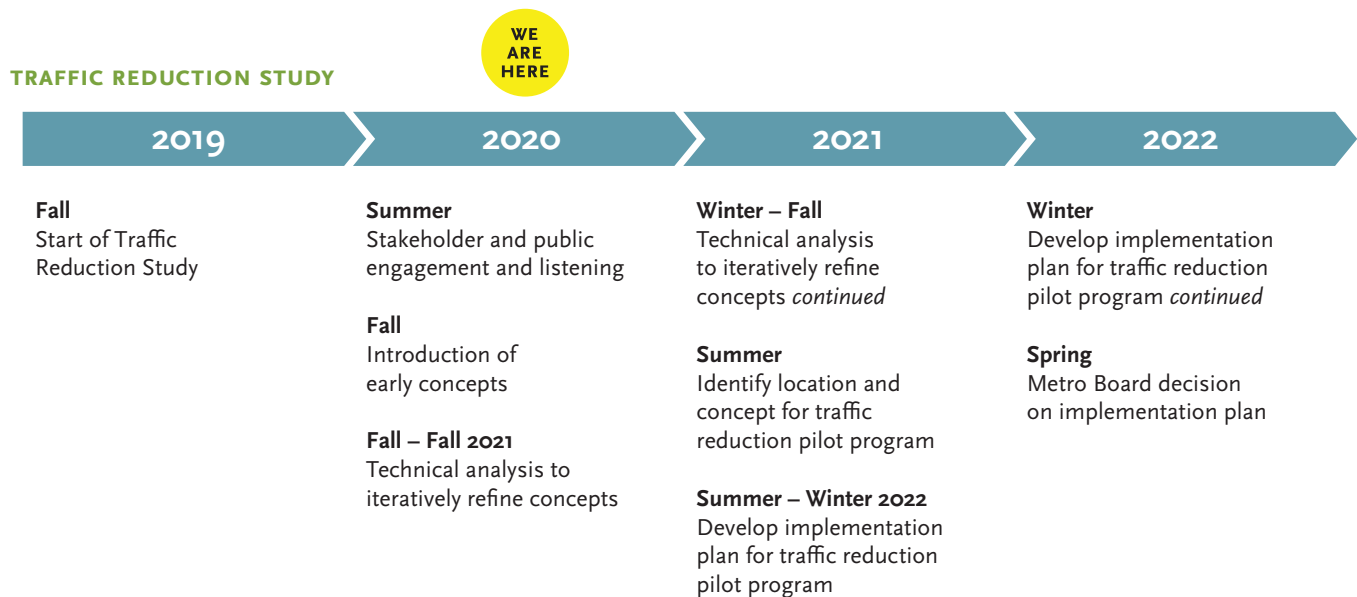


Health and safety improvements



Reinvested net revenues in communities served/impacted

Anticipated Schedule and Milestones



ONGOING PUBLIC PARTICIPATION

TRAFFIC REDUCTION PILOT PROGRAM



ONGOING PUBLIC PARTICIPATION


We want to hear from you.


What are your top priorities and concerns about traffic? What would make travel easier for you? We are listening to communities throughout LA County to learn more about their experiences with traffic as we develop and refine concepts for a pilot traffic reduction program. Traffic is one of LA County's biggest challenges and we welcome all ideas toward potential solutions.

Community input will be important to inform the work of this study and the eventual proposed traffic reduction program pilot. There will be opportunities to provide input throughout the process, including Metro-hosted discussions, conversations with organizations, businesses and cities, and more. Engagement with low-income and minority communities and organizations will be prioritized to ensure equity is at the center of the proposed pilot traffic reduction program.

CONTACT US

For project updates, to ask questions or provide comments, please use the following contact tools:

 Traffic Reduction Study
Metro
One Gateway Plaza, MS 99-25-1
Los Angeles, CA 90012

 Tham Nguyen, *Project Manager*
213.926.2724

 Ryan Wiggins, *Deputy Project Manager*
213.393.3905

 trafficreduction@metro.net

 metro.net/trafficreduction

 [@metrolosangeles](https://twitter.com/metrolosangeles)

 [losangelesmetro](https://www.facebook.com/losangelesmetro)

DATE: October 15, 2020

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **GOLD LINE (L LINE) EXTENSION CONSTRUCTION UPDATES**

RECOMMENDED ACTION

For information only.

