



Board Report

File #: 2024-0928, File Type: Agreement

Agenda Number: 9.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2025**

SUBJECT: AMENDING THE MEMORANDUM OF UNDERSTANDING WITH THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS FOR THE SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the San Gabriel Valley Transit Feasibility Study (Study) by the San Gabriel Valley Council of Governments (SGVCOG); and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute Amendment No. 2 to the existing Memorandum of Understanding (MOU) with SGVCOG for the San Gabriel Valley Transit Improvements Project for the continued refinement of project definition and alternatives, and initiation of environmental clearance for an amount not to exceed \$800,000, bringing the total funding to \$4,100,000.

ISSUE

This item provides an update on the recently completed SGVCOG’s Transit Feasibility Study conducted by SGVCOG in Spring 2024 (Attachment A). It also outlines the additional technical and environmental analysis, as well as outreach coordination, that would be carried out in the next phase of the project (Phase 3), pending authorization from the Metro Board of Directors. By continuing this study, Metro would address the February 2020 Board directive to evaluate options to serve the mobility needs of the San Gabriel Valley.

BACKGROUND

At its February 2020 meeting, the Board withdrew the State Route (SR) 60 and Combined Alternatives from further consideration for the Eastside Transit Corridor Phase 2 (ESP2) project. In the same month, the Board also approved Motion 8.1 by Directors Solis, Hahn, Butts, Garcia, Fasana and Garcetti directing staff to 1) prepare a feasibility study and develop high-quality transit service options to serve the San Gabriel Valley, and 2) include a Funding Plan for the San Gabriel Valley and Gateway Cities subregions that encompasses Measure R and Measure M funding for the Eastside

Transit Corridor Phase 2 project (Attachment B).

In May 2020, Project staff returned to the Metro Board with an update and the Board passed Motion 5.1 by Directors Solis, Fasana, and Barger directing Metro to transfer funding to the SGVCOG to lead the study on the short- and long-term transit solutions (Attachment C).

In February 2021, Metro executed a Memorandum of Understanding (MOU) with the SGVCOG to lead a feasibility study to identify short- and long-term transit options to serve the mobility needs of the San Gabriel Valley for \$1,500,000. The SGVCOG secured professional services to conduct Phase 1 of the study. On October 18, 2022, Metro executed Amendment 1 to the MOU with SGVCOG to perform Phase 2 and increased funding by \$1,800,000 to complete the Study.

In July 2021, SGVCOG initiated Phase 1 of the Study which included an initial feasibility study analysis and draft Vision Plan indicating the most promising corridors for improved transit services. Phase 2 of the Study was initiated in October 2022 and concluded in December 2023. Phase 2 focused on refinement and design of the most promising concepts and an updated Vision Plan with a phased implementation strategy.

In March 2024, the SGVCOG's Governing Board approved the Final San Gabriel Valley Transit Feasibility Study and directed SGVCOG staff to perform project definition with any appropriate environmental analysis, and work with Metro to request funding for this effort in the Fiscal Year (FY) 2025 Metro Budget.

At the May 2024 Metro Board meeting, the Board adopted its FY2025 Budget, which allocated an additional \$800,000 in funding for the SGVCOG to proceed with the next phase of work (Phase 3) to include identification of a proposed project definition with any environmental analysis.

In June 2024, the SGVCOG affirmed its commitment to implementing the near- and mid-term project components identified in the Study, including design, environmental clearance, construction, and related tasks.

DISCUSSION

This anticipated outcomes of the Study include identifying an implementation strategy with near term opportunities for investment in improved transit service (Jump Start Projects with implementation by 2028); identifying project(s) in the SR 60 corridor which could be implemented with the \$635.5 million in capital funding committed by Metro (Mid Term Plan with implementation by 2035); and identifying an areawide long term Vision Plan with an integrated network of high quality transit services in the San Gabriel Valley (with potential implementation by 2050).

To date, Metro has identified some local and grant funding to advance portions of the Jump Start project envisioned for Valley Boulevard through the Reconnecting Communities & Neighborhoods (RCN) program. This program is a bundle of projects from Metro's 2028 Mobility Concept Plan being delivered by Metro and other regional partners in support of the 2028 Olympic and Paralympic

Games. Following environmental clearance of the RCN program, for the SGV region Metro anticipates that the SGVCOG will implement the Valley Blvd Bus Priority Lanes project as part of the near-term improvements.

The completed phases of the Study identified Bus Rapid Transit (BRT) and Transit Signal Priority (TSP) transit enhancement projects aimed at developing a cohesive transit network for the entire San Gabriel Valley. The Study included BRT and TSP project segments for short-term, mid-term, and long-term implementation (further details in Attachment A and maps in Attachment E) in a series of three phases, as summarized below:

- **Jump Start Projects (2028):** A set of near-term improvements, or “Jump Start Projects,” have been identified for potential implementation over the next 3-5 years. These Jump Start projects are contingent upon securing earlier funding sources and need local support to be realized.

The Jump Start Projects include:

- Traffic Signal Priority (TSP) enhancements along designated Rapid Bus Priority Corridors and bus rapid transit (BRT) corridors which currently have higher-frequency services, e.g., Metro bus lines (Lines 76, 260, and 266) and two existing Foothill Transit bus lines (Lines 280 and 197)
 - Constructing “Jump Start” bus lane demonstration projects at one or more of six candidate segments including:
 - Atlantic Boulevard and Garvey Avenue in Monterey Park
 - Garvey Avenue in Rosemead and El Monte
 - Valley Boulevard in Industry and LA County, and
 - Holt Avenue in Pomona
 - Providing BRT shelters to enhance stops at key station locations
 - Providing “Complete Street” improvements for pedestrians and bicyclists in anticipation of future bus transit improvements
-
- **Mid Term Plan (2035):** The Mid Term Plan incorporates capital improvements which could be constructed with the \$635.5 million committed to the SGV by Metro. The Mid Term Plan includes:
 - Rapid Bus Priority Corridors - Provide TSP at all signalized intersections along designated corridors. These improvements would facilitate existing bus services in the near term and would host limited stop “Rapid Bus” services in the longer term:
 - Valley Boulevard / Metro Line 76 from Downtown Los Angeles to El Monte
 - Amar Road / Foothill Line 486 from El Monte to Downtown Pomona
 - Atlantic Boulevard / Metro Line 260 from Pasadena to Atlantic Station (Metro E Line)
 - Rosemead Boulevard / Metro Line 266 from Monrovia Station (Metro A Line) to Galatin Road (Pico Rivera)
 - Proposed Myrtle - Peck - Workman Mill - Beverly route from Monrovia Station (Metro A Line) to proposed terminus of Metro E line on Washington Boulevard (Whittier)
 - Azusa Avenue / Foothill Transit Line 280 from Azusa Station (Metro A Line) to Puente Hills Mall Transit Center (City of Industry)
 - Proposed Citrus / Grand route from Citrus/APU Station (Metro A Line) to

- Diamond Bar
 - Route from Pomona North Metrolink Station to Downtown Pomona via Arrow Highway and White Avenue (through Pomona Fairplex)
- BRT Corridors - Provide bus lanes and enhanced stations along designated BRT corridors. These improvements would support existing high-frequency bus services in the near term and would host BRT service in the longer term:
 - Bus lane segments and enhanced stations along the East-West Hybrid route between Atlantic Station (Metro E Line) and Pomona
 - Bus lane segments along Rosemead Boulevard within SGV (Rosemead, El Monte and South El Monte)
 - Transit center and bus operations center improvements (specifics to be determined by further study)
 - 30 Zero Emission Buses (ZEBs)
- **Long Term Vision Plan:** The Long Term Vision Plan features projects that could potentially be achieved by the year 2050, subject to additional funding and project development activity. No funding is currently identified or secured for this plan. The Long-Term Vision Plan includes:
 - Bus lane segments and additional BRT services along designated Phase 2 BRT corridors including:
 - Atlantic Boulevard / Metro Line 260 from Pasadena to Atlantic Station (Metro E Line) with potential extension south to Artesia Station (Metro A Line)
 - Additional bus lane segments along Rosemead Boulevard / Metro Line 266 in East Pasadena
 - Azusa Avenue / Foothill Transit Line 280 from Azusa Station (Metro A Line) to Puente Hills Mall Transit Center
 - Bus lane segments along Valley Boulevard between LA Union Station and El Monte Transit Center (Metro Line 76)
 - Bus lane segments along the route from Pomona North Metrolink Station to Downtown Pomona via Arrow Highway and White Avenue (through Pomona Fairplex). (This route segment could provide an alternative terminal for the east-west BRT service.)
 - Potential passenger rail service along the Union Pacific Alhambra Subdivision between downtown Pomona and Los Angeles Union Station with infill stations at the South Campus of California Polytechnic University (Pomona), Hacienda Boulevard (City of Industry) and Atlantic Boulevard (Alhambra).
 - With buildout of the Long-Term Vision Plan bus lane, transit center, and operations center improvements and commissioning of new Rapid Bus and BRT services, the SGV would have an integrated network of east-west and north-south services covering the full extent of the Valley and providing public transport to all communities.

Community Outreach

The study was informed by continuous input and numerous comments from the general public, various involved jurisdictions, and key stakeholders including transit operators such as Metro and Foothill Transit. Various outreach activities were initiated during Phase 1 and continued throughout Phase 2.

A public opinion poll was conducted at the start of the Study. The poll was widely distributed through the web and social media and more than 400 responses were received. Key traveler characteristics include:

- 30% of residents surveyed ride transit daily or weekly
- 20% of respondents typically utilize transit for travel
- 15% of those surveyed don't have access to a car
- 70% of those surveyed travel more than 5 miles for work
- 46% of respondents travel more than 5 miles for shopping and recreation

The results indicate that there is a substantial market potential for transit in the SGV. The survey also asked respondents to identify factors that would result in higher utilization of transit.

During Phase 1, a Technical Advisory Committee (TAC) was formed that included 24 cities, unincorporated LA County, and other public agencies. The TAC served as an opportunity for agencies to provide input and collaborate on solutions. Additional outreach activities that occurred during Phase 1 included:

- Public agency/elected official briefings with over 30 participants
- 10 key stakeholder/one-on-one briefings
- Two community workshops that engaged 144 attendees
- Travel survey that garnered responses from over 400 SGV residents
- A social media ad campaign that reached 3,800 to 10,900 people per day and garnered 250 to 700 clicks per day
- A project website that hosted information and interactive concept maps, which received community feedback
- A dedicated email and phone number with a voicemail in English, Spanish, and Chinese for the community to provide feedback

During Phase 2, the TAC was expanded to include 27 cities, agencies, and elected official districts. The outreach activities that occurred during Phase 2 included:

- 19 one-on-one briefings with municipal agencies, LA County Departments, elected officials, and other stakeholders
- A project website that hosted an informational campaign and Interactive Map on the Initial Concepts, which received 49 feedback comments that engaged over 300 participants
- 11 community pop-up events in the cities and communities located closest to the concepts.

Input from pop-up events include:

- Direct connections to Cal State LA, East LA College, Mt. San Antonio College, and Cal Poly Pomona
- Service improvements centered in low-income communities and areas with low car availability
- More transit service in Monterey Park and additional transit hubs west of El Monte
- Faster bus operations, more frequent service, and bus lanes on Rosemead Blvd.

In subsequent planning phases, SGVCOG will continue collaboration with cities and transit agencies.

In support of the SGV Feasibility Study, Metro staff provided project funding, technical and community engagement support to the SGVCOG project team. Activities included regular participation at bi-weekly project meetings and community workshops, general project administration (e.g., invoice review and processing), collaboration with Board offices and key stakeholders as requested, and also conducted internal peer reviews of the study. In addition, Metro supported outreach partnering efforts with the SGVCOG by posting QR codes on its Facebook and Nextdoor accounts to collect public feedback in support of community surveys.

Scope of Work for Next Phase (Phase 3)

Although the recently completed Study phases found that the proposed projects were feasible based on broad city and community input and engineering constructability, the study effort stopped short of securing approvals for the proposed projects nor a selection of a preferred alternative for each project alignment by the stakeholder agencies. Therefore, the next step of the study is for SGVCOG staff to initiate Project Definition efforts to identify the Locally Preferred Alternatives for BRT and TSP enhancements for each of the affected stakeholder agencies for which Jump-Start segments of BRT and TSP and the Mid-Term Plan that are proposed.

The proposed scope of work by the SGVCOG for Phase 3 of the Study includes the following key activities:

- Project Management & Stakeholder Outreach, including management of work effort, progress and schedule as well as conducting of one-on-one project stakeholder meetings with staff and elected officials from the impacted stakeholder agencies that may involve presentations to local city council meetings to brief elected officials in the proposed project;
- Community Outreach, including the SGVCOG and its consultants holding public meetings with community members and residents from impacted jurisdictions to further project refinement and conceptual engineering tasks (both virtual and/or in person), a combination of virtual and in-person community meetings, and attendance at community pop-up events
- Mid Term and Jump Start Program Development, including coordination and readiness assessment, BRT lane configuration determination, traffic circulation and parking analyses
- Conceptual Engineering drawings (from 5% to 15%)
- Rough order-of-magnitude (ROM) Cost Estimates

The SGVCOG will continue to work closely with Metro and local jurisdictions to ensure that the project definition and conceptual engineering phases of work support the needs of impacted communities.

Phase 3 of the study is anticipated to be a 12-month effort. Upon the completion of the study, Metro will continue to coordinate with the SGVCOG on next steps including completion of any remaining environmental clearance, design, and construction of the Jump-Start Project components and/or the Bus-Rapid Transit Projects and the Rapid Bus Priority Corridor Projects included in the Mid-Term Plan.

Pending the outcome of the Phase 3 study efforts, Metro staff will coordinate with the SGVCOG staff to report back on the next steps in Summer/Fall 2025. Metro will provide technical assistance to

SGVCOG during the Phase 3 study to ensure Metro's EFC data are considered in the new analysis and assist the COG to develop an outreach approach to EFCs.

DETERMINATION OF SAFETY IMPACT

Authorization of Amendment No. 2 to the MOU will not impact the safety of Metro's customers or employees, as the study is in the planning process phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

The proposed action allocates up to \$800,000 in FY25. If Board authorization is given to amend the MOU, the SGVCOG would continue to request a disbursement of up to \$800,000 in FY25. The Metro Project Manager, Cost Center Manager, and Chief Planning Officer will be responsible for budgeting the cost in future fiscal years if needed.

Impact to Budget

The proposed action will not have an impact to the FY25 Annual Budget. The FY25 Annual Budget includes \$800,000 in Cost Center 4310 for Project #460233 "San Gabriel Valley Transit." The source of funds is Measure R 35%, which is not eligible for Metro Bus and Rail Operations.

EQUITY PLATFORM

The Feasibility Study (Phase 2) identified transit enhancements aimed at improving mobility and providing reliable transit options for a subregion with a high percentage of transit-dependent populations and Equity Focus Communities (EFCs). The study's objectives included:

- Reducing travel times and making transit more appealing than driving
- Connecting key origins and destinations in the San Gabriel Valley (SGV)
- Offering diverse transit options, especially for EFCs
- Increasing service frequency to underserved areas
- Promoting transit-oriented communities to address growth and housing needs

As part of the Feasibility Study, a study area definition report was created to outline the boundaries of the study area and contextualize land use patterns, demographics, transportation network, and existing transportation services. The focus of the study was on EFCs, communities with historically limited economic access, specifically those where over 40 percent of households are low-income (earning less than \$35,000 annually), where 80% of households are non-white, or where 10 percent of households lack access to a vehicle. The demographics analysis identified priority areas that require improved transit services, which comprise 27 percent of the census tracts within the study area. EFCs were primarily located in Pasadena and Azusa (both along I-210), as well as in the cities of Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60). Attachment E includes a map showing the location of EFCs throughout the San Gabriel Valley.

The Board's action to amend the MOU for the proposed Phase 3 Study is not anticipated to have

equity impacts. The SGVCOG and its consultant followed the four pillars model included in Metro's Equity Platform Framework to identify and prioritize the needs of people living in EFCs in the Feasibility Study. Metro and the SGVCOG will continue to work together on delivering the needed transit enhancements for the San Gabriel Valley with a continued focus on serving EFCs throughout the Phase 3 study.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action supports the Metro Vision 2028 Strategic Plan. Specifically, the project supports Goals #1 and #3 of the Strategic Plan: Goal #1. Provide high-quality mobility options that enable people to spend less time traveling and Goal #3. Enhance communities and lives through mobility and access to opportunity. By continuing efforts that provide high-quality mobility options in partnership with the SGVCOG, enhance communities and lives through mobility and access to transit, and addressing mobility challenges in San Gabriel Valley, Metro is continuing to work towards equitable and accessible transit services, reduce travel times and roadway congestion, and enhance connections to the regional transit network.

ALTERNATIVES CONSIDERED

The Board could decide to not approve this action. This is not recommended as it would impact the environmental clearance and design development for this Measure R project. Conducting this study is necessary to determine a feasible path forward to address the mobility needs within this transportation corridor.

NEXT STEPS

If approved, the Metro CEO will execute Amendment No. 2 to the Memorandum of Understanding with the SGVCOG to further refine project definition with any appropriate environmental analysis and add funding to the existing agreement.

ATTACHMENTS

Attachment A - Feasibility Study (February 2024)

Attachment B - Motion 8.1

Attachment C - Motion 5.1

Attachment D - Letter of Intent from San Gabriel Valley Council of Governments (November 7, 2024)

Attachment E - Project Maps

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Transit Feasibility Study



San Gabriel Valley
Council of Governments

February 2024



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OVERVIEW

In 2020, the Metro Board of Directors (Metro Board) approved an independent feasibility study specifically for the San Gabriel Valley (SGV) communities along the State Route 60 (SR-60) corridor. The importance of the SR-60 corridor and the surrounding communities emphasizes a need for high-quality transit service in the SGV. Through a partnership with the San Gabriel Valley Council of Governments (SGVCOG) and the Los Angeles Metropolitan Transportation Authority (Metro), this Transit Feasibility Study (the Study) identifies short-term project opportunities and a long-term Vision Plan to create an integrated transit network for the entire SGV.

