



San Gabriel Valley Council of Governments*
AGENDA AND NOTICE OF THE REGULAR
MEETING OF THE TRANSPORTATION COMMITTEE
THURSDAY, SEPTEMBER 9, 2021 – 4:00 PM

Zoom Link: <https://zoom.us/j/97465790739>

Livestream Available: <https://youtu.be/m5-ToIqSJY8>

Chair
Jason Pu
City of San Gabriel

Vice Chair
Ed Reece
City of Claremont

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

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

MEETINGS: *Regular Meetings of the Transportation Committee are held on the second Thursday of each month at 4:00 PM at the Foothill Transit Building (100 S. Vincent Avenue, Suite 200, West Covina, CA 91790).* The Transportation Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 S. Fremont Avenue, Suite 10-210, Alhambra, CA 91803, and on the website, www.sgvcog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Attendance at this public meeting may result in the recording of your voice.

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

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

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

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



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



***MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL STATE OF EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically to promote social distancing due to the state and local State of Emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new Order issued by the Governor and ensure the safety of Committee Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Transportation Committee meeting scheduled for September 9, 2021 at 4:00 p.m. will not be allowed. To allow for public participation, the Transportation Committee will conduct its meeting through Zoom Video Communications. To participate in the meeting, download Zoom on any phone or computer device and copy and paste the following link into your browser to access the live meeting: <https://zoom.us/j/97465790739>. You may also access the meeting via the livestream link on the front of the agenda page.

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

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

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

PRELIMINARY BUSINESS

5 MINUTES

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

CONSENT CALENDAR

5 MINUTES

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

6. Review Transportation Committee Meeting Minutes: 08/12/2021 **(Page 1)**
Recommended Action: Review and approve.
7. Appointments of SGVCOG Delegate to the Los Angeles International Airport Community Noise Roundtable – Alexander Fung, Senior Management Analyst, SGVCOG **(Page 6)**
Recommended Action: Recommend the Governing Board to appoint La Cañada Flintridge Mayor Pro Tem Keith Eich to serve as the SGVCOG Delegate on the Los Angeles International Airport Community Noise Roundtable.

UPDATE ITEM

20 MINUTES

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

8. Metro Fareless Systems Initiative Updates – Devon Deming, Interim Fareless Systems Initiative Deputy Executive Officer, L.A. County Metropolitan Transportation Authority **(Page 7)**
Recommended Action: For information only.

PRESENTATIONS

45 MINUTES

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

9. U.S. Bipartisan Infrastructure Framework Overview – Paul Hubler, Director of Government and Community Relations, SGVCOG **(Page 10)**
Recommended Action: For information only.
10. Gold Line/I-210 Safety Improvements Project – Bryan Pennington, Executive Director of Engineering and Construction, L.A. County Metropolitan Transportation Authority **(Page 12)**
Recommended Action: For information only.

EXECUTIVE DIRECTOR'S REPORT

5 MINUTES

11. Oral Report

LIAISON REPORTS

10 MINUTES

12. Los Angeles County Metropolitan Transportation Authority Report
13. Foothill Transit Report **(Page 14)**
14. Gold Line Foothill Extension Construction Authority Report **(Page 16)**

ANNOUNCEMENTS

ADJOURN



SGVCOG Transportation Committee Meeting Minutes

Date: August 12, 2021
Time: 4:00 PM
Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order
E. Reece called the meeting to order at 4:07pm.
2. Pledge of Allegiance
B. Shevlin led the Transportation Committee in the Pledge of Allegiance.
3. Roll Call
A quorum was in attendance.

Committee Members Present

Alhambra	Adele Andrade-Stadler
Claremont	Ed Reece
Diamond Bar	David Liu
Industry	Cory Moss
Monterey Park	Peter Chan
Pasadena	Joaquin Siques
Pomona	Tim Sandoval
San Gabriel	Jason Pu
South El Monte	Gloria Olmos
Temple City	Ashley Avery
L.A. County District #4	Jamie Hwang

Absent

Duarte
Glendora
La Cañada Flintridge
South Pasadena
Walnut
L.A. County District #1
L.A. County District #5

Guests

City of Alhambra	Martin Ray
City of Industry	Josh Nelson
City of Monrovia	Becky Shevlin
City of Monterey Park	Henry Lo
Foothill Transit	Doran Barnes
Foothill Transit	Yoko Igawa
Foothill Gold Line	Lisa Levy Buch
Metro	Katie Lemmon
Metro	Mary Lou Echternach
Metro	Michael Cano
Metro	Tito Corona
Metro	Lilian De Loza-Gutierrez