ABOUT THE FOOTHILL GOLD LINE CONSTRUCTION AUTHORITY

The Foothill Gold Line Construction Authority is an independent transportation planning, design, and construction agency created in 1998 through the passage of SB 1847 (Schiff) to manage the design, contracting, and construction of the Los Angeles County Metropolitan Transportation Authority (Metro) Gold Line (L Line) from Los Angeles to Pasadena. SB 1847 also directed the Construction Authority to construct any “fixed mass transit guide way eastward to Claremont.” After completing the Los Angeles-to-Pasadena Segment in 2003, the Construction Authority began the planning of extending the Gold Line to terminate at Montclair’s Transcenter. The Gold Line subsequently was extended from Pasadena to Azusa in 2016. Currently, the Gold Line terminates at the Azusa Pacific University/Citrus College Station in Azusa.

BACKGROUND

The project to extend Gold Line tracks from Glendora to Montclair will increase the existing Gold Line by 12.3 miles and add stations in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. A map showcasing the Glendora-to-Montclair Segment can be found in Attachment A. The project segment from Glendora to Pomona is fully funded and serves as the base contract for the design-build team. The extension from Pomona to Montclair, which would add stations in Claremont and Montclair, can be completed within the design-build contract if additional funding is secured by October 2021. Constructing the Pomona-to-Montclair Segment would require a total of \$550 million.

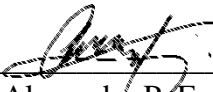
Major construction of the Glendora-to-Pomona Segment began in July 2020. Over the next six months, the Construction Authority will continue project design activities, implement brush clearing efforts, begin mid-block grading, drainage, and utilities in Glendora, San Dimas, and La Verne, implement grade crossing improvements, and relocate seven freight bridge structures.


Based on the existing progress, construction of the Glendora-to-Pomona Segment is scheduled to be completed by the end of 2025. If additional funding is secured by October 2021 to include the Pomona-to-Montclair Segment within the design-build contract, the extension to Montclair can be completed by the end of 2028.

Foothill Gold Line Construction Authority Chief Executive Officer, Habib F. Balian, will provide

REPORT

a detailed presentation at this meeting.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Map of the Gold Line Glendora-to-Montclair Segment

Glendora to Montclair Segment



- Gold Line Rail Corridor (shared with freight)
- Metrolink Rail Corridor
- Gold Line Station
- Gold Line Station and Metrolink Station (not shared)
- Planned Grade Separation for Gold Line Trains Only



Foothill Gold Line

September 2020 Project Update

Construction Update: Three Active Grade Crossing Reconstructions Underway

Kiewit-Parsons (KPJV) crews are now actively reconstructing three railroad crossings along the corridor: Barranca Ave. and Glendora Ave. in Glendora, and Gladstone St. in San Dimas; and will be starting in mid-October on the crossing just north of Arrow Highway at Wheeler Ave in La Verne.

As part of the Gladstone St. crossing reconstruction, which began in mid-July, crews have made significant progress relocating and protecting numerous underground utilities, including storm drains and water, sewer, gas and communications lines (see photo below, left). At the Barranca Ave. and Glendora Ave. crossing reconstructions, which began in late August, crews successfully demolished the curbs, gutters, medians, roadways and sidewalks on both sides of the railroad crossings, while maintaining access to the freight track for continued service. At Glendora Ave., the unused southern freight track was also removed (see photo below, right). Crews are now relocating and protecting underground utilities at both crossings.

A tremendous amount of work, time and effort is required to rebuild each grade crossing. We appreciate the patience and understanding of project neighbors and the larger community who have been impacted by the construction.



First Rail Delivery Complete

Late last month a 2,000-foot-long specialty rail delivery train was brought to the project to deliver and place 50, 1,600-foot-long sticks of rail at various locations along the 9.1-mile corridor. This first delivery was mostly comprised of rail for the freight track relocation, with just a few sticks for the light rail system. Two more rail delivery trains are anticipated for the project; the next one is anticipated late next year. See pictures on the next page from the first delivery.

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.