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*“Honor the commitment of **\$635.5 million** made to the San Gabriel Valley subregion as part of Measure R”*

– Metro Board of Directors

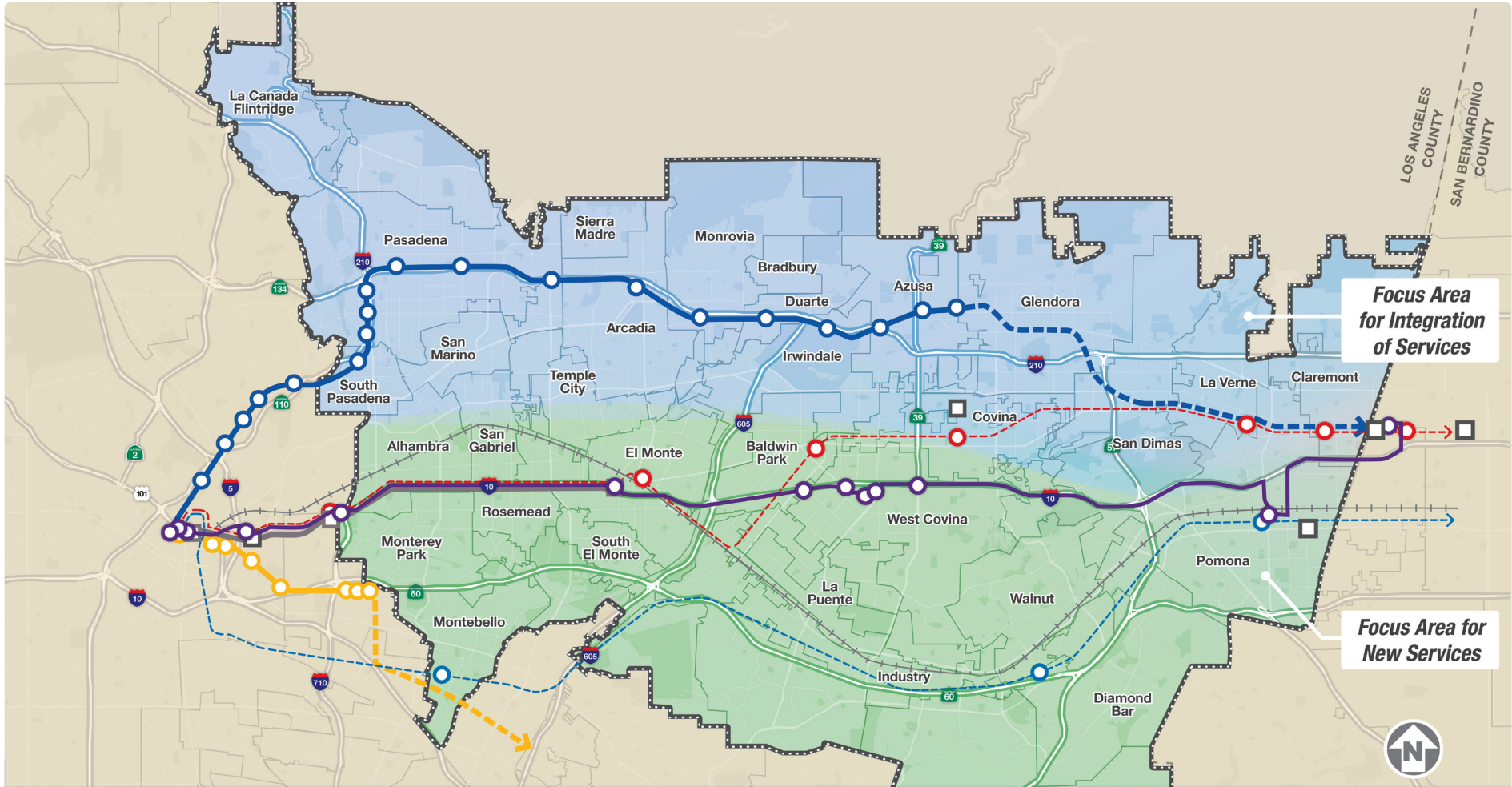
The Metro Board identified \$635.5 million Measure R/Measure M funding in years FY22-35 for potential projects. This Study provides SGV jurisdictions with opportunities to provide enhanced transit services with higher frequencies, faster service, and greater connectivity throughout the Valley.

The following goals were developed as high-level, visionary guidelines:

- **Develop near-term and long-term mobility options for SGV**
- **Provide all-day transit service for peak and off-peak trips**
- **Address unmet mobility needs for trips within SGV**
- **Create accessible transit service for SGV communities**
- **Balance the needs of goods movement and transit**
- **Develop transit service that is compatible with surrounding land uses**

STUDY AREA DEFINITION

This Study's primary objective was to identify suitable replacement(s) for the SR-60 Light Rail Transit (LRT) extension from the Atlantic Station terminus of the Metro E Line. The first task focused on identification of options for improved transit service along the SR-60 corridor. The SGV study area was segmented into two portions: the southern portion (generally from I-10 south) would be the focus for east-west new services, whereas the northern portion would be evaluated for north-south services and connectivity enhancements to leverage existing and future transit assets within the SGV.



LEGEND	<ul style="list-style-type: none"> -○- San Gabriel Subdivision / Metrolink San Bernardino Line -○- Los Angeles Subdivision / Metrolink Riverside Line 	<ul style="list-style-type: none"> ○ Metro A Line (Existing and Extension) ○ Metro E Line (Existing and Extension) — J (Silver) Line 	<ul style="list-style-type: none"> Transit Center ++++ UPRR Alhambra Sub (Freight + Amtrak) ○ Foothill Transit Silver Streak 	<ul style="list-style-type: none"> San Gabriel Valley Council of Governments Focus Area for Integration of Services Focus Area for New Services
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Study Area Definition Map



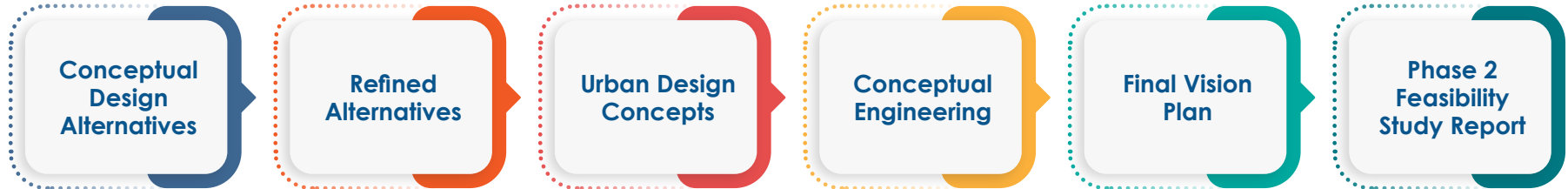
STUDY TIMELINE

The Study was initiated in July 2021 by SGVCOG. Phase 1 of the Study created an initial feasibility analysis and draft Vision Plan indicating the most promising corridors for improved transit services. Phase 2 was initiated in October 2022 and concluded in December 2023. Phase 2 focused on refinement and design of the most promising concepts and an updated Vision Plan with a phased implementation strategy.

Phase 1



Phase 2



Study Timeline



PUBLIC OPINION SURVEY

A public opinion poll was conducted at the start of the Study. The poll was widely distributed through the web and social media and more than 400 responses were received. The results indicate that there is a substantial market potential for transit in the SGV. Key traveler characteristics include:

- **30%** of residents surveyed *Ride Transit Daily or Weekly*
- **20%** of respondents *Typically Utilize Transit for Travel*
- **15%** of those surveyed *Don't Have Access to a Car*
- **70%** of those surveyed *Travel More than 5 Miles for Work*
- **46%** of respondents *Travel More than 5 Miles for Shopping and Recreation*

The survey also asked respondents to identify factors which would result in higher utilization of transit. The most frequently stated reasons are shown to the right.



Transit Riders Wish...



There was less congestion along bus routes



More frequent service was provided



Buses were cleaner and safer



Bus stops were improved through lighting and landscaping



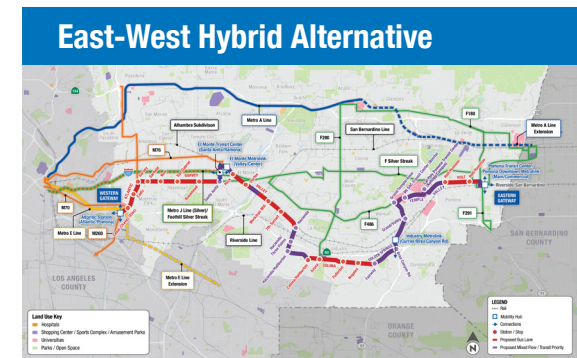
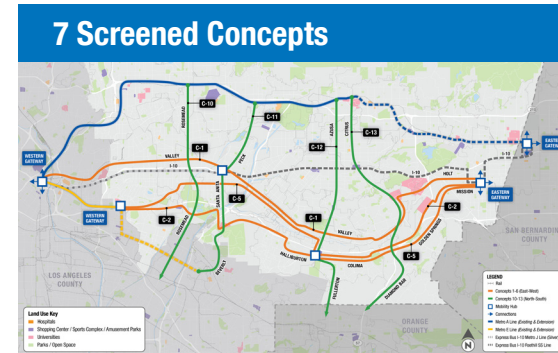
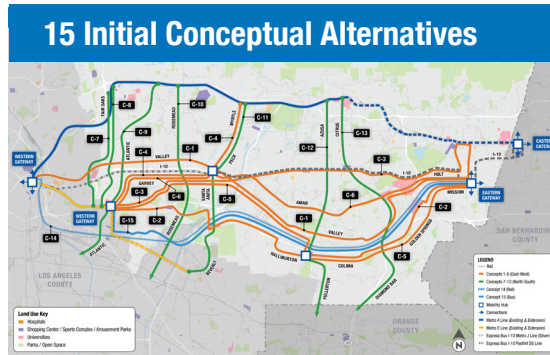
They had better access or stations closer to home



IDENTIFICATION AND SCREENING OF ALTERNATIVES

In Phase 1, 15 initial concepts were identified. These were subsequently screened utilizing metrics developed from the Study Goals and Objectives as well as input from stakeholders in the SGV communities. This input was acquired through a robust outreach effort results in 7 final alternatives (3 east-west and 4 north-south). Ridership forecasts and preliminary cost estimates were prepared to identify final alternatives which were included in a comprehensive plan.

Throughout the process, an online, interactive map posted on the SGVCOG website allowed the public to comment on the evolving alternatives.



	Valley Boulevard		Valley-Colima-Golden Springs		Commuter Rail/ Bus*		
East-West Concepts	C1	C2	C3	C4	C5	C6	C 14/15
Fulfills near-term needs	●	●	●	●	●	●	●
Improves transit service	●	●	●	●	●	●	●
Addresses existing travel trends within SGV	●	●	●	●	●	●	●
Provides mobility to EFCs and other local communities	●	●	●	●	●	●	●
Increases access to major SGV transit hubs	●	●	●	●	●	●	●
Increases access to major SGV activity centers	●	●	●	●	●	●	●
Facilitates access to bike/ped facilities	●	●	●	●	●	●	●
Minimizes conflicts with goods movement	●	●	●	●	●	●	●
Supports land use and development	●	●	●	●	●	●	●
OVERALL SCORING	Moderate	Moderate	Low	Low	High	Low	Low

Notes: ● = positive score ● = neutral score ● = negative score * - Scoring weighted towards rail score



OUTREACH PROGRAM

During Phase 1, a Technical Advisory Committee (TAC) was formed that included 24 cities, unincorporated LA County, and other public agencies. The TAC served as an opportunity for agencies to provide input and collaborate on solutions. Additional outreach activities that occurred during Phase 1 included:

- Public agency/elected official briefings with over 30 participants
- 10 key stakeholder/one-on-one briefings
- Two community workshops that engaged 144 attendees
- Travel survey that garnered responses from over 400 SGV residents
- A social media ad campaign that reached 3,800 to 10,900 people per day and garnered 250 to 700 clicks per day
- A project website that hosted information and interactive concept maps, which received community feedback
- A dedicated email and phone number with a voicemail in English, Spanish, and Chinese for the community to provide feedback

During Phase 2, the TAC was expanded to include 27 cities, agencies, and elected official districts. The outreach activities that occurred during Phase 2 included:

- 19 one-on-one briefings with municipal agencies, LA County Departments, elected officials and other stakeholders
- A project website that hosted an informational campaign and Interactive Map on the Initial Concepts, which received 49 feedback comments that engaged over 300 participants
- 11 community pop-up events in the cities and communities located closest to the concepts

In subsequent planning phases, SGVCOG will continue collaboration with cities and transit agencies.

Input from Pop-Up Events



Direct connections to Cal State LA, East LA College, Mt. San Antonio College, and Cal Poly Pomona



Service improvements centered in low-income communities and areas with low car availability



More transit service in Monterey Park and additional transit hubs west of El Monte



Faster bus operations, more frequent service, and bus lanes on Rosemead Blvd





Jump Start Projects (2028)

Jump Start Projects could potentially be implemented in the near term by 2028. These jump start projects are contingent upon securing earlier funding sources. These projects need local support to be realized.

Jump Start Projects include:

- Transit Signal Priority along:
 - » Valley Blvd
 - » Fair Oaks Ave - Atlantic Blvd
 - » Rosemead Blvd
 - » Azusa Ave
 - » White Ave - Arrow Hwy
- Dedicated Bus Lanes along six smaller segments of the east-west hybrid concept (as shown on the Jump Start Projects Map)

Mid Term Plan (2035)

The Mid Term Plan features all projects planned to be implemented and funded as part of the \$635.5 million programmed by Metro by 2035, in addition to the improvements listed in the Jump Start Projects.

The Mid Term Plan includes:

- New East-West BRT Service from Atlantic station in East LA to Pomona Transit Center in Pomona
- Transit Hub Improvements at Atlantic Station, El Monte Transit Center, Puente Hills Mall, Pomona Transit Center, and Pomona (North) Metrolink Station
- North-South Bus Lanes along portions of Rosemead Blvd
- Additional transit signal priority treatments on select major arterials in the SGV

Long Term Vision Plan

The Long Term Vision Plan features projects that are not funded as part of the \$635.5 million in funding programmed for Metro but can leverage the improvements outlined in the Mid Term Plan 2035. It is important to note that these improvements are visionary and are not financially constrained. They would require additional funds to be secured.

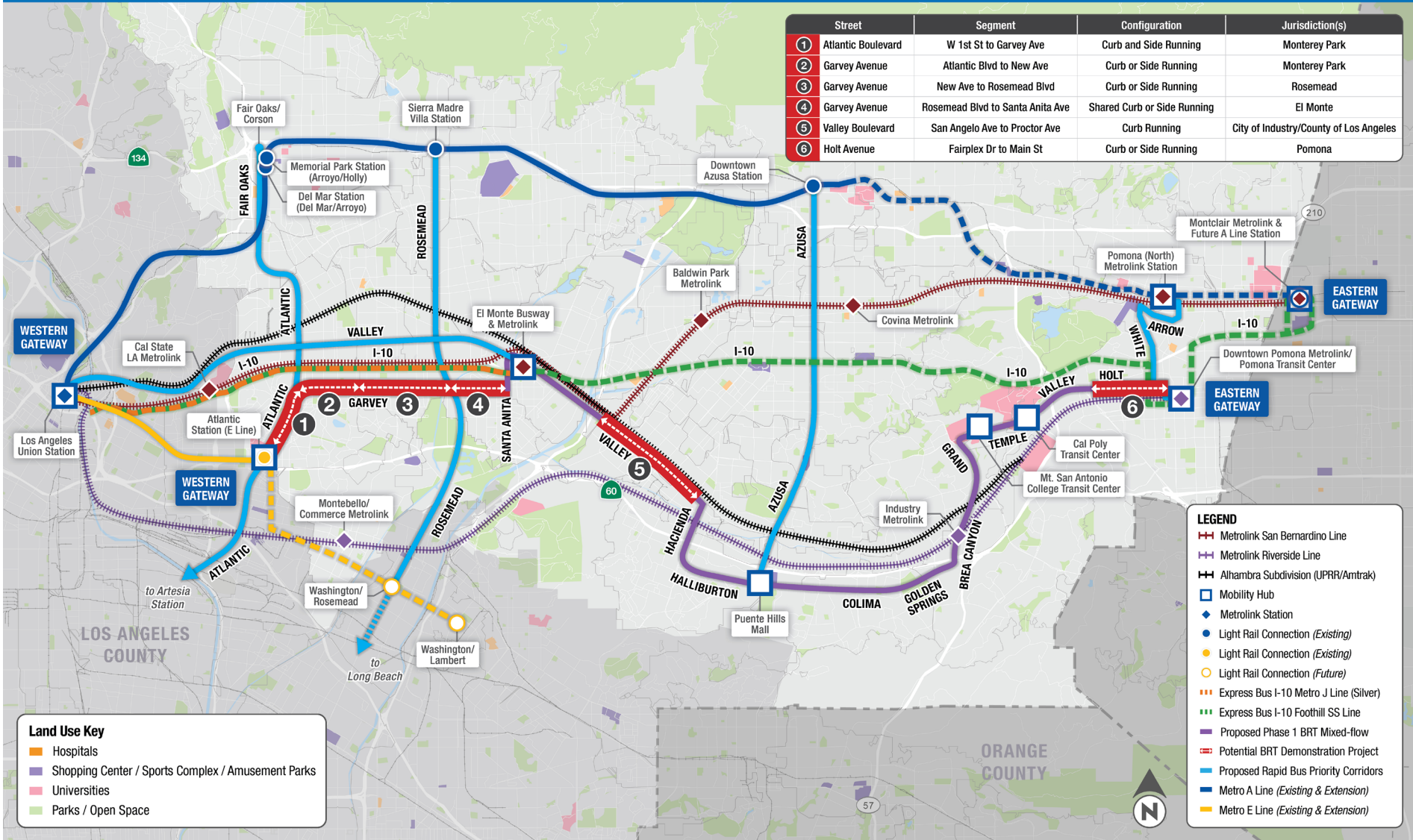
The Long Term Vision Plan includes:

- Additional "Phase 2" BRT lanes on Valley Blvd from Union Station to El Monte Transit Center, along Azusa Ave from Azusa Downtown Station to Puente Hills Mall, and along White Ave and Arrow Hwy in Pomona.
- Potential rail service with infill stations along the Alhambra subdivision
- Additional segments of dedicated bus lanes along the Phase I BRT alignment on Valley Blvd



Jump Start Projects (2028)

Street	Segment	Configuration	Jurisdiction(s)
1 Atlantic Boulevard	W 1st St to Garvey Ave	Curb and Side Running	Monterey Park
2 Garvey Avenue	Atlantic Blvd to New Ave	Curb or Side Running	Monterey Park
3 Garvey Avenue	New Ave to Rosemead Blvd	Curb or Side Running	Rosemead
4 Garvey Avenue	Rosemead Blvd to Santa Anita Ave	Shared Curb or Side Running	El Monte
5 Valley Boulevard	San Angelo Ave to Proctor Ave	Curb Running	City of Industry/County of Los Angeles
6 Holt Avenue	Fairplex Dr to Main St	Curb or Side Running	Pomona



Land Use Key

- Hospitals
- Shopping Center / Sports Complex / Amusement Parks
- Universities
- Parks / Open Space