SGVCOG Staff

M. Creter, Executive Director
E. Shen, Staff
K. Ward, Staff
A. Fung, Staff
B. Logasa, Staff
S. Sousa, Staff

4. Public Comment
There were no public comments at this meeting.

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

CONSENT CALENDAR

6. Transportation Committee Meeting Minutes – 06/10/2021
Action: Review and approve.

There was a motion to approve consent calendar item 6. (M/S: C/. Moss/G. Olmos)
[Motion Passed]

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

UPDATE ITEMS

8. 57/60 Confluence Chokepoint Relief Project INFRA Grant Funding
Metro Goods Movement and State Policy and Programming Deputy Executive Officer, Michael Cano, provided updates on this item. In June 2021, Congresswoman Young Kim (CA-39) announced that the U.S. Department of Transportation would award \$30 million in Infrastructure for Rebuilding America (INFRA) grant funding to Metro for the State Route 57/60 Confluence Chokepoint Relief Project. Earlier this year, Congresswoman Kim and Congresswoman Grace Napolitano (CA-32) led a bipartisan effort and urged Transportation Secretary Pete Buttigieg to support improving the 57/60 Freeway Confluence.

Key Questions/Discussions:

- C. Moss, D. Liu, and B. Shevlin expressed gratitude to Metro for its leadership and management of the 57/60 Confluence Chokepoint Relief Project.
9. Metro First/Last Mile Guidelines Updates
Metro Transportation Planning Senior Manager, Katie Lemmon, provided updates on this item. The Metro First/Last Mile Guidelines provide guidance on how Metro and local jurisdictions can partner to plan, design, and construct first/last mile improvements. These Guidelines, which only apply to Metro's new rail and Bus Rapid Transit (BRT) projects, aim to enhance the facilitation and implementation of first/last mile networks around transit stations and stops across Los Angeles County.

Key Questions/Discussions:

- P. Chan inquired about Metro's policy of facilitating 3% local contribution agreements to fund first/last mile priority projects. Ms. Lemmon responded that cities with transfer corridor projects would collaborate Metro to facilitate local

contribution agreements. The First/Last Mile Guidelines provide guidance for cities to implement first/last mile projects to fulfill the 3% contribution.

- P. Chan inquired about the eligibility of roadway and sidewalk improvements under the First/Last Mile Guidelines. Ms. Lemmon responded that the first/last mile planning efforts from Metro result in comprehensive list of walking and biking improvements within the half-mile and three-mile distance. A subset of the proposed projects would be selected as high-priority projects. Such projects are eligible for 3% local contribution.
- P. Chan inquired about whether the first/last mile projects are first proposed by local jurisdictions before the projects are vetted through the First/Last Mile Guidelines. Ms. Lemmon responded that a strategic plan was adopted in 2014 by Metro to outline the methodology that Metro undertakes to identify projects in a first/last mile plan. Metro would initiate the first/last mile planning and adopt a first/last mile plan. Once the plan has been adopted, the First/Last Mile Guideline would support transferring the project list to local jurisdictions for the future phases of the project development.
- P. Chan inquired about how local jurisdictions can learn about first/last mile projects that are being considered before the projects' adoption by Metro. Ms. Lemmon responded that local jurisdictions could explore Metro's first/last mile website, which includes all of the completed plans.
- J. Pu inquired about whether the First/Last Mile Guidelines would only apply to new rail and BRT projects. Ms. Lemmon responded that the Guidelines would begin applying to ongoing projects that are under construction and future projects starting with the Purple Line Section 2 Extension Project. The Guidelines are intended to apply to Metro's first/last mile planning portfolio and transit corridor projects from this point forward.
- A. Andrade-Stadler requested Metro staff to share the First/Last Mile Guideline links with committee members.

ACTION ITEMS

- 10. Review of FY 2022-2025 Measure M Multi-Year Subregional Program (MSP) Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines for the San Gabriel Valley Subregion**

SGVCOG Senior Management Analyst, Alexander Fung, provided a presentation on this item. The SGVCOG is responsible for administering Measure M funds, but all proposed MSP projects need to be approved by the Metro Board of Directors. The Committee reviewed the proposed Funding Guidelines to allocate and distribute MSP funds for FY 2022-2025.