Notice of Availability: Draft Supplemental Environmental Impact Report

The Construction Authority has released a Draft Supplemental Environmental Impact Report (SEIR) for proposed modifications to the 12.3-mile, six-station Foothill Gold Line light rail project from Glendora to Montclair (Project). The Construction Authority is considering modifications to the previously approved Project to construct surface parking lots (instead of enclosed parking structures, as previously approved) at the Glendora, San Dimas, La Verne, and Pomona Stations. Constructing surface lots would reduce the number of available parking spaces. To accommodate the reconfigured parking conditions, the Authority proposes increasing the property size of the Glendora and San Dimas Station parking facilities and changing the property location for the Pomona Station parking facility. No changes are proposed for the location or property size of the parking facility at the La Verne Station. Changed vehicle and pedestrian access and new or relocated turnabouts are also proposed. Additional changes are proposed by the Authority that will result in a reduction of parking at the Claremont Station. Two Claremont options will be considered wherein reduced parking is accommodated either fully in a parking structure or via parking surface lot combined with leasing of additional parking spaces from available locations within 1/4 mile of the Claremont Station. Provision for parking structure or surface lot at the Claremont Station will occur within the same location and footprint identified and cleared in Addendum 2 to the 2013 FEIR.

The proposed changes do not alter the scope of the Project as approved by the Construction Authority. The Draft SEIR has concluded construction of the Project Modifications would not have new or more severe significant impacts or require new mitigation measures.

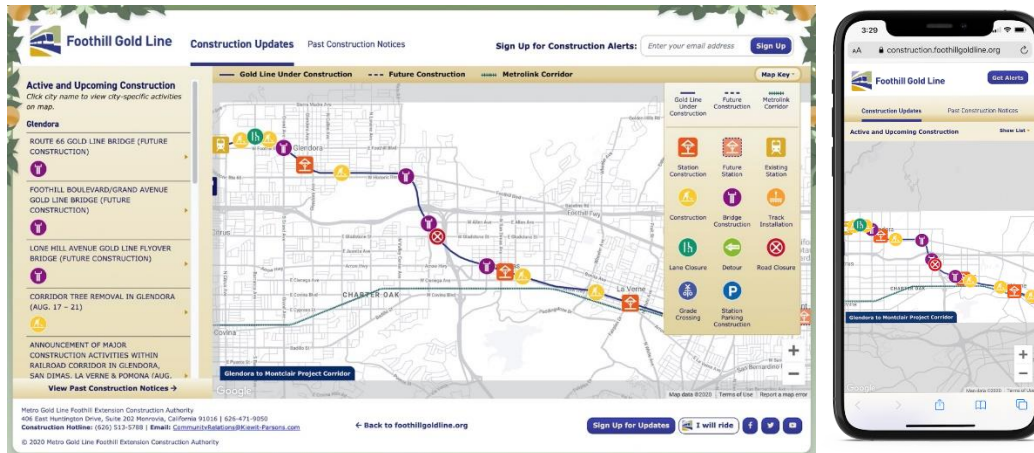
Providing Comments on the Draft SEIR: The Draft SEIR is being made available for public review for a 45-day comment period, commencing on Friday, September 25, 2020, and concluding on Monday, November 9, 2020. Public comments on the Draft SEIR will be received during this period. Please submit comments on the Draft SEIR in writing to the address or email address below by close of the comment period. **All submitted comments concerning the Draft SEIR must be received no later than 5:00 p.m., Monday, November 9, 2020.**

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All comments received during the Draft SEIR public review period will be compiled and responded to as part of the Final SEIR. If there are any questions regarding this notice, or how to review available documents, please contact Lisa Levy Buch at (626) 305-7004 or at llevybuch@foothillgoldline.org

Interactive Construction Map Webpage

Last month the Construction Authority launched a new interactive construction map page on the agency website – foothillgoldline.org. The new webpage is a one-stop destination for all of the project’s construction-related information; keeping residents, businesses and interested stakeholders updated on where construction is active and areas to avoid due to long-term street closures. The website features a responsive design that adapts the layout for mobile, tablet and desktop devices; ensuring an optimized viewing experience.



The interactive map page provides project stakeholders:

- Easy viewing of current and upcoming major construction activities, including access to all current and archived construction notices
- Information on what to expect during the construction activities, such as street or lane closures, detours for motorists and pedestrians, and how to stay safe around active construction
- Contact information for staff to answer questions about construction or to provide general project-related information
- Viewing of renderings, site plans, locations and information about the future Gold Line stations and major bridges
- A link to sign up to receive Construction Alert emails

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Foothill Transit

To: San Gabriel Valley Council of Governments Transportation Committee
Date: October 2, 2020
Re: October 2020 Foothill Transit Liaison Report

COVID-19 TRANSIT OPERATIONS UPDATE

Safety continues to remain Foothill Transit's number one priority. All public health safety and social distancing practices continue to be in effect in buses and at bus stops. We continue to monitor the developments surrounding COVID-19 and work in partnership with the Los Angeles County Department of Public Health to respond quickly according to public health guidelines. Along with many other transit agencies across the country, Foothill Transit has joined the American Public Transportation Association's Health and Safety Commitment Program. This program part of a national effort designed to empower public transit agencies to develop individualized policies and practices that transit users have indicated that they want and expect. Foothill Transit has deployed all recommended strategies since the beginning of the pandemic and is proud to be an early signatory of the program. Foothill Transit's pandemic-related service alerts and COVID-19 response information is available at foothilltransit.org/covid.