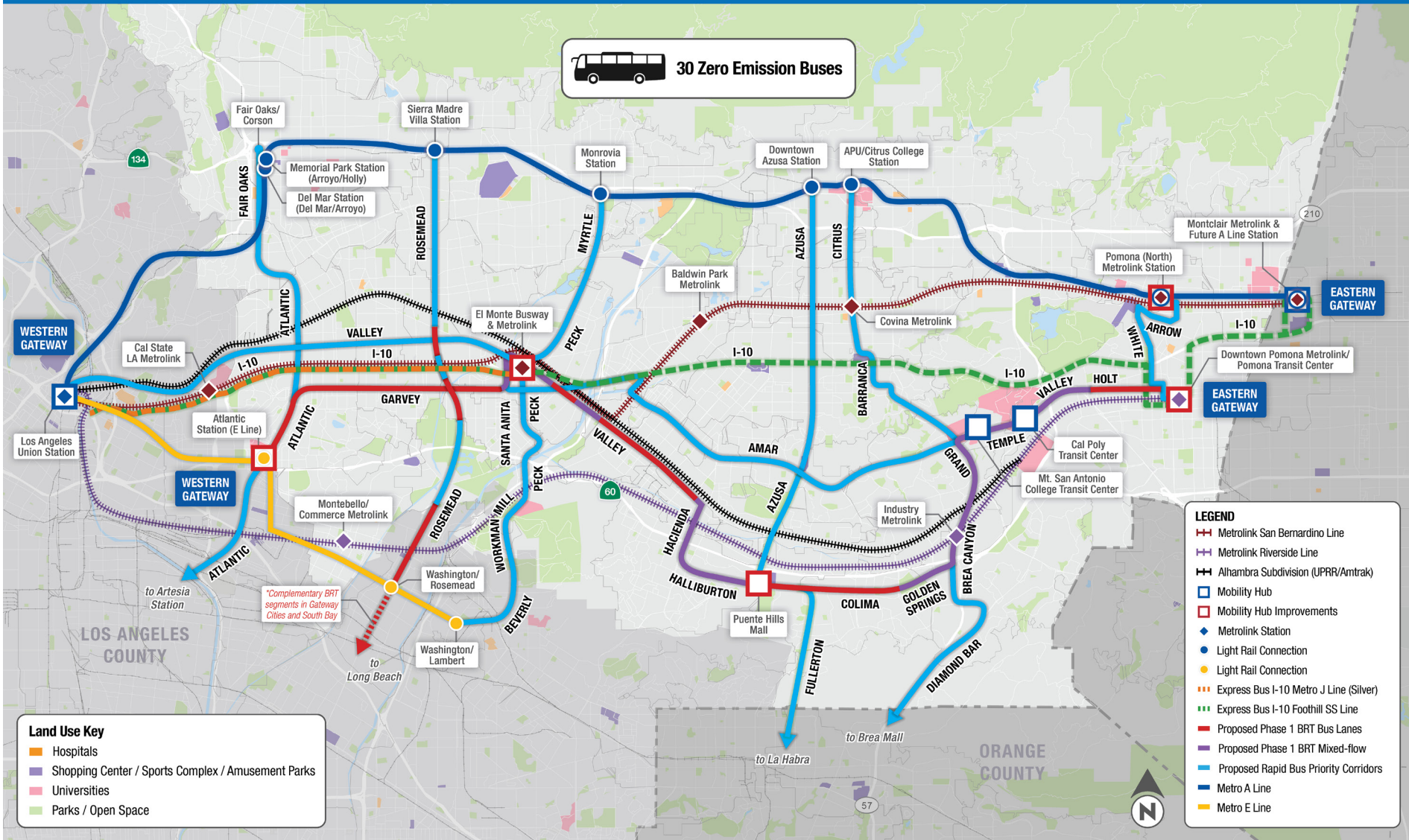
LEGEND

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



Mid Term Plan (2035)

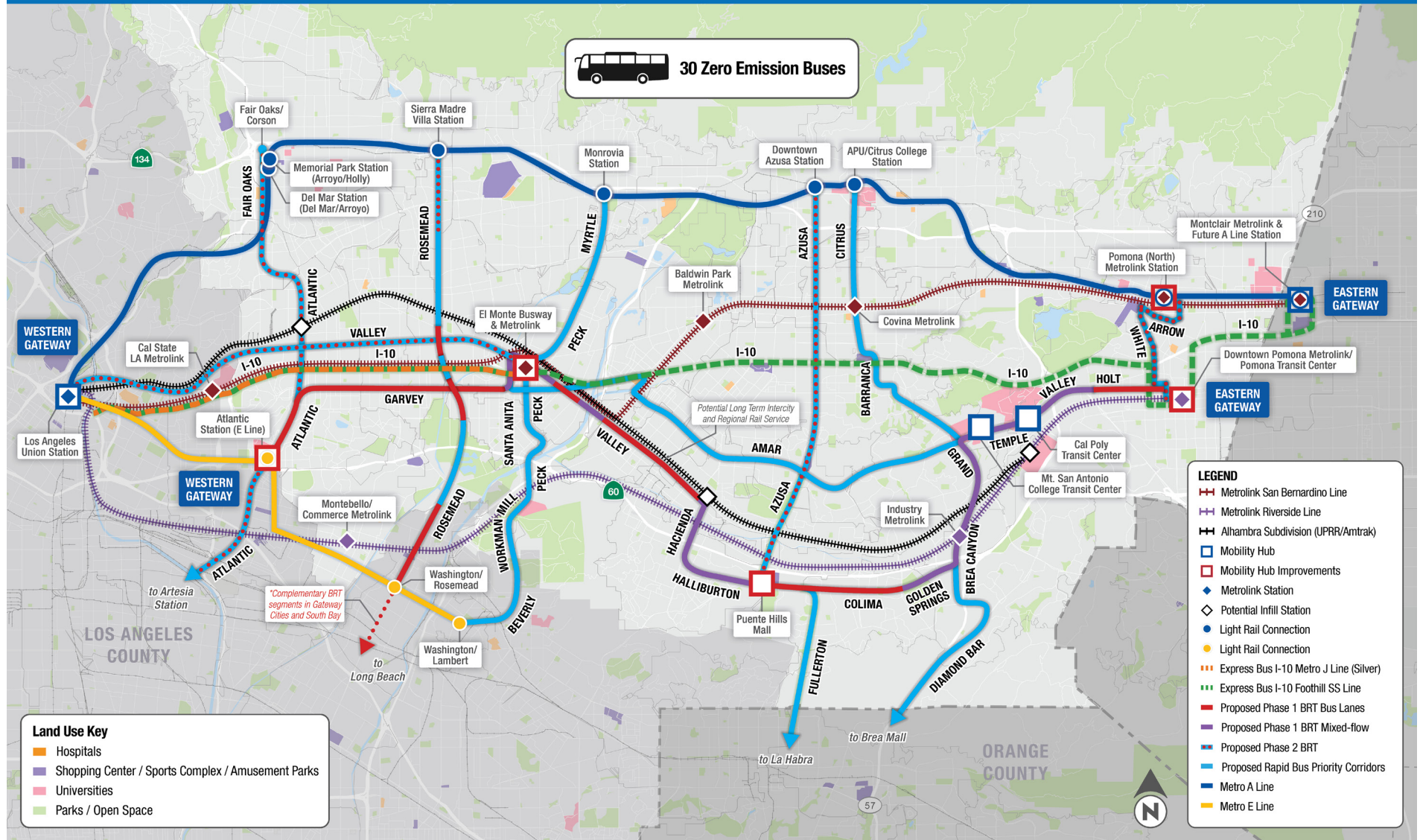
30 Zero Emission Buses





Long Range Vision Plan

30 Zero Emission Buses





NEXT STEPS

Delivery of the proposed transit service improvements will require a number of steps which include:



1. Assembly of Funding



2. Prepare Preliminary Engineering (PE) and Final Design Plans



3. Obtain Environmental Clearance



4. Develop Operating Agreements



5. Identify Funding for Operations



6. Identify Maintenance Responsibilities / Develop Agreements



7. Caltrans Agreements



8. Railroad Negotiations



9. Obtain Construction Permits



10. Manage Design and Construction



11. Commission New Services

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OVERVIEW

In 2020, the Metro Board of Directors (Metro Board) approved an independent feasibility study specifically for the San Gabriel Valley (SGV) communities along the State Route 60 (SR-60) corridor. The importance of the SR-60 corridor and the surrounding communities emphasizes a need for high-quality transit service in the SGV. Through a partnership with the San Gabriel Valley Council of Governments (SGVCOG) and the Los Angeles Metropolitan Transportation Authority (Metro), this Transit Feasibility Study (the Study) identifies short-term project opportunities and a long-term Vision Plan to create an integrated transit network for the entire SGV.

“

“Honor the commitment of \$635.5 million made to the San Gabriel Valley subregion as part of Measure R”

– Metro Board of Directors

The Metro Board identified \$635.5 million Measure R/Measure M funding in years FY22-35 for potential projects. This Study provides SGV jurisdictions with opportunities to provide enhanced transit services with higher frequencies, faster service, and enhanced connectivity throughout the Valley.

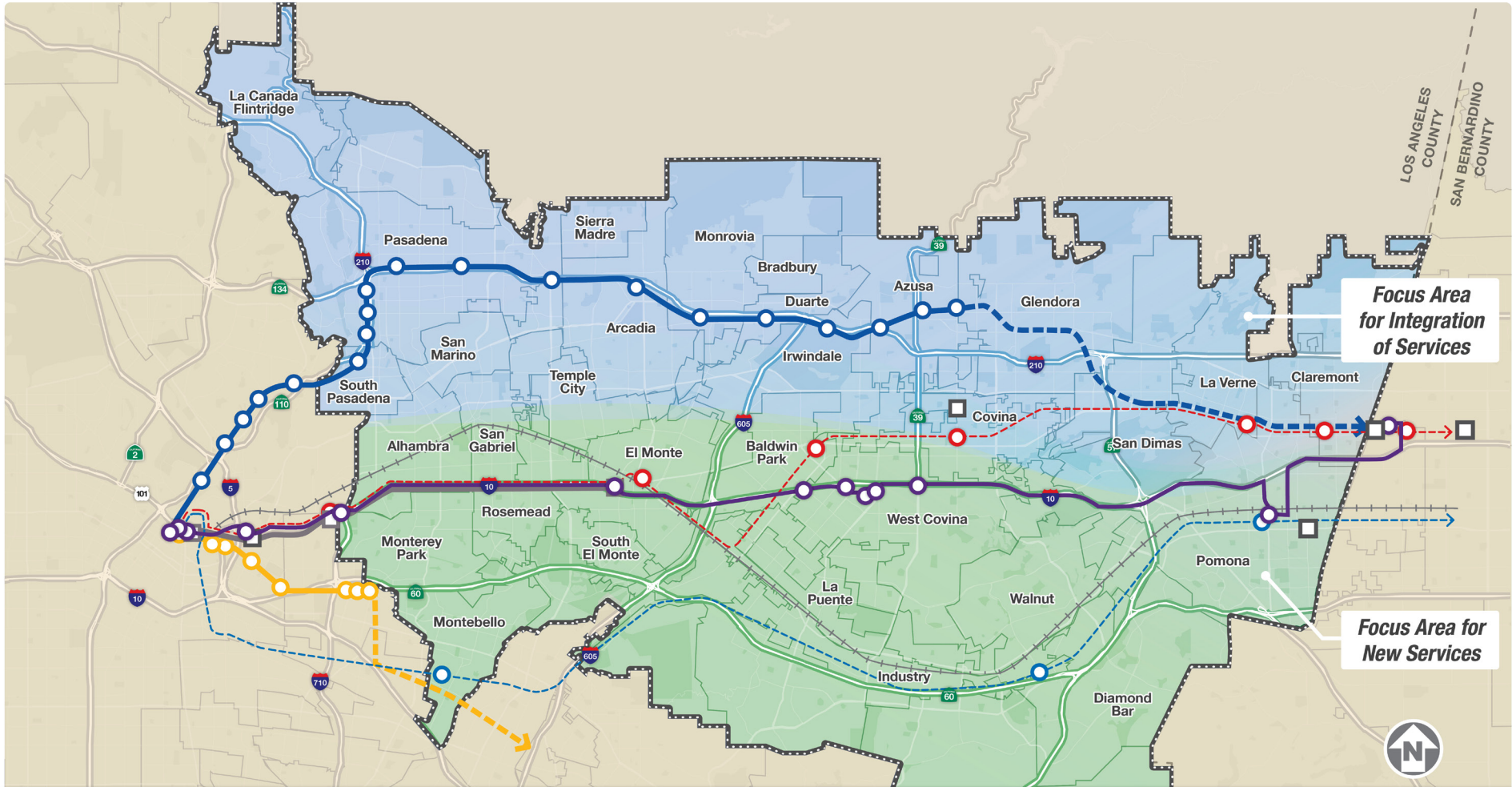
The following goals were developed as high-level, visionary guidelines:

- **Develop near-term and long-term mobility options for SGV**
- **Provide all-day transit service for peak and off-peak trips**
- **Address unmet mobility needs for trips within SGV**
- **Create accessible transit service for SGV communities**
- **Balance the needs of goods movement and transit**
- **Develop transit service that is compatible with surrounding land uses**

STUDY AREA DEFINITION

Since a primary objective of this Study was to identify suitable replacement(s) for the SR-60 Light Rail Transit (LRT) extension from the Atlantic Station terminus of the Metro E Line, the first task was to focus identification of options for improved transit service along the SR-60 corridor. The SGV study area was segmented into two portions: the southern portion (generally from I-10 south) would be the focus for east-west new services, whereas the northern portion would be evaluated for north-south services and connectivity enhancements to leverage existing and future transit assets within the SGV.

Transit Feasibility Study



LEGEND	San Gabriel Subdivision / Metrolink San Bernardino Line	Metro A Line (Existing and Extension)	Transit Center	San Gabriel Vallley Council of Governments
	Los Angeles Subdivision / Metrolink Riverside Line	Metro E Line (Existing and Extension)	UPRR Alhambra Sub (Freight + Amtrak)	Focus Area for Integration of Services
	J (Silver) Line	Foothill Transit Silver Streak	Focus Area for New Services	

Study Area Definition Map





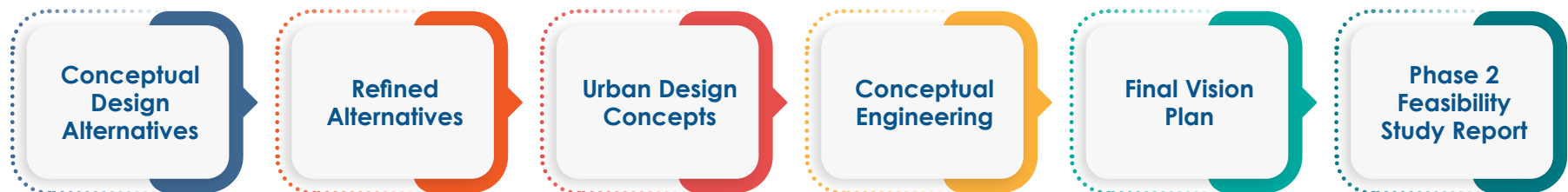
STUDY TIMELINE

The Study was initiated in July 2021 by the SGVCOG. Phase 1 of the Study created an initial feasibility analysis and draft Vision Plan indicating the most promising corridors for improved transit services. Phase 2 was initiated in October 2022 and concluded in December 2023. Phase 2 focused on refinement and design of the most promising concepts and an updated Vision Plan with a phased implementation strategy.

Phase 1



Phase 2



Study Timeline



PUBLIC OPINION SURVEY

A public opinion poll was conducted at the start of the Study. The poll was widely distributed through the web and social media and more than 400 responses were received.

Key traveler characteristics include:

- **30%** of residents surveyed *Ride Transit Daily or Weekly*
- **20%** of respondents *Typically Utilize Transit for Travel*
- **15%** of those surveyed *Don't Have Access to a Car*
- **70%** of those surveyed *Travel More than 5 Miles for Work*
- **46%** of respondents *Travel More than 5 Miles for Shopping and Recreation*

The results indicate that there is a substantial market potential for transit in the SGV.

The survey also asked respondents to identify factors which would result in higher utilization of transit. The most frequently stated reasons are shown to the right.



Transit Riders Wish...



There was less congestion along bus routes



More frequent service was provided



Buses were cleaner and safer



Bus stops were improved through lighting and landscaping



They had better access or stations closer to home



PURPOSE & NEED

Given the mobility problems defined in the SGV, the project's purpose is to:

- Reduce travel times for transit to establish transit as an attractive alternative to the automobile; Establish connectivity with key origins and destinations throughout SGV;
- Provide a wider array of good transit options for residents of SGV, particularly for transit dependent populations and EFCs within the SGV;
- Expand service and increase frequency to underserved markets
- Create opportunities for transit-oriented communities to accommodate anticipated growth and housing allocation needs.

MOBILITY PROBLEM

New transit investment in the SGV will enhance mobility and provide more dependable, convenient, and accessible transit options for a subregion that has a large share of transit dependent populations, a vast housing and economic base, and historically disadvantaged Equity Focus Communities (EFCs) that are constrained by existing transportation systems.

Planning analysis of SGV characteristics and mobility factors identified key mobility issues and needs. These features were quantified and were subsequently used to screen and refine transit alternatives which were identified during the Study.

Key Mobility Problem Themes	
Topic	Mobility Problem
Land Use Densities	Zoning in the SGV is low-density residential (40%). Density needs to be encouraged in areas where transit is accessible and mobility options are available.
Housing Allocations	Cities provide zoning to accommodate their share of statewide housing needs. Each jurisdiction must ensure there are sufficient areas to accommodate their housing unit requirements.
High Population and Employment Densities	The SGV accounts for a significant share of the county's housing and economic base (almost 1/5 of LA County's residents and jobs). SGV densities are an average of two to four times higher when compared to LA County as a whole.
Transit Dependent Populations	There are a significant number of transit dependent communities in the SGV with 44% of residents being either minors or seniors, 23% of households are low-income, and 15.7% are zero-car households. Minorities comprise of 80% of the population in the SGV, with some census tracts exceeding 93%.



Key Mobility Problem Themes (continued)	
Topic	Mobility Problem
Equity Focus Communities	EFC areas, which historically have less access to economic and investment opportunities, are located throughout the SGV. EFCs are concentrated along I-210, I-10, and SR-60.
Freeway and Arterial Congestion	Substantial congestion exists with high westbound travel in the morning and high eastbound travel in the evenings on the I-10 and SR-60. Arterials that run parallel to these freeways also experience heavy congestion.
Goods Movement Conflicts	Goods movement is a significant use of the transportation network within the SGV. It is difficult to develop or add new transportation without affecting existing rail and truck operations.
Transit	The only express east/west transit services are via Metrolink and Metro L Line. There is also need for transit services in the north/south corridors, particularly to serve transit-dependent and EFC communities.
Travel Markets	Given the size of the SGV and the large number of activity centers, travel patterns are decentralized and irregular in length. Many trips pass through the SGV traveling to external destinations.

OUTREACH PROGRAM

The Study was informed by continuous input and numerous comments from the general public, various involved jurisdictions, and key stakeholders including transit operators such as Metro and Foothill Transit. Various outreach activities were initiated during Phase 1 and continued throughout Phase 2.

An extensive outreach effort was conducted through multiple community events, one-on-one briefings, and consistent public engagement. This created a greater understanding of the project and helped establish consensus on the Study's outcomes.

During Phase 1, a Technical Advisory Committee (TAC) was formed that included 24 cities, unincorporated LA County, and other public agencies. The TAC gathered technical input agency coordination, and collaboration on solutions.