There was a motion to recommend the Governing Board to approve the FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines for the San Gabriel Valley Subregion. (M/S: T. Sandoval/A. Andrade-Stadler)

[Motion Passed]

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

11. AB 43 (Friedman)

SGVCOG Senior Management Analyst, Alexander Fung, provided a presentation on this item. Introduced by Assemblymember Laura Friedman (D-Burbank) on December 7, 2020, AB 43 provides the California Department of Transportation (Caltrans) and local authorities greater flexibility in setting speed limits based on recommendations made by the Zero Traffic Fatality Task Force in January 2020. With the goal of lowering speeds to decrease the number of accidents and injuries, AB 43 can provide agencies and local jurisdictions flexibility to lower speed limits to improve road safety for all users. After reviewing the legislation, the Committee voted to recommend the Governing Board to support AB 43.

Key Questions/Discussions:

- A. Andrade-Stadler expressed appreciation for the bill's intention to provide cities with additional local control of setting speed limits, which can increase safety and provide assistance to businesses as they recover from the COVID-19 Pandemic.

There was a motion to recommend the Governing Board to support AB 43 (Friedman) (M/S: A. Andrade-Stadler/C. Moss)

[Motion Passed]

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

12. Appointment of SGVCOG Delegate to the Los Angeles International Airport Community Noise Roundtable

SGVCOG Senior Management Analyst, Alexander Fung, provided a presentation on this item. The LAX Community Noise Roundtable was founded in 2000 to reduce and mitigate the adverse noise impacts on the surrounding communities that result from airport operations. On March 18, 2021, the Governing Board appointed Walnut Mayor Pro Tem Allen Wu as the SGVCOG Delegate and La Cañada Flintridge Mayor Pro Tem Keith Eich as the SGVCOG Alternate to the LAX Community Noise Roundtable. Recently, Walnut

Mayor Pro Tem Wu resigned from the position given that he is no longer the City's Delegate to the SGVCOG due to a recent city council reorganization process. As a result, the Committee is presented with the opportunity to nominate a committee member to serve as the SGVCOG Delegate to the Roundtable.

Key Questions/Discussions:

- The Committee directed staff to contact La Cañada Flintridge Mayor Pro Tem Keith Eich and solicit his interest for serving as the SGVCOG Delegate to the Roundtable.

EXECUTIVE DIRECTOR'S REPORT

13. Oral Report

SGVCOG Executive Director, Marisa Creter, provided a report.

LIAISON REPORTS

14. Los Angeles County Metropolitan Transportation Authority Report

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

15. Foothill Transit Report

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

16. Gold Line Foothill Extension Construction Authority Report

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

ANNOUNCEMENTS

There were no additional announcements.

ADJOURN

J. Pu adjourned the Transportation Committee meeting at 5:35pm.

REPORT

DATE: September 9, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **APPOINTMENT OF SGVCOG DELEGATE TO THE LOS ANGELES INTERNATIONAL AIRPORT COMMUNITY NOISE ROUNDTABLE**

RECOMMENDED ACTION

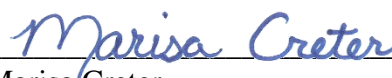
Recommend the Governing Board to appoint La Cañada Flintridge Mayor Pro Tem Keith Eich to serve as the SGVCOG Delegate on the Los Angeles International Airport Community Noise Roundtable.

BACKGROUND

The LAX Community Noise Roundtable was founded in 2000 to reduce and mitigate the adverse noise impacts on the surrounding communities that result from airport operations. Membership of the Roundtable includes local elected officials and staff, representatives from congressional offices, members of recognized community groups, the U.S. Federal Aviation Administration (FAA), airline representatives, and Los Angeles World Airports (LAWA). The Roundtable provides a platform to ensure cooperation between LAX and the impacted communities in achieving noise impact reduction without shifting noise from one community to another. Regular meetings are held on the second Wednesday of every odd-numbered month.

On March 18, 2021, the Governing Board appointed Walnut Mayor Pro Tem Allen Wu as the SGVCOG Delegate and La Cañada Flintridge Mayor Pro Tem Keith Eich as the SGVCOG Alternate to the LAX Community Noise Roundtable. Recently, Walnut Mayor Pro Tem Wu resigned from the position given that he is no longer the City's Delegate to the SGVCOG due to a recent city council reorganization process. At the Transportation Committee's request, La Cañada Flintridge Mayor Pro Tem Eich has agreed to be nominated as the SGVCOG's delegate to the Roundtable.