Regularly Scheduled Service Change:

Foothill Transit's regularly scheduled service change, scheduled for Sunday, October 18, will continue at approximately 99 percent of pre-COVID-19 levels, with all Express Service and local lines in operation except those that primarily service middle and high schools.

Operator Barriers:

The installation of permanent plexiglass bus operator barriers on the Foothill Transit buses will be completed by October 18, 2020, the date planned for the resumption of fare collection.

Resumption of Fare Collection:

The resumption of fare collection has been scheduled for Sunday, October 18. It is anticipated that the majority of the Foothill Transit fleet will have plexiglass bus operator barriers installed by this date. Fare collection stopped being enforced in April 2020 in order to protect both the bus operator and the boarding customer by maintaining a safe physical distance. With the installation of new plexiglass bus operator barriers, fares can once again be safely collected at the front of the bus. Customers who board buses that have barriers installed will board at the front doors, allowing for them to interact with the farebox while maintaining a safer environment for the operators.

As Foothill Transit resumes fare collection, promotion of a new regional mobile fare payment option that LA Metro recently launched will be included in all fare collection communications. This new mobile payment tool is available via Apple Wallet and the new TAP LA app, and is accepted by all

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MEMBER CITIES Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Pasadena, Pomona, San Dimas, South El Monte, Temple City, Walnut, West Covina and Los Angeles County **A PUBLIC AGENCY**

26 TAP-enabled agencies, allowing a customer's iPhone or Apple Watch to be used as a TAP card. This new touchless fare payment system increases ease of access to local fares and passes while reducing customer contact and increasing physical distancing.

Transit Store Operations:

Customer Service Representatives have continued to provide Foothill Transit customers with information through a decentralized call center since the Transit Stores closed to walk-in traffic on March 23, 2020. With the resumption of fare enforcement scheduled for October 18, the El Monte Station and West Covina Transit Stores will be reopened on October 5. The Transit Stores will be following guidelines developed by the Los Angeles County Department of Public Health. These guidelines are also displayed for the public at all Transit Stores. Information about the reopening plans for the Pomona and Puente Hills Mall Transit Stores will be provided as soon as information is received from the City of Pomona and Puente Hills Mall management about reopening plans for those locations, respectively. Customers have continued to be notified about the reopening of the Transit Stores and the safety protocols that will be followed.

Fleet Cleaning Protocols:

Both operations and maintenance contractors continue to perform enhanced daily cleaning protocols for the bus fleet. Prior to any bus being placed into service each day, it is first thoroughly cleaned and disinfected using disinfecting products from the United States Environmental Protection Agency's list. The service attendants responsible for daily cleaning of the buses have all been issued and are directed to consistently use appropriate personal protective equipment ensure their health and safety.

Customer Communication Activities:

Foothill Transit continues to keep customers and the community informed of service impacts, agency initiatives, and health advisories. In addition to daily service advisories, communications campaigns focused on revised bus boarding practices, social distancing efforts, utilizing service for essential trips, face coverings, and overall health practices have been developed and are disseminated through a variety of communications methods.

Onboard signage will be undergoing a shift as we transition from rear-door boarding and no fare collection enforcement to front-door boarding and resumption of fare collection. New signage on the doors of the bus will redirect customers to the front doors and will remind them to have their fares ready. Mask requirement signs will still be prominently posted next to the boarding directions.

Customer surveys were recently deployed to gauge customer sentiment regarding perceived safety and communications efficacy on board buses. Analysis of those surveys will inform the direction of future messaging as we enter the fall and winter months. Early data suggests that most people (84 percent) are very concerned or concerned about COVID-19. They feel safest exercising outside (61 percent), and also feel that the second safest activity is riding our buses (19 percent). About half the respondents had not ridden public transit in the past 30 days (41 percent), but those who did were primarily commuters (58 percent). Exactly half of the non-riders expressed that they will come back to ride transit after the Stay At Home Order is lifted, but 31 percent indicated that they are not sure. Overall, hand sanitizers, mask enforcement, and very low passenger loads are the most requested accommodations.