Transit Feasibility Study



Additional outreach activities that occurred during **Phase 1** included:

- Public agency/elected official briefings with over 30 participants
- 10 key stakeholder/ one-on-one briefings
- Two community workshops that engaged 144 attendees
- A public opinion travel survey that garnered responses from over 400 SGV residents
- A social media ad campaign that reached 3,800 to 10,900 people per day and garnered 250 to 700 clicks per day
- A project website that hosted an informational campaign and interactive map on the concepts, which received feedback comments
- A dedicated email and phone number for the public to provide feedback on the project which had a voicemail in English, Spanish, and Chinese

In subsequent planning phases, SGVCOG will continue collaboration with cities and transit agencies.

Phase 2 continued the Study's collaborative engagement to further refine the concepts that were deemed most optimal for meeting project needs. During Phase 2, the TAC was expanded to include 27 cities, agencies, and elected official districts. The TAC, one-on-one briefings, as well as public input received at pop-up events and interactive online maps were used to gather input on more specific conceptual definitions of the project. The outreach activities that occurred during Phase 2 included:

- 19 one-on-one briefings with various city staff, municipal agencies, LA County Departments, elected officials and other stakeholders (e.g., Cal Poly Pomona)
- A project website that hosted an informational campaign and Interactive Map on the Initial Concepts, that engaged over 300 participants and recieved 49 comments
- 11 community pop-up events in the cities and communities located closest to the concepts

Input from Pop-up Events



Direct connections to Cal State LA, East LA College, Mt. San Antonio College, and Cal Poly Pomona



More transit service in Monterey Park and additional transit hubs west of El Monte



Service improvements centered in low-income communities and areas with low car availability



Faster bus operations, more frequent service, and bus lanes on Rosemead Blvd



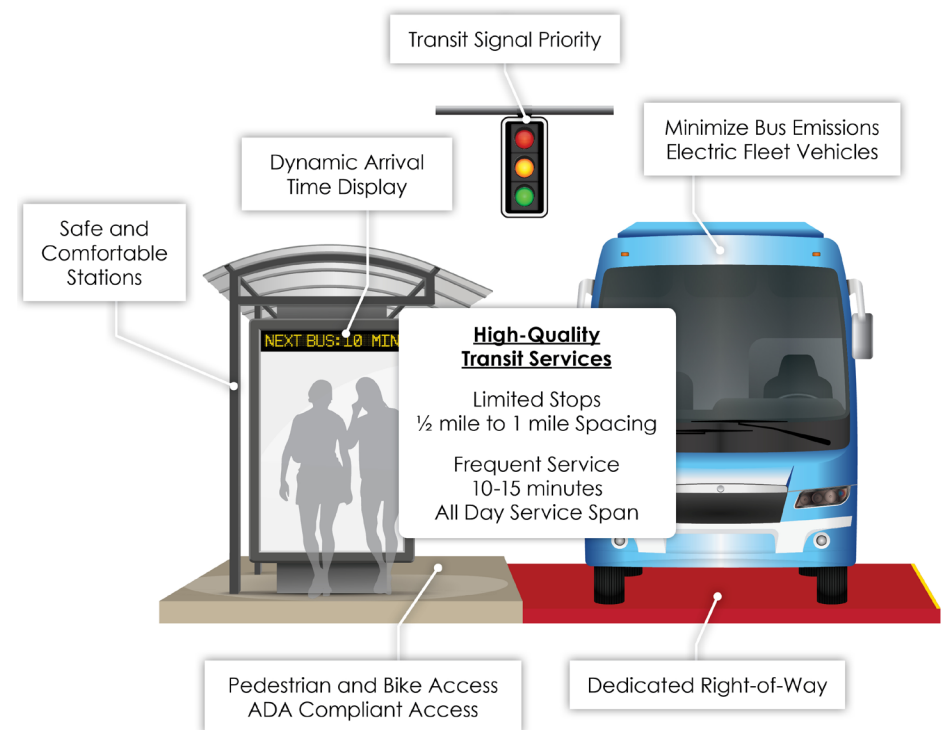


BRT ELEMENTS

Bus Rapid Transit is a high-quality rubber-tired transit mode that provides faster and more frequent service compared to typical local bus operations. Typical elements of BRT include:

- **Dedicated Right-Of-Way (ROW):** Compared to traditional bus routes which operate with other roadway traffic, BRT incorporates dedicated bus lanes, either on an existing roadway or dedicated ROW.
- **Enhanced Stops:** BRT stations typically feature enhanced amenities such as real-time bus arrival information, upgraded seating, and improved bike and pedestrian access.
- **Limited Stops:** BRT stops are typically spaced at ½ mile to 1 mile apart, which is a much greater distance compared to local services, which may make as many as 8 stops per mile. Local service is often run in conjunction with BRT service to address First/Last Mile concerns.
- **Transit Signal Priority (TSP):** TSP detects buses approaching a signal and either extends the cycle of an existing green phase or calls up an early green light. This reduces the amount of time that buses wait at red traffic signals, improving average travel speeds, and shortening overall trip times by as much as 10 percent.

- **More Frequent Service:** According to the Transportation Research Board Transit Capacity Manual, BRT services operate at a frequency of 10 minutes or less, or six buses per hour in each direction.
- **Longer Service Span:** Compared to traditional bus routes, the service span of BRT typically extends over more hours, with high frequencies throughout most of the day from early morning to late evening.



Typical BRT Features



BUS LANE CONFIGURATIONS

There are three principal types of roadway configurations to provide bus lanes:

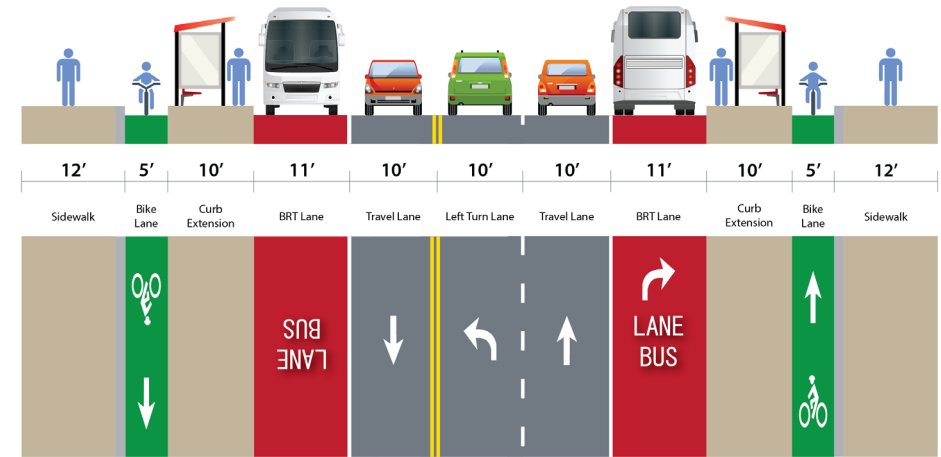
- **Side Running Lanes**
- **Center or Median Running Lanes**
- **Curb Running Lane**

Side Running Lanes: In this configuration, the outside travel lanes are restricted to buses and right-turning vehicles. On-street parking and/or bike lanes can be provided outside of the bus lanes. Side-running bus lanes may be provided by widening and/or reconfiguring the outside travel lane to bus-only operation. The minimum desirable lane width is 11 feet, preferably 12 feet or more.

With this bus lane configuration, conflicts between automobile and buses are expected, as general purpose traffic is allowed to weave across the bus lanes to access driveways, loading zones, and to make right turn maneuvers at intersections. Space permitting, right-turn bays may be provided outboard from the bus lanes at intersections to reduce operational interference from right-turning vehicles yielding to pedestrians crossing concurrently with through traffic.

Stations are typically placed along the sidewalk, which may be widened through the loading zone using “curb extensions” or “bulb-outs” enhancing walkability and the pedestrian environment.

Bike lanes, where present, may be routed between the loading-zone and sidewalk area to minimize conflicts with bus patrons.



****NOTE:** These figures represent minimum lane widths

Side Running Configuration

Key Features of Side Running Lanes:

- Typically requires 100' to 120' roadway with four lanes and bicycle lanes
- May be accommodated by converting outside lanes to bus-and-right-turn only lanes
- Stations can be placed on sidewalks or on curb extensions “bulb-outs” to widen sidewalk
- Right-turning vehicles at driveways and intersections cross bus lane

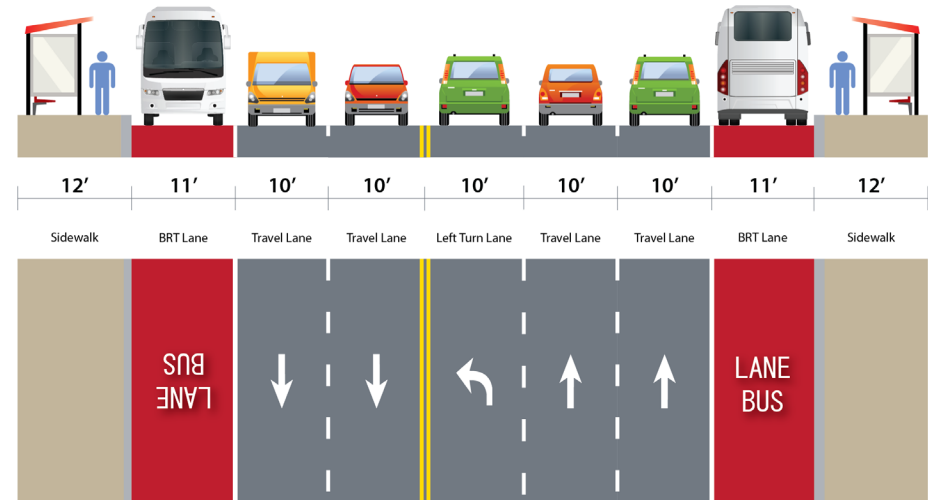
Transit Feasibility Study



Center or Median Running Lanes: In this configuration, dedicated bus lanes are provided in the center of the roadway within or alongside a raised median. Wide roadways, typically 120 feet or more, are required to accommodate center or median running bus lanes. There are few local San Gabriel Valley roadways with right-of-way wide enough and suitable for center or median running bus lanes, so this prototype is discussed for informational purposes.

Curb Running Lanes: In this configuration, bus lanes run in an outside lane along the roadway curb. Curb running bus lanes may be provided by widening, removing parking or reconfiguring the outside of the roadway travel lane to bus-only operation. Similar to side running, the minimum desirable lane width is 11 feet, with 12 to 14 feet preferred. The curb running configuration does not accommodate bicycles unless a lane width of 16 feet is provided for shared operation. Otherwise, if bicycle lanes are needed, side running bus lanes should be utilized.

Stations are usually placed along the sidewalk near signalized intersections with marked crosswalks where patrons can cross the roadway. On-street parking or loading can be accommodated in off-peak periods, in which case the bus lanes are only available during peak periods. A curb extension or “bulb-out” may be provided if there is sufficient roadway width. This type of running-way can experience conflicts or interactions with cyclists, parked vehicles, commercial loading zones/vehicles, and right-turning traffic, which typically merges into the bus lane prior to turning.



****NOTE:** These figures represent minimum lane widths

Curb Running Configuration

Key Features of Curb Running Lanes:

- Typically requires 100' to 120' roadway with four lanes
- May be accommodated by converting on-street parking or curb lane to bus-and-right-turn only lane
- Stations are placed on sidewalks
- Parking may be allowed in off-peak periods only; does not work with bike lanes



PHASE 1 – 15 INITIAL CONCEPTS

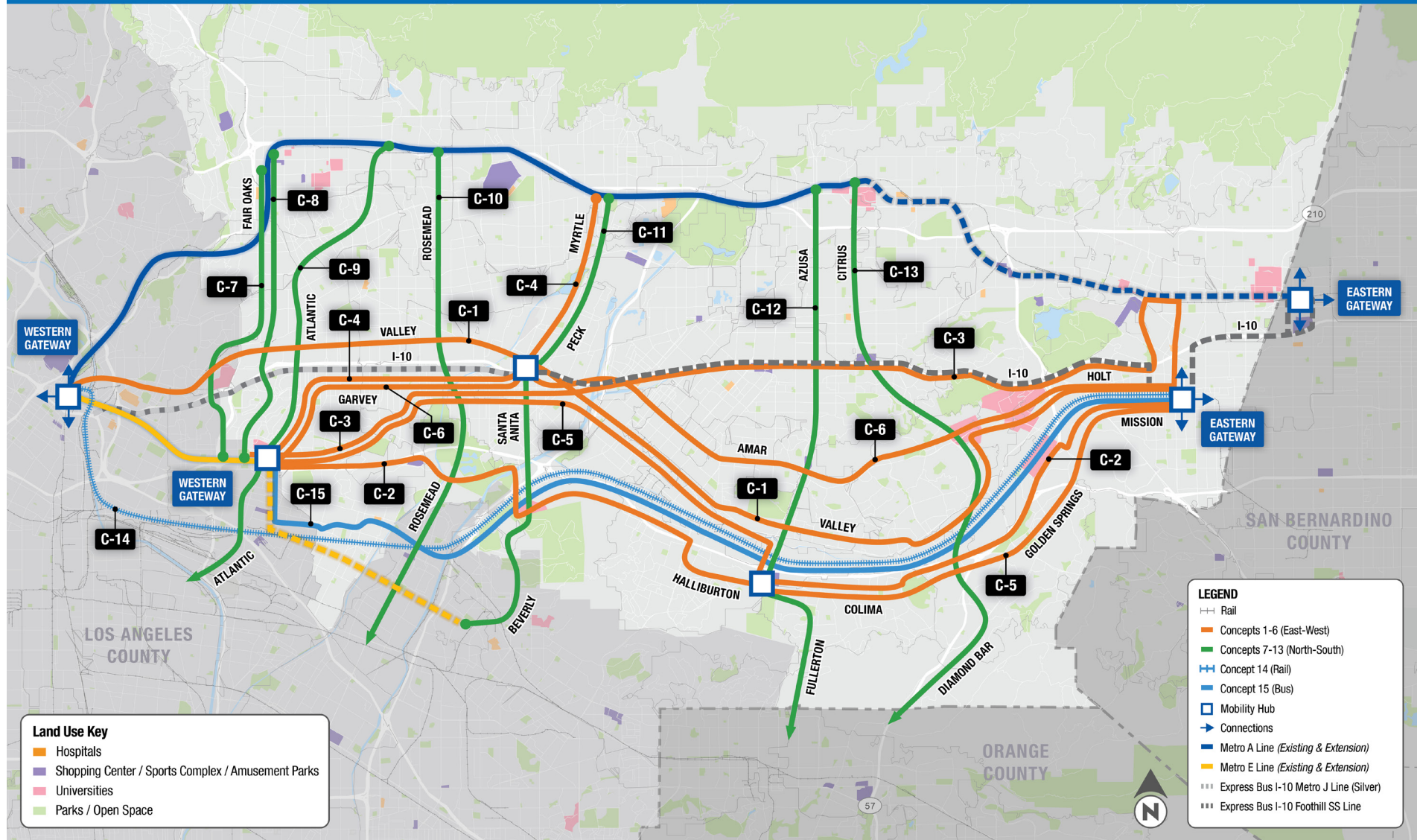
In Phase 1 of the Study, 15 initial concepts for new and enhanced transit services were developed based on the Project’s purpose and need as well as input gathered from community outreach and stakeholder input. Demographics and travel patterns of the SGV were studied and documented in a Study Area Report, and a Mobility Problem Definition was created. The initial concepts focused on both east-west and north-south services that would provide complementary services within the SGV.

The concepts were designed with terminuses at rail stations or transit centers to integrate into existing and proposed transit networks. In Phase 1, ROW, stop locations, key destinations, and estimated travel times were used to define the concepts. These key characteristics guided the development of the 15 conceptual alternatives that would improve transit service along well-travelled corridors in the SGV. The 15 concepts are presented in more detail in the Initial Conceptual Alternatives Report.

Concept	Service Description
C1 - East-West	Downtown Los Angeles to Downtown Pomona via Valley Blvd
C2 - East-West	Atlantic Station to Downtown Pomona via SR-60
C3 - East-West	Atlantic Station to Pomona North Metrolink via I-10
C4 - East-West	Atlantic Station to Monrovia Station via Garvey Ave & Peck Rd
C5 - East-West	Atlantic Station to Downtown Pomona via Valley Blvd & Colima Rd/Golden Springs Dr
C6 - East-West	Atlantic Station to Downtown Pomona via Garvey Ave & Amar Rd
C7 - North-South	Maravilla Station to Del Mar Station via CSLA
C8 - North-South	East LA Civic Center Station to Memorial Park Station via Monterey Pass
C9 - North-South	Sierra Madre Villa Station to Downtown Long Beach via Atlantic Blvd
C10 - North-South	Sierra Madre Villa Station to CSLB via Rosemead Blvd & Lakewood Blvd
C11 - North-South	Monrovia Station to Whittier via Peck Rd and Beverly Blvd
C12 - North-South	Azusa Downtown Station to Newport Beach via Azusa Ave & Harbor Blvd
C13 - North-South	APU / Citrus College Station to Anaheim via Citrus & Grand Ave
C14 - East-West	Riverside Line Local Rail Service to Downtown Pomona Metrolink
C15 - East-West	Riverside Line / SR-60 Express Bus Service



15 Initial Conceptual Alternatives





INITIAL SCREENING OF CONCEPTS

	Valley Boulevard	SR-60	I-10	Valley-Colima-Golden Springs Garvey-Peck	Golden Springs	Garvey-Amar	Commuter Rail / Bus*
East-West Concepts	C1	C2	C3	C4	C5	C6	C 14/15
Fulfills near-term needs	●	✓	✗	✗	✓	✗	✗
Improves transit service	✓	✓	✗	●	✓	✗	●
Addresses existing travel trends within SGV	●	✓	●	✗	✓	✗	✓
Provides mobility to EFCs and other local communities	●	✗	✓	●	✓	✓	✗
Increases access to major SGV transit hubs	✓	✓	●	✓	✗	✗	✗
Increases access to major SGV activity centers	●	✓	✓	✗	●	●	✓
Facilitates access to bike/ped facilities	✓	✗	●	●	●	✓	✗
Minimizes conflicts with goods movement	✓	●	●	✓	✓	✓	✗
Supports land use and development	✓	●	✗	✓	✓	✓	✗
OVERALL SCORING	Moderate	Moderate	Low	Low	High	Low	Low

Notes: ✓ = positive score ● = neutral score ✗ = negative score

* - Scoring weighted towards rail score

Transit Feasibility Study



The 15 Initial Concepts were screened using metrics developed from the Study Goals and Objectives. The objectives focused on improving short and long-term transit service, providing more mobility options to EFCs and other local communities, addressing travel trends in the SGV, increasing access to mobility hubs and major activity centers, facilitating access to bike/pedestrian networks, and supporting land use and development.

The initial screening used qualitative and quantitative evaluations based on a three-point scale (positive, neutral, negative).

The east-west concepts were screened using a two-step process which considered both the screening scores as well as input from SGVCOG stakeholders obtained through the Study's outreach efforts.

After the east-west concepts were screened, the north-south concepts were then screened considering the compatibility and network synergy in supporting the east-west concepts.