Prepared by: 
Alexander P. Fung
Senior Management Analyst

Approved by: 
Marisa Creter
Executive Director

REPORT

DATE: September 9, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **METRO FARELESS SYSTEMS INITIATIVE UPDATES**

RECOMMENDED ACTION

For information only.

BACKGROUND

On May 27, 2021, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved proceeding with the development of a fareless pilot program to benefit students and low-income riders and determine whether fareless transit could be expanded to additional groups of riders. In approving the motion, the Metro Board of Directors emphasized that several conditions must be met before a fareless pilot program can be launched, including the completion of a final funding plan and assurances that the pilot program would not impact Metro's service or ability to maintain its transit system in a State of Good Repair.

Phase 1 of Metro's fareless pilot program focuses on serving students at participating K-12 schools and community colleges, with the goals of increasing ridership, enhancing student success, and improving student health by building on existing Metro and regional student pass programs. Metro is partnering with schools and districts across Los Angeles County to offer students unlimited riders on Metro buses and trains. This would allow students who attend participating schools the ability to ride Metro and other participating systems with no requirements on days or times for use.

Cost-sharing agreements would be developed between Metro and participating school districts, in which the proposed cost-sharing for District K-12 Partnerships would be \$3.00 per student per year for all students in the school districts. Currently, 39 school districts have expressed interest in becoming partners, representing a total of 1,139 schools and 695,610 students.

Within the San Gabriel Valley, partnerships with the San Gabriel Valley School of the Arts and the Youth Build Charter School in El Monte are ready to mobilize. Additionally, the following

San Gabriel Valley school districts or have also expressed interest to participate in Metro's fareless pilot program:

- Alhambra Unified School District
- Alma Fuerte Public Schools (Altadena)
- Azusa Unified School District
- Baldwin Park Unified School District
- Basset Unified School District
- Claremont Unified School District
- El Monte Union High School District
- Glendora Unified School District
- Hacienda-La Puente Unified School District
- Montebello Unified School District
- Monrovia Unified School District
- Pasadena Unified School District

Additionally, Metro is maintaining all existing agreements between colleges and transit agencies. The proposed cost-sharing for new Community College Partnerships for Year 1 would be \$7.00 per student per year for all students in the community college district. This would include distributing of free TAP cards throughout the participating community college districts, which provides unlimited riders on all participating transit agencies throughout Los Angeles County.

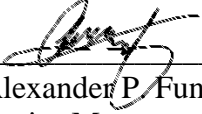
Furthermore, Metro is collaborating with regional and local transit agencies to solicit their interest to join the fareless pilot program. Currently, transit agencies from the Cities of Commerce, Culver City, Norwalk, and Santa Monica are ready to launch. The following transit agencies have expressed interest to partner with Metro:


- Arcadia Transit
- GTrans (Gardena)
- Foothill Transit
- Long Beach Transit
- Torrance Transit System

To support Phase 1 of the Metro fareless pilot program, Metro staff proposes to utilize American Rescue Plan Act (ARPA) funds. In consultation with regional and local transit operators, Metro is also recommending the operators utilize ARPA funds to support their participation in the program. Cost-sharing agreements with participating K-12 school districts can serve as an additional stream of funding. Metro staff has affirmed that they will continue to seek additional funding to support the pilot program.

Later this month, Metro staff will present strategies to engage community college students, a report on the cost of current fare collection, and a comprehensive funding plan for the fareless pilot

program's Phases 1 and 2 to the Metro Board of Directors. Metro Interim Fareless System Initiative Deputy Executive Officer, Devon Deming, will provide a presentation on this item.

Prepared by: 
Alexander P. Fung
Senior Management Analyst

Approved by: 
Marisa Creter
Executive Director

REPORT

DATE: September 9, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **U.S. BIPARTISAN INFRASTRUCTURE FRAMEWORK OVERVIEW**

RECOMMENDED ACTION

For information only.