Based on the input received and initial screening, the highest-ranking east-west concepts were:

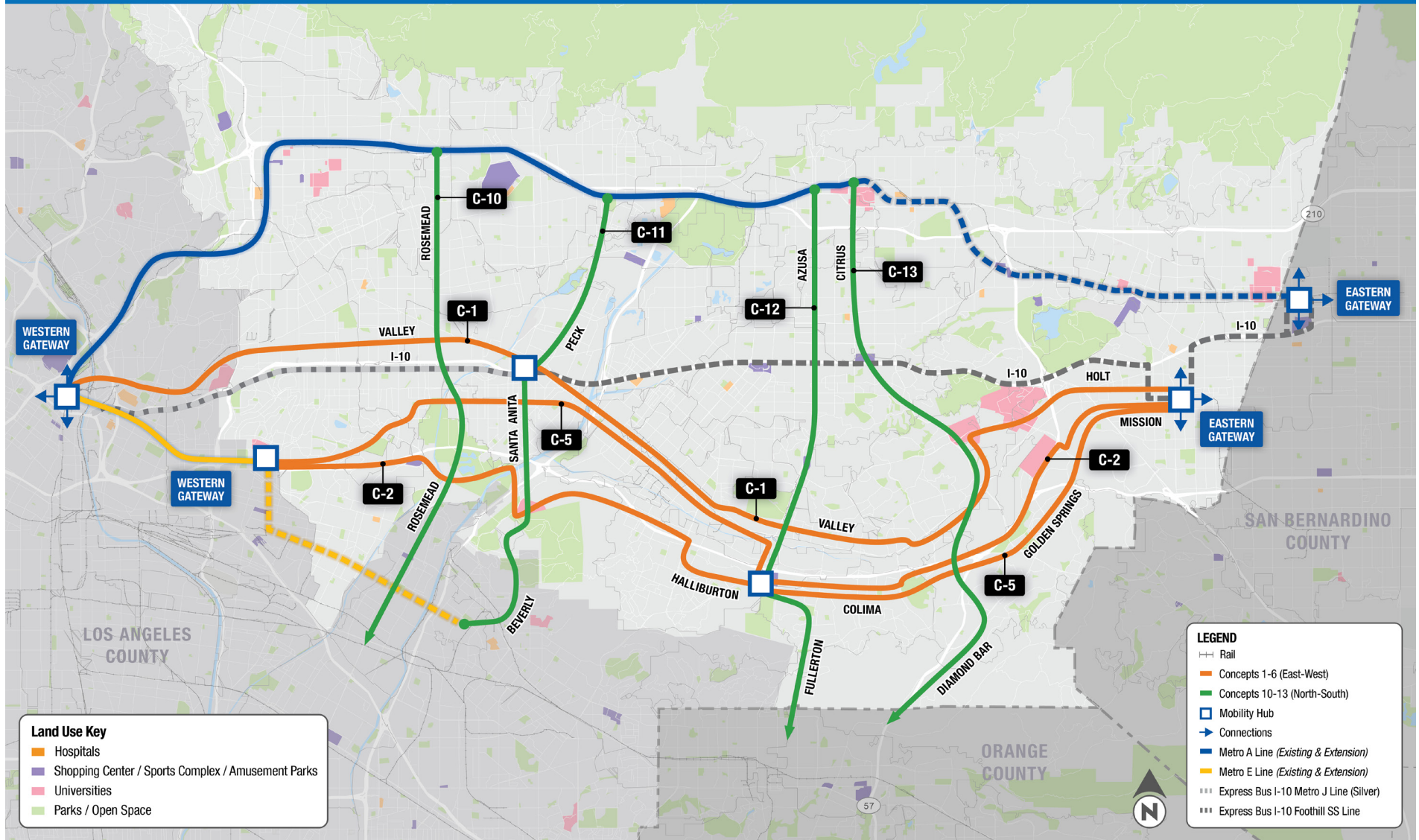
- **Concept 1 – Valley Boulevard**
- **Concept 2 – SR-60**
- **Concept 5 – Valley-Colima-Golden Springs**



Transit Feasibility Study



7 Screened Concepts





PHASE 2 CONCEPT REFINEMENT – DEVELOPMENT OF EAST-WEST BRT ROUTE

Phase 2 focused on refining the three east-west concepts through early conceptual design and engineering. Phase 2 identified potential bus lane configurations (side-running, curb-running, or center), developed urban design concepts, as well as created an implementation and Vision Plan.

All the concepts were made available to the public via an “Interactive Map” on the SGVCOG website where participants could post specific comments. The C1/C5 Hybrid Concept received the most positive comments on the website, from the TAC, as well as through other stakeholder outreach.

*“The **Hybrid Concept** really connects the southern part of SGV and its popular destinations. I also am glad bus lanes and connections to other routes are emphasized in this route plan.”*

– Community Member Posting from Online Interactive Map

*“I prefer the **Hybrid Concept** because it is a good mix of segments - it hits major transit centers without overextending to downtown.”*

– Community Member Posting from Online Interactive Map

Phase 2 also reviewed the detailed ridership demand for the three east-west Concepts 1, 2, and 5. After a further assessment of passenger boardings by station, the results showed more favorable performance for Concept 5 west of the Interstate-605 Freeway, and Concept 1 east of the I-605. To incorporate the best elements of both concepts, C1/C5 were combined into a “Hybrid” east-west option. This Hybrid Concept also had the benefit of traveling through a significant number of EFCs and SGV communities and connecting to colleges such as Cal Poly Pomona and Mt. San Antonio College in the east and to the Metro E Line’s Atlantic Station in the west. Due to low ridership and input received by stakeholders, Concept 2 was screened out from further consideration.

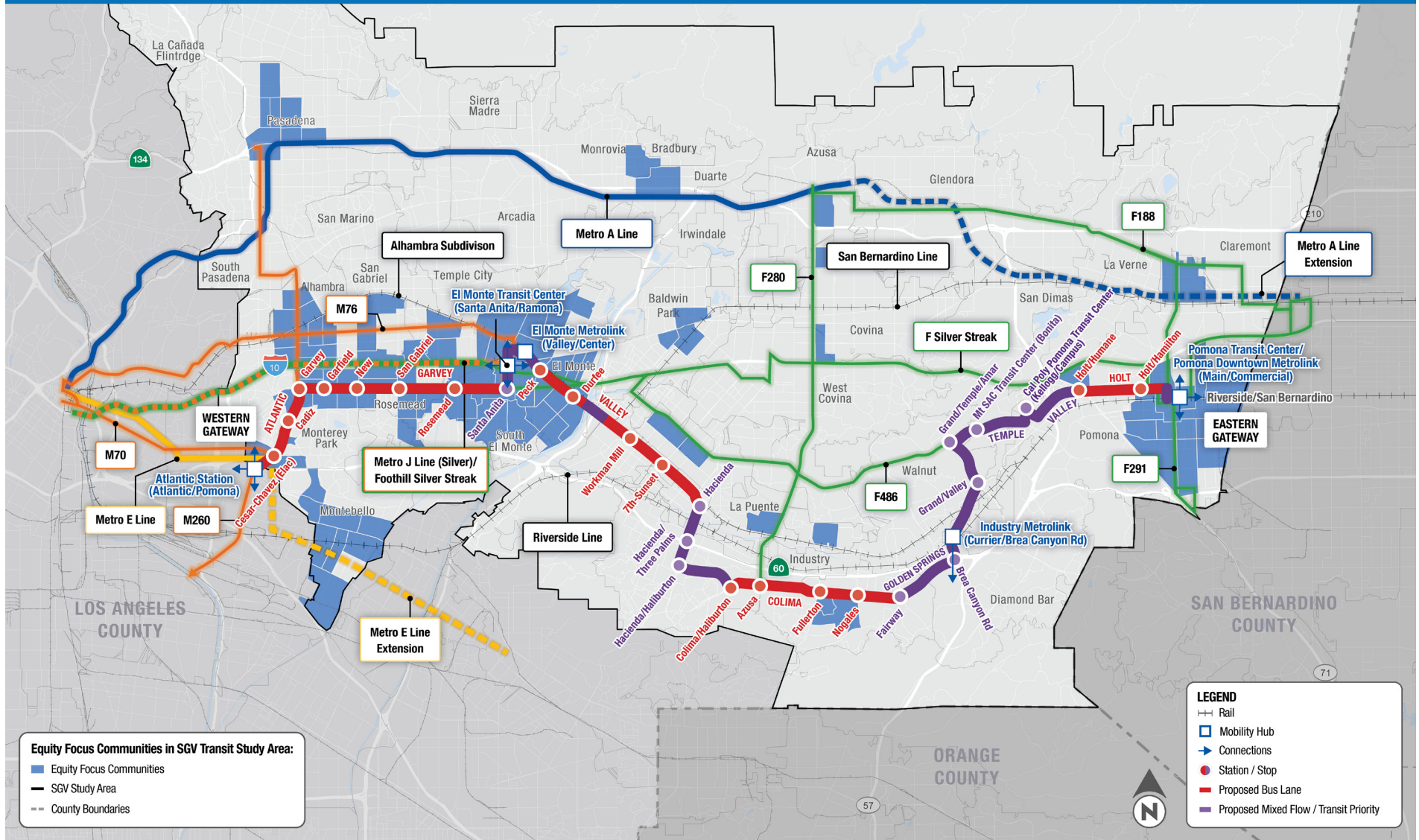


A rendering facing east, showing Side Running Bus Lanes on Holt Avenue near Hamilton Boulevard in Pomona

Transit Feasibility Study



C1/C5 East-West Hybrid Concept





PLAN IMPLEMENTATION

A principal outcome of the Study was the development of a long-range transit Vision Plan with phased implementation. The plan is presented in three planning horizons beginning with a 2035 Mid Term Plan which is financially constrained by the \$635.5 million which Metro committed to the SGV:

- **Mid Term Plan (2035):** The 2035 horizon year reflects the date at which the full \$635.5 million in funding committed by Metro will be available. The designated improvements include an east-west BRT service to replace the prior SR-60 LRT alternative along with complementary valley-wide service and connectivity enhancements providing high-quality transit for the entire SGV planning area.

Preliminary “planning-level” capital cost estimates were prepared for the bus lanes and TSP improvements, to confirm the plan elements would be implementable with the funding committed by Metro for year 2035.

In addition to the new east-west route, the Metro funding is sufficient to implement the East-West Hybrid BRT Concept as well as two new north-south rapid bus services (Monrovia to Whittier and Azusa to Diamond Bar).

- **Long Term Vision Plan:** The Long Term Plan, which is financially unconstrained identifies the ultimate build-out of high quality transit services throughout the SGV. No particular year is specified, but for planning purposes, a Year 2050 horizon could be considered. Included are BRT services, Rapid Bus services, and potential new rail service between Pomona and Downtown Los Angeles.
- **Jump Start Projects (2028):** Jump Start Projects (often referred to as Near Term Plan) includes TSP and demonstration bus lane segments serving existing high-frequency routes. These could be implemented within 3 to 5 years if funding is identified and the projects are expedited.



A rendering facing east, showing Curb Running Bus Lanes along Valley Boulevard near Proctor Avenue in the City of Industry



MID TERM PLAN (2035)

The Mid Term Plan incorporates capital improvements which could be constructed with the \$635.5-million committed to the SGV by Metro. This includes:

- **Rapid Bus Priority Corridors** – Provide Traffic Signal Priority (TSP) at all signalized intersections along designated corridors. These improvements would facilitate existing bus services in the near term and would host limited stop “Rapid Bus” services in the longer term:
 - » Valley Boulevard / Metro Line 76 from Downtown Los Angeles to El Monte
 - » Amar Road / Foothill Line 486 from El Monte to Downtown Pomona
 - » Atlantic Boulevard / Metro Line 260 from Pasadena to Atlantic Station (Metro E Line)
 - » Rosemead Boulevard / Metro Line 266 from Monrovia Station (Metro A Line) to Galatin Road (Pico Rivera)
 - » Proposed Myrtle – Peck – Workman Mill – Beverly route from Monrovia Station (Metro A Line) to proposed terminus of Metro E line on Washington Boulevard (Whittier)
 - » Azusa Avenue / Foothill Transit Line 280 from Azusa Station (Metro A Line) to Puente Hills Mall Transit Center (City of Industry)
 - » Proposed Citrus / Grand route from Citrus/APU Station (Metro A Line) to Diamond Bar
 - » Route from Pomona North Metrolink Station to Downtown Pomona via Arrow Highway and White Avenue (through Pomona Fairplex)

- **BRT Corridors** – Provide bus lanes and enhanced stations along designated BRT corridors. These improvements would support existing high-frequency bus services in the near term and would host BRT service in the longer term:
 - » Bus lane segments and enhanced stations along the East-West Hybrid route between Atlantic Station (Metro E Line) and Pomona
 - » Bus lane segments along Rosemead Boulevard within SGV (Rosemead, El Monte and South El Monte)
 - » Transit center and bus operations center improvements (specifics to be determined by further study)
 - » 30 Zero Emission Buses (ZEBs)

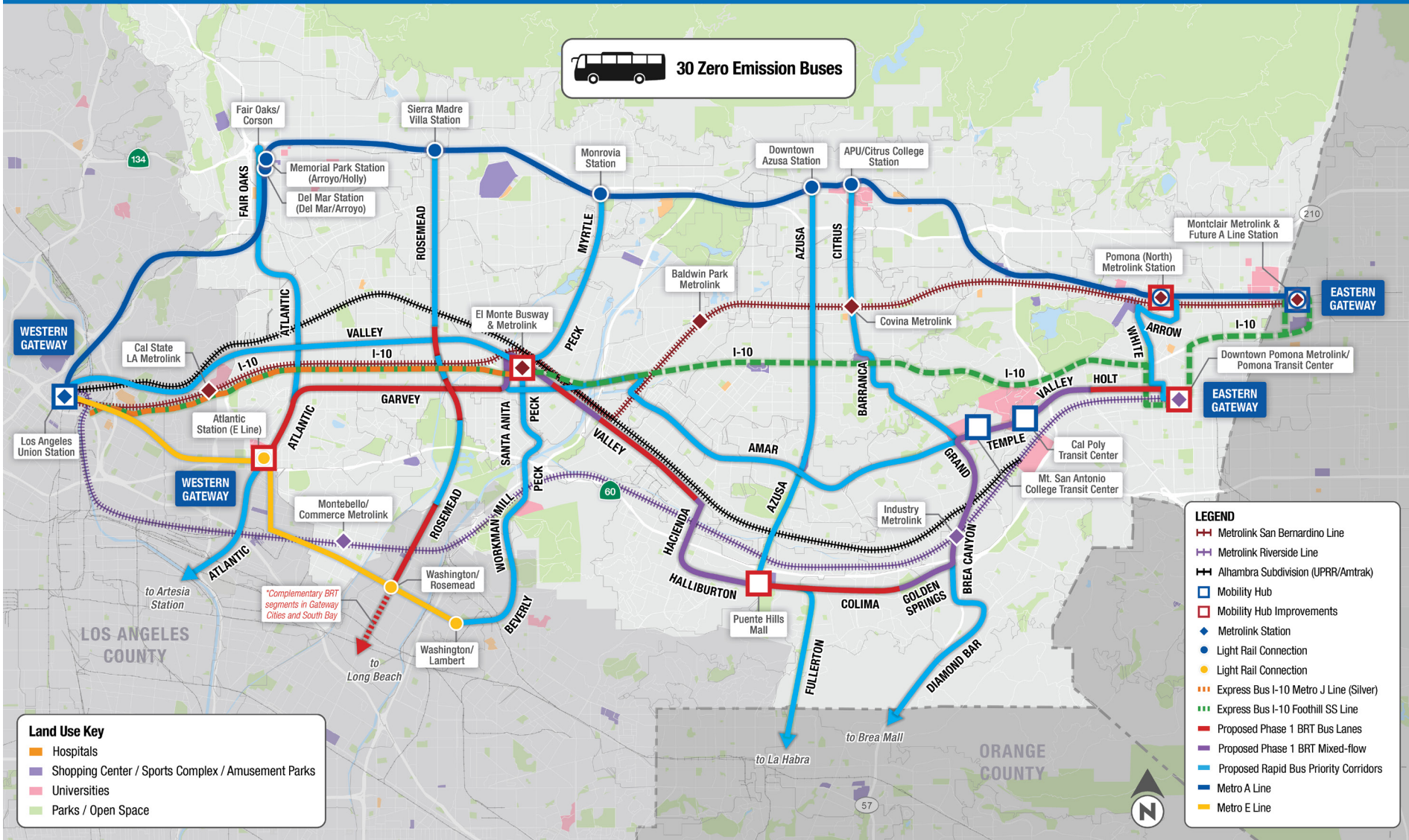


A rendering facing east, showing Curb Running Bus Lanes along Holt Avenue near Hamilton Boulevard in Pomona



Mid Term Plan (2035)

30 Zero Emission Buses



Land Use Key

- Hospitals
- Shopping Center / Sports Complex / Amusement Parks
- Universities
- Parks / Open Space

LEGEND

- Metro A Line
- Metro E Line
- Proposed Phase 1 BRT Bus Lanes
- Proposed Phase 1 BRT Mixed-flow
- Express Bus I-10 Metro J Line (Silver)
- Express Bus I-10 Foothill SS Line
- Light Rail Connection
- Metro Station
- Mobility Hub Improvements
- Mobility Hub
- Alhambra Subdivision (UPRR/Amtrak)
- Metro A Line
- Metro E Line
- Metro A Line
- Metro E Line

Transit Feasibility Study



Transit center improvements may include provision of additional bays for new bus lines, charging and/or fueling, improved access and circulation and joint development. Bus operations center improvements could include expansion of existing center(s) as well as fueling/charging and maintenance improvements.

A Rough Order of Magnitude (ROM) capital cost estimate was prepared for the proposed 2035 improvements program. All of the elements (including purchase of buses) shown in the Mid Term Plan. The cost estimate indicates that all of the improvements, including 17.5 miles of east-west bus lanes and 2.4 miles of north-south bus lanes,

with enhanced stations, could be delivered within the \$635.5-million committed by Metro. Even with escalation, the TSP and bus lanes segments could be constructed, however there would be less money available for the transit center and transit ops center improvements.

After improvements have been made along the East-West Hybrid route, the new service would be commissioned pursuant to developing a service agreement with the operator(s). BRT service could also potentially be implemented along Rosemead Boulevard, if additional bus lane segments are constructed through Pico Rivera and further south in the Gateway Cities area.

2035 Mid Term Plan Capital Cost

Element	Quantity (Bus Lanes/Route Miles)	2023		2035		Inflation Rate (12 years)	12-year Inflation Factor
		Low Cost	High Cost	Low Cost	High Cost		
Transit Priority Enhancements	Up to 180	\$35M	\$35M	\$45.5M	\$45.5M	4%	1.6
East-West BRT Line Improvements (Lanes & Stations)	17.5 Miles /33.8 Miles	\$195M	\$250M	\$312M	\$400M	4%	1.6
North-South BRT Line Improvements (Lanes & Stations)	2.4 Miles /10.1 Miles	\$45M	\$50M	\$72M	\$80M	4%	1.6
Electric Buses	Up to 30	\$40M	\$40M	\$50M	\$50M	2%	1.26
Fixed Facilities	Allowance	\$155M	\$125M	\$156M	\$60M	N/A	N/A
Phase 1 Program Cost		\$470M	\$500M	\$635.5M	\$635.5M	-	-

Notes: 1) Low Cost (side running) / High Cost (curb running);
 2) Funds not allocated to other categories would be available to fund fixed facilities.





LONG TERM VISION PLAN

The Long Term Vision Plan includes projects and improvements that could potentially be achieved by year 2050, subject to additional funding and project development activity. In addition to the projects shown in the 2035 Mid Term Plan, the Long Term Vision Plan would add:

- Bus lane segments and additional BRT services along designated Phase 2 BRT corridors including:
 - » Atlantic Boulevard / Metro Line 260 from Pasadena to Atlantic Station (Metro E Line) with potential extension south to Artesia Station (Metro A Line)
 - » Additional bus lane segments along Rosemead Boulevard / Metro Line 266 in East Pasadena
 - » Azusa Avenue / Foothill Transit Line 280 from Azusa Station (Metro A Line) to Puente Hills Mall Transit Center
 - » Bus lane segments along Valley Boulevard between LA Union Station and El Monte Transit Center (Metro Line 76)
 - » Bus lane segments along route from Pomona North Metrolink Station to Downtown Pomona via Arrow Highway and White Avenue (through Pomona Fairplex). (This route segment could provide an alternative terminal for the east-west BRT service.)
- Potential passenger rail service along the Union Pacific Alhambra Subdivision between downtown Pomona and Los Angeles Union Station with infill stations at the South Campus of California Polytechnic University (Pomona), Hacienda Boulevard (City of Industry) and Atlantic Boulevard (Alhambra).

With buildout of the Long Term Vision Plan bus lane, transit center and operations center improvements and commissioning of new Rapid Bus and BRT services, the SGV would have an integrated network of east-west and north-south services covering the full extent of the Valley and providing public transport to all communities.

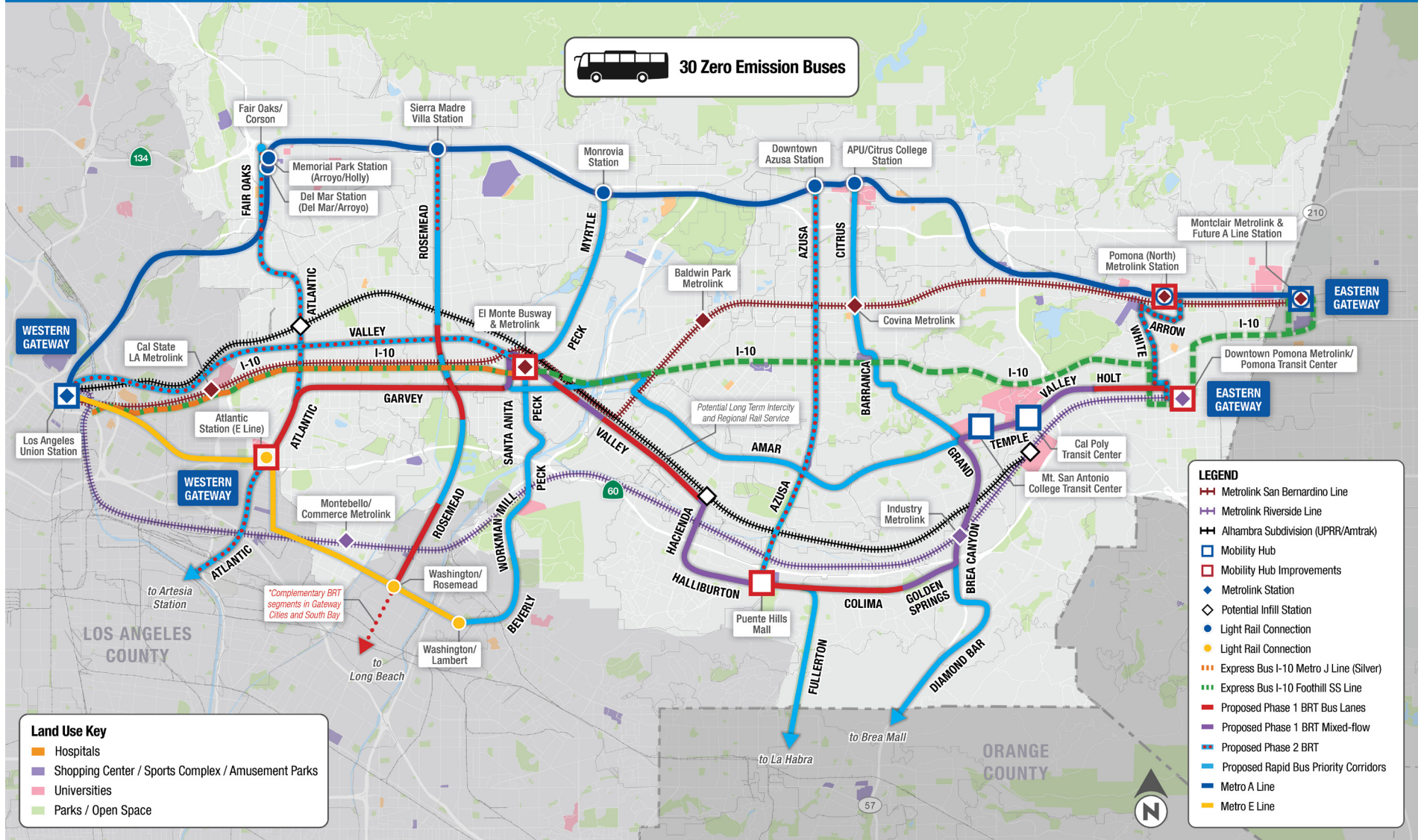


A rendering facing east, showing Side Running Bus Lanes on Colima Road near Azusa Avenue in Unincorporated Los Angeles County



Long Range Vision Plan

30 Zero Emission Buses





JUMP START PROJECTS (2028)

In response to the concern that the funding designated by Metro may not be available until 2035, a set of near term improvements, “Jump Start Projects,” have been identified for potential implementation over the next 3 – 5 years, subject to the acquisition of funding. Near term improvements could include:

- TSP enhancements along designated Rapid Bus Priority Corridors and BRT corridors which currently have higher-frequency services, e.g., Metro bus lines (Lines 76, 260, and 266) and two existing Foothill Transit bus lines (Lines 280 and 197)
- Constructing “Jump Start” bus lane demonstration projects at one or more of six candidate segments including: Atlantic Boulevard and Garvey Avenue in Monterey Park, Garvey Avenue in Rosemead and El Monte, Valley Boulevard in Industry and LA County, and Holt Avenue in Pomona.
- Providing BRT shelters to enhance stops at key station locations
- Providing “Complete Street” improvements for pedestrians and bicyclists in anticipation of future bus transit improvements

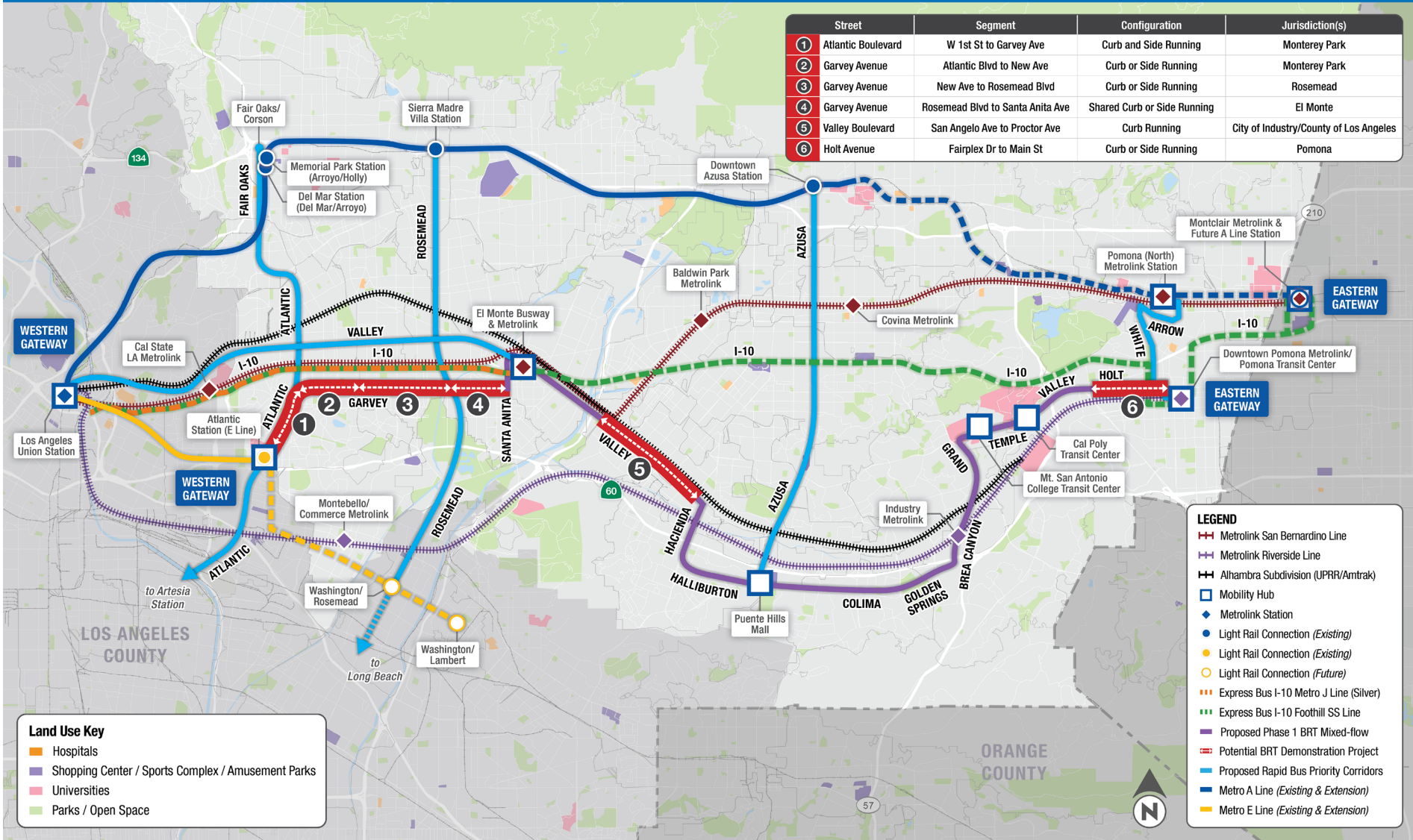


A rendering facing east, showing Mixed Flow Operations on Valley Boulevard west of Tyler Avenue in El Monte



Jump Start Projects (2028)

Street	Segment	Configuration	Jurisdiction(s)
1 Atlantic Boulevard	W 1st St to Garvey Ave	Curb and Side Running	Monterey Park
2 Garvey Avenue	Atlantic Blvd to New Ave	Curb or Side Running	Monterey Park
3 Garvey Avenue	New Ave to Rosemead Blvd	Curb or Side Running	Rosemead
4 Garvey Avenue	Rosemead Blvd to Santa Anita Ave	Shared Curb or Side Running	El Monte
5 Valley Boulevard	San Angelo Ave to Proctor Ave	Curb Running	City of Industry/County of Los Angeles
6 Holt Avenue	Fairplex Dr to Main St	Curb or Side Running	Pomona



Land Use Key

- Hospitals
- Shopping Center / Sports Complex / Amusement Parks
- Universities
- Parks / Open Space

LEGEND

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



PROJECT DELIVERY

Delivery of the proposed transit service improvements will require a number of steps which include:

- ▶ **Assembly of Funding** – LA Metro has committed \$635.5 million (programmed for Year 2035) in capital funds to build the project. There is a desire to implement Near Term improvements (e.g., in place within the next 3 to 5 years) including transit priority enhancements and demonstration bus lanes segments, which would require either advancing a portion of these funds or finding other sources available ahead of the 2035 year of commitment.
- ▶ **Prepare Preliminary Engineering (PE) and Final Design Plans** – Design plans need to be prepared. Preparation of PE is critical to project delivery as these plans will provide the basis for the involved Jurisdictions Having Authority (JHA) to vet the proposed improvements with the respective communities and to assure the proposed improvements are consistent with local design standards.
- ▶ **Streamline Environmental Clearance** – Because the proposed improvements have independent utility, are located within publicly owned right-of-way, and are intended to support enhanced transit service, they would be eligible for an exemption from California Environmental Quality Act (CEQA) requirements under SB922. SGVCOG would need to develop the necessary documentation to support this approach.

If pursuing federal funding, a Categorical Exclusion (CE) through National Environmental Policy Act (NEPA) can be pursued. This process requires confirmation that the project shows no impact to environmental resources. If impacts are identified, then additional technical studies would need to be conducted.

- ▶ **Developing Operating Agreements** – Both LA Metro and Foothill Transit currently provide services within the San Gabriel Valley, along with a number of municipal operators. The proposed east-west service would span both the LA Metro and Foothill Transit territories, so an operating agreement would need to be developed to designate an operator for the east-west service. (The north-south service improvements could be implemented separately by LA Metro and Foothill Transit in a coordinated approach.) Any proposed service improvements would require the agencies' boards to review and approve the service, pending funding availability.
- ▶ **Identify Funding for Operations** – Operating funds would be required to support proposed new services. These funds could potentially be obtained by reducing and/or eliminating duplicative services; or new funding could be sought from state and local sources.



➤ **Identify Maintenance Responsibilities/Develop Agreements**

– It is anticipated that BRT station components would be maintained by the bus operating agency, however, general maintenance of the roadway and sidewalks, including street sweeping, removal of debris, roadway general maintenance as well as signing and striping, would be maintained by City/County forces.

➤ **Caltrans Agreements** – Institutional arrangements need to be orchestrated to allow development of BRT improvements along Rosemead Boulevard, which is designated as SR-164 and Azusa Avenue, which is designated as SR-39. These may be facilitated if these routes are relinquished from the State highway system. (Rosemead and San Gabriel are pursuing relinquishment for Rosemead.) Additionally, certain traffic signals (e.g., in the vicinity of freeway interchanges) may be maintained and operated by Caltrans so hardware and software upgrades would need to be coordinated with that agency.

➤ **Railroad Negotiations** – Negotiations would need to be accomplished with the Union Pacific Railroad to obtain an agreement to add passenger service to the Alhambra Subdivision, which is an opportunity shown in the Long Term Vision Plan.

➤ **Obtain Construction Permits** – Permits required to construct improvements within the public right-of-way would need to be obtained from local jurisdictions prior to the start of construction activities. Permit requirements may contain clauses which would need to be flowed down to the construction contractor(s).

➤ **Manage Design and Construction** – Although the scope of improvements primarily involves modifications to signing, striping and traffic signals, along with construction of bus shelters along sidewalks and roadway islands, the scale of the improvements may warrant establishment of a Program Manager to oversee the final design and construction.

➤ **Commission New Services** – After the improvements have been constructed and all of the operating agreements are in place, new or modified service plans need to be put into place. This may include supplemental training for bus drivers with regards to the use of the bus lanes. Also, for new BRT corridors with bus lanes, a coordinated campaign of enforcement may be warranted to educate the motoring public and manage violations.





Key Findings from Study

- The SGV Vision Plan incorporates an integrated network of east-west and north-south transit services that maximize the coverage and distribution of project benefits.
- There are opportunities to add dedicated bus lanes and provide limited-stop services with the implementation of BRT lines.
- Other principal transit lines could be improved with higher frequencies and implementation of TSP delivering Rapid Bus type services along selected Bus Priority Corridors.
- The \$635.5 million provided by Metro in Year 2035 could be used to implement both BRT and Rapid Bus services along with transit center improvements and the purchase of new ZEBs in the mid-term future.
- Pursuant to the identification of funding, SGV could begin implementation of the Vision Plan by providing TSP to selected Priority Bus Corridors and Demonstration Bus Lanes along selected segments designated for BRT service.
- The optimal east-west BRT service is the Hybrid Concept that connects a western gateway located at Atlantic Station (the current terminus of the Metro E Line) and an eastern gateway located at the Pomona Transit Center in downtown Pomona adjacent to the Pomona –Downtown Metrolink Station on the Southern California Regional Rail Authority (SCRRRA) Riverside Line.



A rendering facing east, showing Side Running Bus Lanes on Garvey Avenue west of Santa Anita in El Monte



A rendering facing south, showing Side Running Bus Lanes with Protected Bike Lanes on Rosemead Boulevard at Rush Street in South El Monte

Transit Feasibility Study



- In the Near Term (2028), in addition to the east-west Hybrid Concept, Rapid Bus Priority Corridors were identified that would receive TSP enhancements to improve existing bus services provided by Metro and Foothill Transit.
- For the Mid Term (2035), when funding will be available, improvements planned include: constructing bus lane segments for the Hybrid Concept and along Rosemead Boulevard; TSP along Amar Road, Monrovia to Whittier, Azusa to Diamond Bar, and Pomona Downtown to Pomona north Metrolink via Fairplex; Transit center and bus operations center improvements, enhanced BRT stations, and purchase of ZEBs.
- A Long Term Vision Plan (2050) subject to project development includes transit enhancements such as Priority Bus Corridors along Atlantic Boulevard, Rosemead Boulevard, Azusa Avenue, and White Avenue – Arrow Highway – Garvey Avenue; as well as future rail passenger service along the UPRR Alhambra Subdivision.
- Strategies for Project Delivery include assembling funding, preparing preliminary engineering and final design plans, obtaining environmental clearances, developing operating agreements, identifying funding for O&M, agreements between agencies and rail owners, permitting and construction, and commissioning of new services.



A rendering facing southwest, showing Side Running Bus Lanes along Atlantic Boulevard near Riggins Street in Monterey Park



REFERENCED MATERIAL FROM THE STUDY

The Feasibility Study builds upon prior Metro planning documents including: BRT Vision and Principles, NextGen Bus Plan, North Hollywood to Pasadena BRT. The following table identifies work products which provide additional technical information in support of this study.

Phase 1 Work Products	
Product	Contents
Study Area Definition (Appendix A)	Defines project boundaries, stakeholder cities and agencies. Summarizes existing plans, land use patterns, freeway and arterial networks and conditions, and existing transit network.
Mobility Problem Definition (Appendix B)	Provides statement of purpose and goals of study. Summarizes prominent mobility issues for the SGV, identifies key trip attractors and distribution of major internal and external travel demand, communities most in need of enhanced transit services, and current transportation improvement projects in the SGV.
Initial Conceptual Alternatives (Appendix C)	Presents 15 conceptual alternatives developed for enhanced transit services in the SGV, including routing, stops and hubs.
Screening Methodology (Appendix D)	Outlines criteria and scoring methods for screening of initial alternatives for both qualitative and quantitative data.
Written Comments (Appendix E)	Summarizes written comments received from the various involved jurisdictions, stakeholders and the general public regarding the initial conceptual alternatives.
Initial Concepts Screening (Appendix F)	Presents scoring of east-west concepts and identifies three most promising for further analysis. North-south concepts were assessed qualitatively and four were recommended to be advanced.
Refinement of Screened Concepts (Appendix G)	Indicates refinements to the three east-west and four north-south concepts recommended for further study.
Travel Demand Forecast Methodology (Appendix H)	Describes the methodology and scenarios used to develop projected year 2042 ridership.