BACKGROUND

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


Specifically, H.R. 3684 includes the following multimodal programs:

Multimodal Programs	Amount/5 years
New railroad crossing elimination program for rail-highway grade separations or closures, track relocation, protective devices and signals	\$3 billion
Railway-Highway Crossings (Section 130) Program of funds apportioned to the states for the elimination of hazards at rail-highway crossings	\$1.2 billion
INFRA discretionary grant program	\$8 billion
BUILD discretionary grant program	\$7.5 billion
New PNRS/Megaprojects discretionary grant program for highway, bridge, freight intermodal or freight rail projects, grade separation or elimination projects and intercity passenger rail	\$5 billion

H.R. 3684 includes several authorizing bills, including the Surface Transportation Reauthorization Act of 2021 (S. 1931), Surface Transportation Investment Act (S. 2016), Drinking Water and Wastewater Infrastructure Act (S. 914), and the Energy Infrastructure Act (S. 2377). The bill also provides supplemental appropriations for many of the authorized programs. The bill has been sent to the U.S. House of Representatives for consideration. A copy of the nearly 3,000-page bill text can be found on <https://www.congress.gov/bill/117th-congress/house-bill/3684/text>.

SGVCOG Director of Government and Community Relations Paul Hubler will provide a presentation on this item.

Prepared by: 
Alexander P. Fung
Senior Management Analyst

Approved by: 
Marisa Creter
Executive Director

REPORT

DATE: September 9, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **GOLD LINE/I-210 SAFETY IMPROVEMENTS PROJECT**

RECOMMENDED ACTION

For information only.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority's (Metro) Gold Line operates on a right-of-way in the middle of the I-210 Freeway for approximately six miles. The six-mile segment is located on the I-210 Freeway in the Cities of Arcadia and Pasadena. Since 2007, a total of 13 major accidents that involved vehicles breaching the median have occurred within the six-mile segment, with a majority of them involving tractor trailers.

While Metro plans on implementing geometric design correction efforts along the median, Metro faces multiple challenges to implement such efforts due to legislations and Governor's executive orders that prohibit major freeway widening and construction activities. Additionally, there is a lack of support for right-of-way acquisitions and a lack of available funding.


To date, Metro has implemented the following early corrective/preventive measures to mitigate the safety issues:

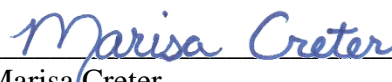
- Distributing brochures and leaflets to ports, freight hubs, and other appropriate entities to recommend truckers to implement pre-cautionary measures to prevent incidents on the I-210;
- Collaborating with the California Department of Transportation (Caltrans) to hire additional California Highway Patrol (CHP) officers;
- Partnering with Caltrans to install traffic signs and limiting truck speed and lane usage;
- Replacing regulatory signs to limit truck passages; and
- Installing active traffic management system signages.

Additionally, Metro plans on developing barriers to be installed along an S-curve of the six-mile segment. Details of the barrier projects can be found below:

Activity	Phase 1	Phase 2
Estimated Construction Cost	\$100 Million	\$325 Million
Status of Funding	Not Secured	Not Secured
Anticipated Construction Start Date (if funding is secured)	2024	2026
Anticipated Construction End Date (if funding is secured)	2025	2028

Metro Executive Director of Engineering and Construction, Bryan Pennington, will provide a presentation on this item.

Prepared by: 
Alexander P. Fung
Senior Management Analyst

Approved by: 
Marisa Creter
Executive Director



Foothill Transit

To: San Gabriel Valley Council of Governments Transportation Committee
Date: September 3, 2021
Re: September 2021 Foothill Transit Liaison Report

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

Grant Opportunity:

Foothill Transit Bus Stop Enhancement Program



Foothill Transit's Bus Stop Enhancement Program (BSEP)

is now available for cities and the County of Los Angeles to **apply for grants up to \$40,000** toward enhancing bus stops serviced by Foothill Transit. Applications are being accepted now until December 1, 2021. Most bus stops serviced by Foothill Transit are owned and maintained by the jurisdictions in which they are located. The intent of BSEP is to help municipalities enhance the experience of transit riders in their communities by improving or adding to their bus stop amenities. Funds may be used for physical improvements and for purchasing bus stop modules, such as solar

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

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

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

Foothill Transit FORWARD:

Interactive Community Process Begins for Service Improvement Feedback



Community feedback is requested from Foothill Transit customers, non-customers, cities, community organizations, and the general public as part of Foothill Transit's comprehensive operational analysis,

otherwise known as "Foothill Transit FORWARD." This is a study funded by Caltrans' Sustainable Transportation Planning matching grant, and is aimed at continuously improving Foothill Transit's regional system design strategies with respect to efficiency, equity, and sustainability by examining existing and future customers' needs. This is especially important for Foothill Transit, as it will help determine opportunities for system-wide service improvements. Further information and an outreach schedule, including pop-up events throughout the region and a Tuesday, September 28 virtual public workshop meeting for all to attend are available at foothilltransitforward.com.