Phase 1 Work Products (continued)	
Product	Contents
Travel Forecast Ridership Report (Appendix I1 and I2)	Presents ridership results for 3 screened east-west BRT alternatives and 4 north-south Rapid Bus alternatives.
Capital Cost Methodology (Appendix J)	Documents the methodology used to develop capital cost estimates.
Operations & Maintenance Cost Methodology (Appendix K)	Documents the methodology used to estimate operations & maintenance costs.
Capital Cost Estimates (Appendix L1 and L2)	Transmits the rough order-of-magnitude capital cost estimates for bus lanes and other improvements shown in the proposed 2035 transit plan.
Operations & Maintenance Costs (Appendix M)	Provides bus operations costs, bus-miles and bus-hours for seven screened concepts.
Phase 1 Feasibility Study (Appendix N)	Transmits the results of the Phase 1 analysis including initial conceptual alternatives screening, refinement and evaluation. Also includes working draft transit Vision Plan.

Phase 2 Work Products	
Product	Contents
Ridership Update (Appendix O)	Updates ridership results to provide projected ridership for the proposed East-West Hybrid BRT route alignment alternative.
Capital Cost Update (Appendix P)	Updates capital cost estimates to provide specific costs for proposed east-west and north-south bus lanes segments. Incorporates escalation to Year 2035.
Urban Design Report (Appendix Q)	Presents criteria for siting and configuring BRT stations and shelters. Presents site specific illustrative examples of urban design integration for BRT stations.
Conceptual Design Plans (Appendix R)	Presents illustrative example conceptual plans for sample bus lanes segments along proposed BRT routes.

Prior work products and other Study information can be accessed on the SGVCOG website at the following address:

[SGV Transit Feasibility Study \(sgvcog.org\)](https://sgvcog.org)





SGV Transit Feasibility Study (sgvcog.org)



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Board Report

File #: 2020-0172, **File Type:** Motion / Motion Response

Agenda Number: 8.1

REGULAR BOARD MEETING FEBRUARY 27, 2020

Motion by:

DIRECTORS SOLIS, HAHN, BUTTS, GARCIA, FASANA, AND GARCETTI

Amendment to Item 8: Eastside Transit Corridor Phase 2

Since the passage of Measure R in 2008, the Los Angeles Metropolitan Transportation Authority (Metro) has been hard at work delivering a \$40 billion, voter-approved program of projects aimed at enhancing Los Angeles County's transportation network. In 2016, voters doubled down on their approval of Measure R with their approval of Measure M, which brought forth \$120 billion in additional sales tax revenues for a slew of transit, highway, and active transportation projects.

Both Measures R and M include the Eastside Transit Corridor Phase 2, also known as the Gold Line Eastside Extension Phase 2 project (Project), in their expenditure plans with \$1.271 billion in Measure R sales tax revenues and \$1.086 billion in Measure M sales tax revenues programmed for the Project. In total, the Project has approximately \$3 billion programmed for one alignment available in 2029, and another \$3 billion available for a second alignment in 2053. The Project's environmental document is currently in progress and includes the State Route 60 Alternative, the Washington Boulevard Alternative, and the Combined Alternative as potential alignments for the extension of the existing Gold Line light rail eastward from unincorporated East Los Angeles

Agenda Item 8 provides staff recommendations to withdraw the State Route 60 and Combined Alternatives from further consideration as part of the Project's environmental document. Additionally, staff recommendations include moving forward with Project environmental clearance under the California Environmental Quality Act only and forgoing any additional analysis under the National Environmental Policy Act. In parallel to completion of the environmental document, staff will also launch a feasibility study that will evaluate mobility needs in the San Gabriel Valley for communities along the State Route 60 corridor. The recommendations presented by staff have been informed by a number of in-depth technical studies that identified significant costs and engineering challenges for the delivery of both the State Route 60 and Combined Alternatives.

However, recommendation C under Agenda Item 8 would benefit from stronger specificity. It does not provide a timeframe for when the feasibility study would be presented to the Board, it is vague as to what options should be evaluated, and does not commit funding for this effort.

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

RECOMMENDATION

APPROVE Motion by Directors Solis, Hahn, Butts, Garcia, Fasana, and Garcetti that the Board direct the CEO to add the following directive under Agenda Item 8:

e. Honor the commitment of \$635.5 million made to the San Gabriel Valley subregion as part of Measure R documentation. This commitment will be recognized consistent with the funding years in the Measure R Expenditure Plan.

FURTHER that the Board direct the CEO to provide a report back to the Board in May 2020 that includes:

1. Recommendations for funding and cash flow (Funding Plan) for the San Gabriel Valley and Gateway Cities that encompasses all of the Measure R and Measure M funding for the Gold Line Eastside Extension Phase 2 to demonstrate subregional equity for both the San Gabriel Valley and the Gateway Cities. As part of the Funding Plan, include any potential inter-fund borrowing between Measures R and M, loan options, or other financial mechanisms necessary to retain overall equity while ensuring financial capacity to move the Gold Line Eastside Extension Phase 2 forward as an accelerated Pillar Project under Metro's Twenty-Eight by '28 Initiative.
2. Implementation plan to design, environmentally clear and construct a high-quality transit service option that will serve the State Route 60 Corridor cities and potentially the communities near the Los Angeles County/San Bernardino County border. The strategy should include details for outreach, timeframes to initiate and finish the environmental review, and a preliminary analysis of alternatives.
3. Consideration of, as part of the feasibility study for the San Gabriel Valley, high-quality transit service options including Bus Rapid Transit and Alternative Rail Transit Technology (i.e., Monorail Transit, or MRT) and identification of opportunities to connect Metro's transit network with the Foothill Gold Line as well as the Metrolink and Foothill Transit networks in the San Gabriel Valley.



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2020-0368, **File Type:** Motion / Motion Response

Agenda Number: 5.1.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2020**

Motion by:

DIRECTORS SOLIS, FASANA, AND BARGER

Related to Item 5: San Gabriel Valley Transit Feasibility Study

SUBJECT: SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY

RECOMMENDATION

APPROVE Amending Motion by Directors Solis, Fasana, and Barger

WE THEREFORE MOVE that the Board direct the CEO to report back in 30 days with recommendations to transfer funding to the San Gabriel Valley Council of Governments as part of the FY21 budget for the procurement and completion of the Feasibility Study. Recommendations should include provisions typical of Metro procurements such as small, disadvantaged, and/or disabled veteran business enterprise goals.



November 7, 2024

Stephanie Wiggins
 Chief Executive Officer
 Los Angeles County Metropolitan Transportation Authority (Metro)
 One Gateway Plaza
 Los Angeles, CA 90012

OFFICERS

President
 Tim Hepburn
1st Vice President
 Ed Reece
2nd Vice President
 April Verlato
3rd Vice President
 Cory Moss

Attn: Maressa Sah, Manager, Transportation Planning

RE: LETTER OF INTENT: SAN GABRIEL VALLEY BUS CORRIDOR TRANSIT IMPROVEMENTS PROJECT OUTREACH AND PROJECT DEFINITION

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

Dear Ms. Wiggins:

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), I write to express our commitment to implement funds allocated by Metro in its FY 2025 Budget to support project definition and conceptual engineering tasks of for certain “Mid-Term Plan” and “Jump-Start” components of its San Gabriel Valley Bus Corridor Transit Improvements Project (“Project”). The Project is the result of the San Gabriel Valley Transit Feasibility Study (“Study”), initiated in July of 2021, and funded by LA Metro.

On March 21, 2024, the SGVCOG Governing Board approved the Final San Gabriel Valley Transit Feasibility Study and directed staff to perform project definition with any appropriate environmental analysis, and work with Metro to request funding for this effort in the FY2025 Metro Budget. Additionally in June of 2024, the SGVCOG Governing Board affirmed its commitment to implementing the near- and mid-term project components identified in the Study, including design, environmental clearance, construction, and related tasks. On May 23, 2024, the Metro Board of Directors adopted its FY2025 Budget, which allocated an additional \$800,000 for furtherance of activities described in the Study.

SGVCOG is prepared to receive the \$800,000 in allocated Metro funds to conduct outreach and project definition tasks for the Bus-Rapid Transit and the Rapid Bus Priority Corridor Projects that are included in the Study’s Mid-Term Plan and for Jump-Start Project Segments 1-4 and 6 (Attachment C-1, Attachments 1 and 2). Upon the availability of funding, SGVCOG will procure qualified consultant services and commence work. Some components of project management and outreach will be completed by SGVCOG staff. A full accounting of the anticipated tasks to be completed is listed below.

This list is subject to change pending the final bids for the work to be completed and schedule and/or budget are also subject to change pending the needs and timeline required for relevant city approvals. Should there be a need for additional funding, SGVCOG will work with Metro to identify and allocate sufficient funds to complete this work. At this time, there are no additional funds identified.

Anticipated Work Tasks, Schedule & Cost Summary*

Description	Start Date	End Date	Duration	Amount
SGVCOG Project Management	2/3/25	2/3/26	12 months	\$ 229,460
Consultant Solicitation & Procurement	11/22/24	1/22/25	2 months	
Project Kick-Off Meeting	2/3/25	2/3/25	-	
Task 1 – Consultant Project Management	2/3/25	2/3/26	12 months	\$ 57,054
Task 2 - Community Outreach	2/17/25	11/17/25	9 months	\$ 147,000
Task 3 – Mid-Term & Jump-Start Program Development – TSP Readiness Evaluation, Traffic Circulation & Parking Analyses	3/17/25	9/17/25	6 months	\$ 148,000
Task 4 - Conceptual Engineering	8/18/25	12/3/26	4 months	\$ 178,486
Task 5 – ROM Cost Estimates	12/3/25	2/3/26	2 months	\$ 40,000
			TOTAL	\$ 800,000

SGVCOG Project Management & Stakeholder Support Costs

Stakeholder Outreach	Director of Government & Community Outreach	\$ 50,035
Management	Transportation Manager	\$ 116,754
Management & Stakeholder Outreach	Regional Planning & Programs Management Analyst	\$ 49,877
Technical Support	Senior Project Manager	\$ 8,687
Auditor	Auditor	\$ 4,107
	Total	\$ 229,460

**The preliminary cost estimates derived by SGVCOG and the associated tasks and/or schedule are subject to change pending feasibility, outcomes of local outreach efforts, city/stakeholder and FTA needs, final cost estimates, and funding constraints.*

SGVCOG is committed to completing these tasks to the greatest extent possible using the funds available. We will work closely with local jurisdictions to ensure that the project definition and conceptual engineering phases of work support the needs and desires of impacted communities. Should funding become available for environmental clearance, design, and construction of the Jump-Start Project components for Segments 1-4 and 6 and/or the Bus-Rapid Transit Projects and the Rapid Bus Priority Corridor Projects included in the Mid-Term Plan, SGVCOG is prepared to implement those phases of work as well.

We truly appreciate your efforts to support these key transportation infrastructure projects in the San Gabriel Valley and your ongoing partnership. Please do not hesitate to contact Roy Choi, Manager of Transportation, at roychoi@sgvcog.org should you have any questions.

Sincerely,



Marisa Creter
Executive Director
San Gabriel Valley Council of Governments

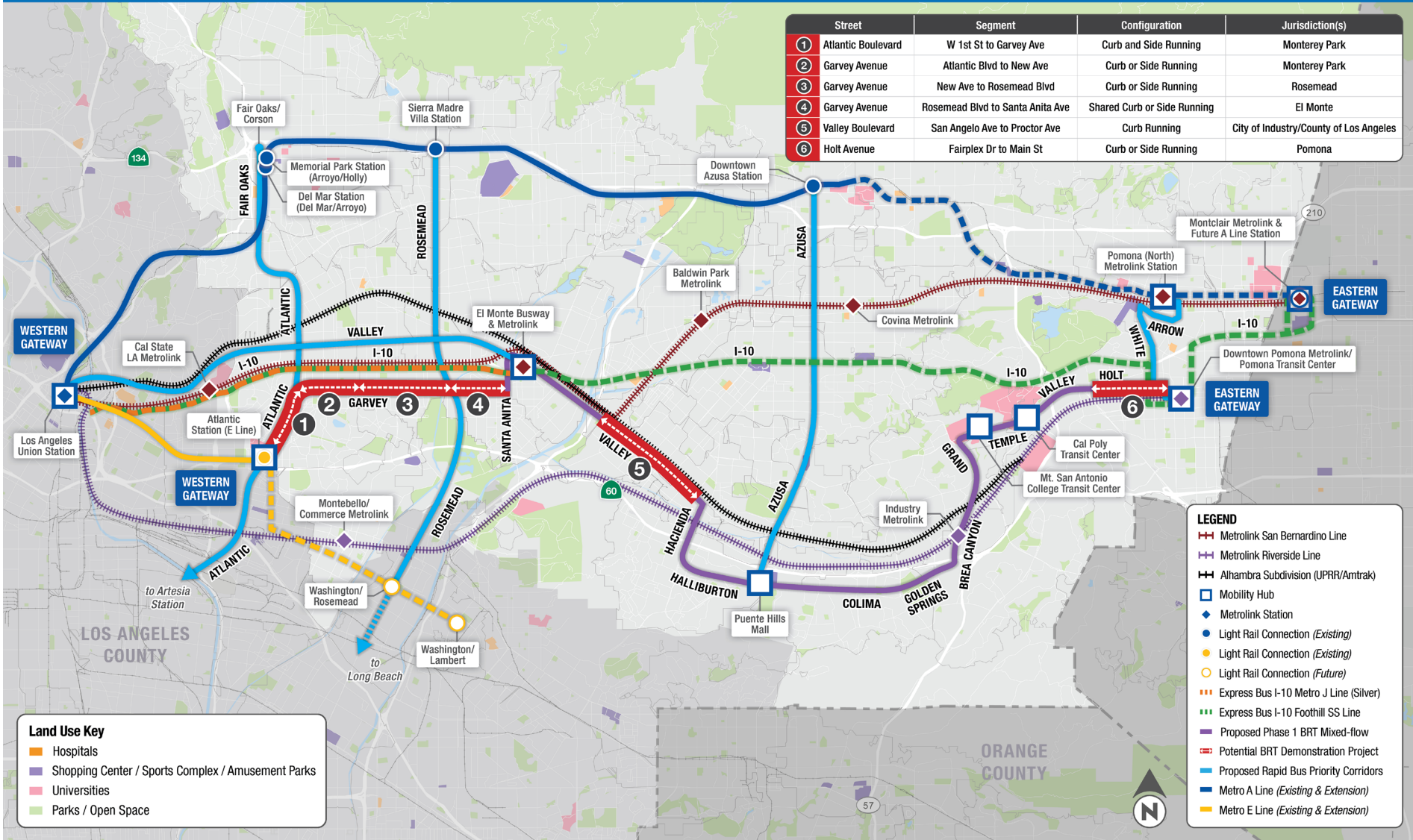
Enc.: Attachment C-1 – Scope of Work

CC: Ernesto Chaves
Jacqueline Torres
Meghna Khanna
Kasey Shuda
David Mieger
Allison Yoh
Jill Y. Liu
Dolores Roybal
Maressa Sah
Stephen (Tito) Corona



Jump Start Projects (2028)

Street	Segment	Configuration	Jurisdiction(s)
1 Atlantic Boulevard	W 1st St to Garvey Ave	Curb and Side Running	Monterey Park
2 Garvey Avenue	Atlantic Blvd to New Ave	Curb or Side Running	Monterey Park
3 Garvey Avenue	New Ave to Rosemead Blvd	Curb or Side Running	Rosemead
4 Garvey Avenue	Rosemead Blvd to Santa Anita Ave	Shared Curb or Side Running	El Monte
5 Valley Boulevard	San Angelo Ave to Proctor Ave	Curb Running	City of Industry/County of Los Angeles
6 Holt Avenue	Fairplex Dr to Main St	Curb or Side Running	Pomona



Land Use Key

- Hospitals
- Shopping Center / Sports Complex / Amusement Parks
- Universities
- Parks / Open Space

LEGEND

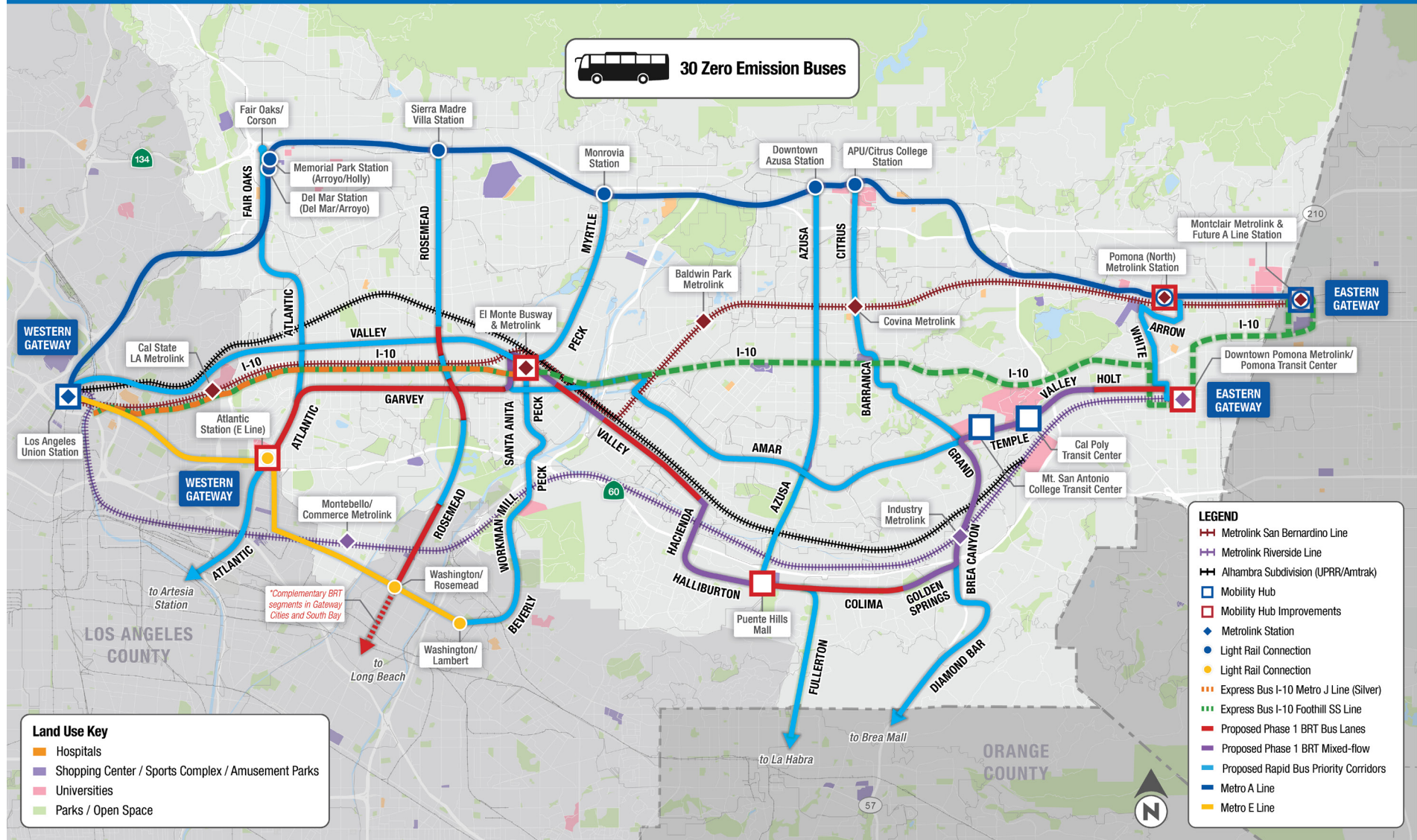
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- +— Metrolink Riverside Line
- +— Alhambra Subdivision (UPRR/Amtrak)
- Mobility Hub
- ◆ Metrolink Station
- Light Rail Connection (Existing)
- Light Rail Connection (Existing)
- Light Rail Connection (Future)
- +— Express Bus I-10 Metro J Line (Silver)
- +— Express Bus I-10 Foothill SS Line
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- +— Potential BRT Demonstration Project
- +— Proposed Rapid Bus Priority Corridors
- +— Metro A Line (Existing & Extension)
- +— Metro E Line (Existing & Extension)





Mid Term Plan (2035)

30 Zero Emission Buses





Long Range Vision Plan

30 Zero Emission Buses

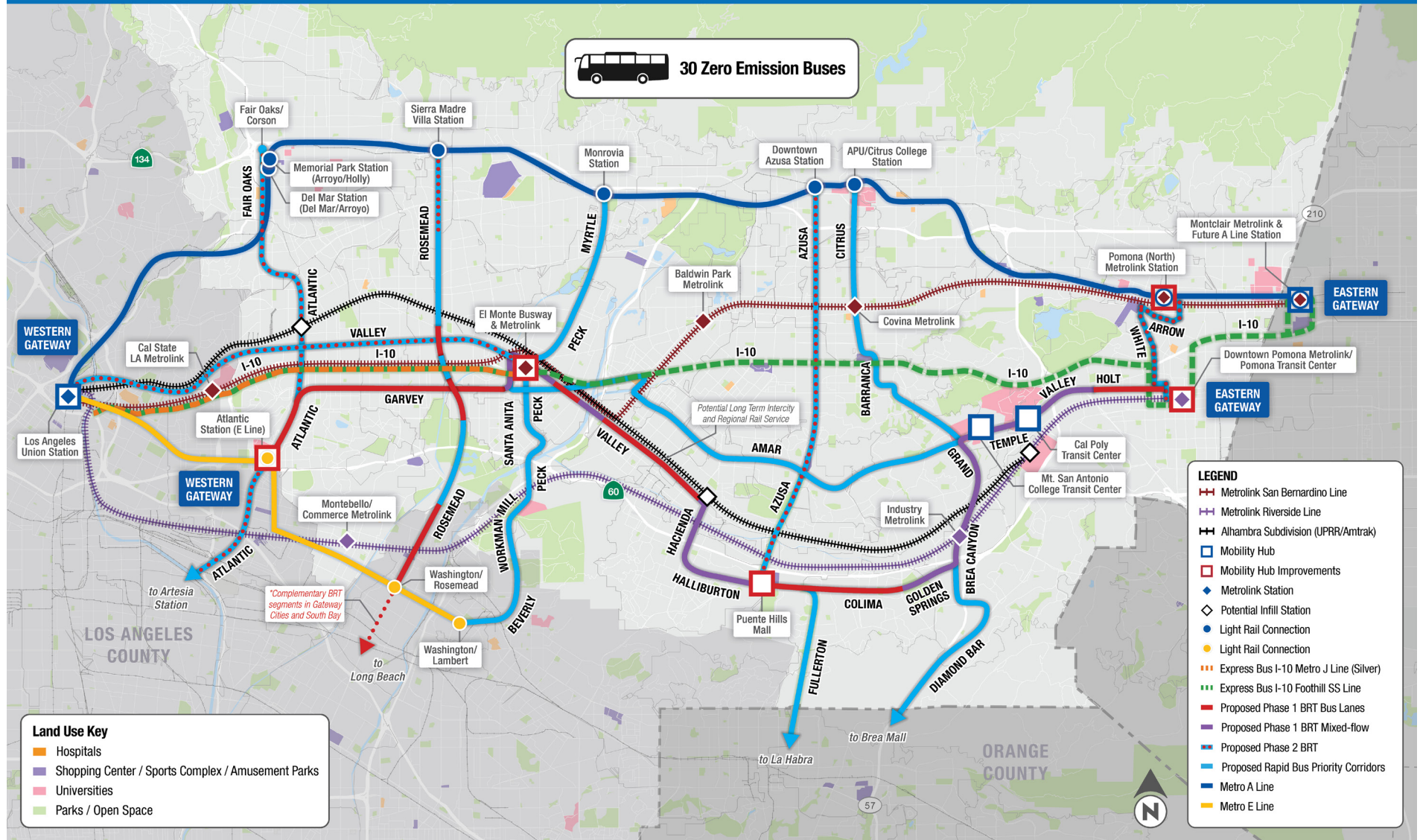
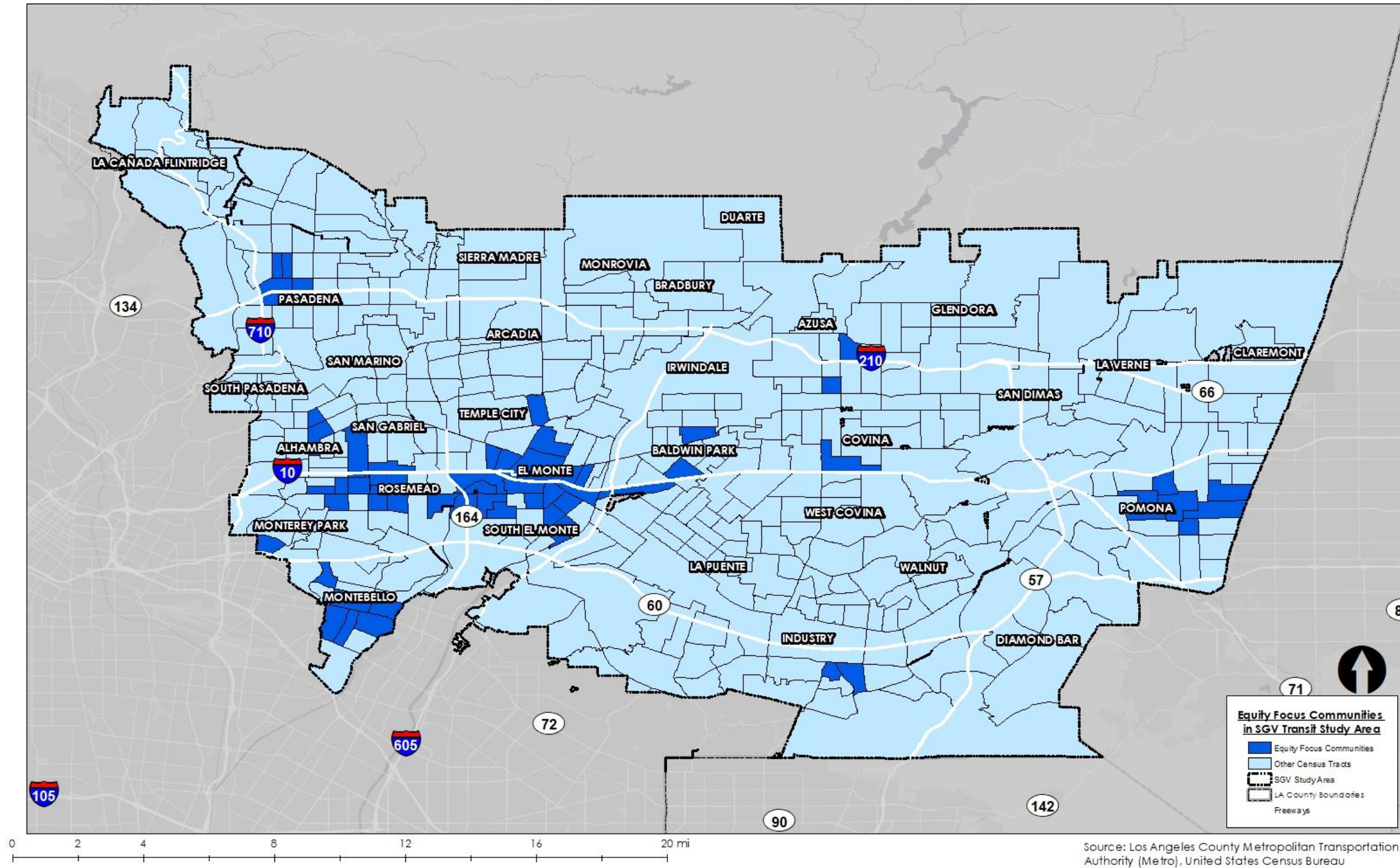


Figure 1 - Equity Focus Communities in the San Gabriel Valley



COUNTYWIDE PLANNING AND DEVELOPMENT

San Gabriel Valley Transit Feasibility Study

Planning and Programming Committee
January 15, 2025



Legistar File No. 2024-0928

Recommendations

- A. RECEIVING AND FILING the San Gabriel Valley Transit Feasibility Study (Study) by the San Gabriel Valley Council of Governments (SGVCOG), and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute Amendment No. 2 to the existing Memorandum of Understanding (MOU) dated February 1, 2021, and amended once on October 18, 2022, with SGVCOG for the San Gabriel Valley Transit Improvements Project for the continued refinement of project definition and alternatives, and initiation of environmental clearance for an amount not to exceed \$800,000, bringing the total funding to \$4,100,000

Background

- State Route (SR) 60 Alternative studied as part of ESP2; SR 60 and Combined Alternatives removed due to constraints (#2020-0027)
- February 2020: Motion 8.1 directed staff to conduct feasibility study and recommend funding plan, including \$635.5 million committed to the SGV as part of Measure R
- May 2020: Motion 5.1 directed SGV to lead the study
- February 2021: MOU executed between Metro and SGVCOG
- October 2022: Amendment 1 to the MOU
- March 2024: Feasibility study completed, submitted, and approved by the SGVCOG Governing Board (March 2024)



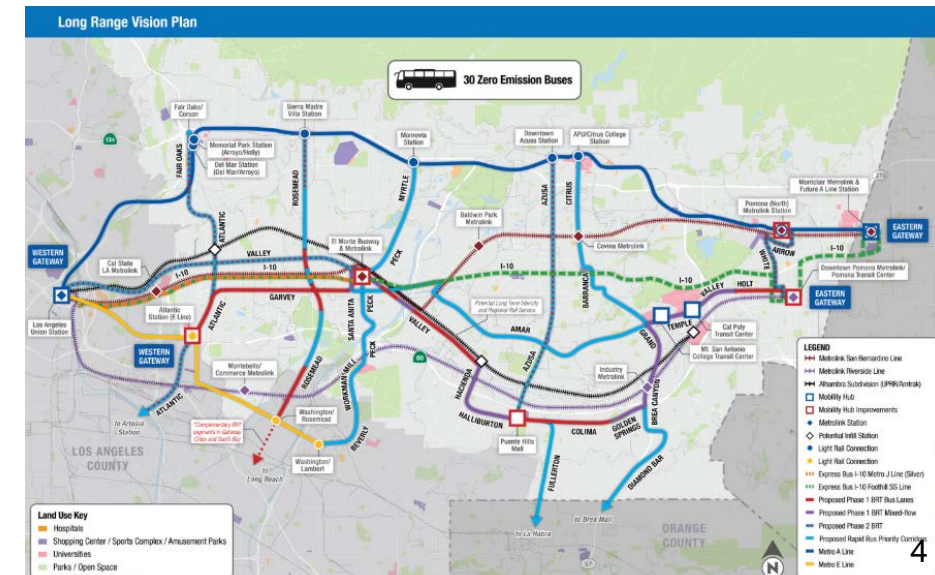
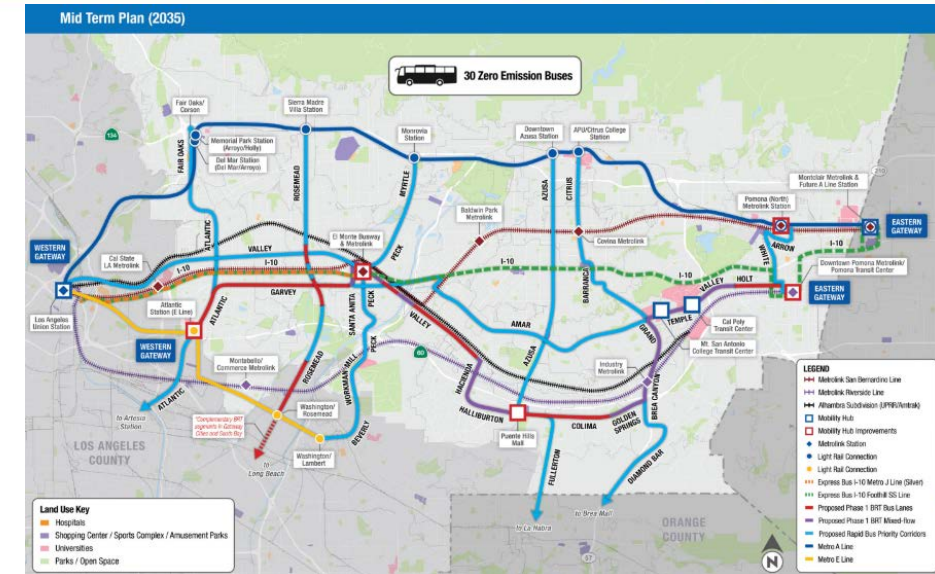
Study Findings (Mid and Long Term)

Mid Term Plan (2035)

- Features all projects planned to be implemented/funded as part of the \$635.5 million programmed by Metro, in addition to the improvements listed in Jump Start Projects
- New East-West BRT Service from Atlantic station in East Los Angeles to Pomona Transit Center in Pomona
- Transit Hub Improvements at Atlantic Station, El Monte Transit Center, Puente Hills Mall, Pomona Transit Center, and Pomona (North) Metrolink Station
- North-South Bus Lanes along portions of Rosemead Blvd
- Additional TSP treatments along select major arterials in San Gabriel Valley

Long Term Vision Plan (2050)

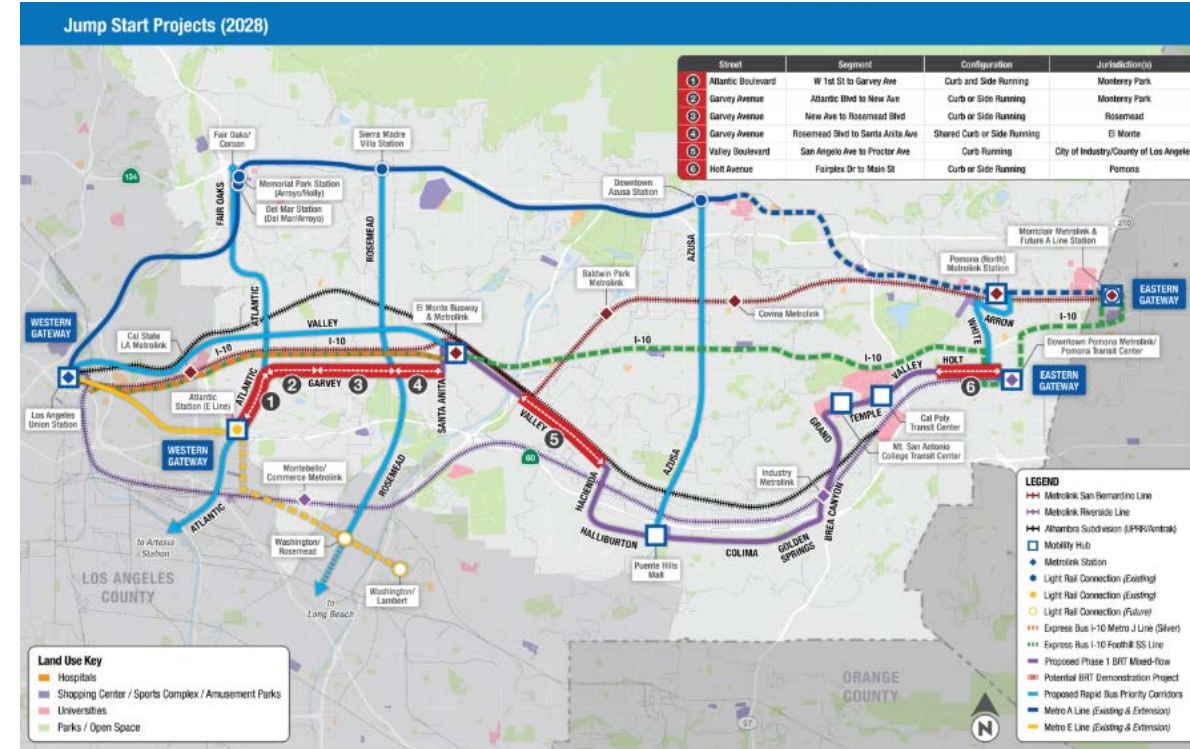
- Features projects not funded as part of \$635.5 million, but can leverage improvements outlined in the Mid Term Plan 2035
- Additional “Phase 2” BRT lanes on Valley from Union Station to El Monte Transit Center along Azusa Ave to Puente Hills Mall
- Potential rail service with infill stations along the Alhambra subdivision
- Additional segments of dedicated bus lanes along the Phase I BRT alignment on Valley Blvd



Study Findings (Near Term)

Near Term (3-5 years)

- Jump Start Projects could potentially be implemented in next 3-5 years, subject to funding availability
- Transit Signal Priority (TSP) enhancements along designated Rapid Bus Priority Corridors and BRT corridors (e.g., Metro bus lines (Lines 76, 260, and 266) and two existing Foothill Transit bus lines (Lines 280 and 197)
- Constructing "jump start" bus lane demonstration projects at one or more of six candidate segments including:
 - Atlantic Bl and Garvey Av in Monterey Park
 - Garvey Av in Rosemead and El Monte
 - Valley Bl in Industry and LA County
 - Holt Av in Pomona
- Providing BRT shelters to enhance stops at key station locations
- Providing “Complete Street” improvements



Scope of Work/Milestones

Phase 3 (next phase):

- Initiation of Project Definition efforts to:
 - Identify the locally preferred alternatives for bus rapid transit and transit signal priority enhancements for each of the affected stakeholder agencies for which Jump-Start segments of BRT and TSP and the Mid-Term plan are being proposed

Study scope includes:

- Community outreach for further project refinement/conceptual engineering tasks (12 months)
- Mid-Term and Jump Start Program Development - TSP Readiness Evaluation, Traffic Circulation and Parking Analysis (9 months)
- Conceptual engineering drawings from feasibility study from 5% to 15% (4 months)
- Rough order of magnitude cost estimates for each refined element (2 months)

Timeline (estimated): 12 months