One Month Left: Foothill Transit Summer Sale

Our Summer Sale will end on September 30. In an effort to be a supportive community partner in the region's economic recovery from the COVID-19 pandemic, Foothill Transit launched its first-ever Summer Sale on July 1. **All Day and 31-Day Passes for adults, students, seniors, and persons with disabilities or on Medicare are half off** during this 90-day campaign. These passes allow unlimited travel on all Local, Silver Streak, and Commuter Express buses beginning when they are first



tapped on the farebox, even after the sale has ended. The passes may be purchased at the Summer Sale rate on the bus, TAP LA app, Transit Stores, and third-party vendor locations between July 1 and September 30, 2021. Further

31-Day Pass	Regular	Summer Sale
Local		
Adult	\$60.00	\$30.00
Student	\$40.00	\$20.00
Senior/Persons with Disabilities/Medicare	\$30.00	\$15.00
Silver Streak		
Adult	\$110.00	\$55.00
Student	\$85.00	\$42.50
Senior/Persons with Disabilities/Medicare	\$55.00	\$27.50
Express		
All Rider Class	\$180.00	\$90.00
1-Day Pass - Valid on Local and Silver Streak services		
Adult	\$6.00	\$3.00
Senior/Persons with Disabilities/Medicare	\$3.00	\$1.50

information regarding where each type of Summer Sale pass is available for purchase is outlined at foothilltransit.org/summersale.

During these challenging times, the intent of this Summer Sale is to stimulate regional mobility to local businesses, schools, and community destinations, decrease congestion, and increase ridership and fare revenues.



Foothill Gold Line

August 2021 Project Update

Design for the Glendora to Pomona Project Segment Reaches Substantial Completion

As of this month, the 9.1-mile Glendora to Pomona project is now more than one-third complete overall and has reached substantial completion on the design. The project design is a significant element of this complicated design-build project and reaching substantial completion is a major milestone resulting from the hard work of dozens of engineers working full time on the project for nearly two years.

The design is completed in packages, totaling tens of thousands of pages of engineering drawings that go through multiple reviews. Disciplines - like track, stations and systems - are completed in packages covering the entire 9.1-mile alignment; while civil design for project elements like roadways, lighting, drainage and walls are completed in segments, often relating to the corridor city in which those elements will be built. The 19 bridge structures being built or renovated on the project are each designed individually. And all packages go through multiple levels of design approval - 30%, 60%, 85%, 100% and then "Approved for Construction" or AFC - and are often reviewed by multiple agencies at each stage. This month's announcement means that all elements of the project have reached the final level of approval – AFC.

While additional design work will continue to take place throughout the life of the design-build project, reaching substantial completion this month is a significant achievement. We thank the women and men at the Construction Authority, KPJV and our project partners (corridor cities, Metro and other agencies) for their efforts that supported this milestone and their continued dedication to the success of the project.

Grade Crossing Work Now 39% Complete: As of early August, reconstruction of 10 of the project's 23 at-grade crossings is substantially complete with five more are under construction, resulting in 39% of this important project element now complete. Vermont Ave., Pasadena Ave. and Loraine Ave. in Glendora; D St. in La Verne; and Walnut Ave. in San Dimas are currently underway. At each, crews are actively relocating and protecting underground water, sewer, gas, communications and power lines; and will then move on to installing new tracks and safety equipment, and rebuilding the roadway, curbs, gutters, sidewalks and medians. Photos below show the recently completed and reopened E St. crossing in La Verne (left) and the ongoing construction at Pasadena Ave. in Glendora (right).



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

In just a few weeks, it is anticipated that the Loraine Ave. grade crossing in Glendora will reopen to motorists and pedestrians. Crews there are currently nearing the final stages of the underground utility work and have begun initial work on the two light rail tracks and installation of safety equipment. The freight track has already been relocated through this area.

Upcoming Follow-Up Grade Crossing Closures: Starting with the Elwood Ave. (Glendora) and Fulton Rd. (La Verne/Pomona) grade crossings in September, crews will begin revisiting several grade crossings that have already undergone major reconstruction, but still have remaining activities that require a second short street closure. Of the 23 at-grade crossings to be reconstructed on the project, only the following six are anticipated to require second short closures:

- Elwood Ave. in Glendora
- Walnut Ave. in San Dimas
- Wheeler Ave., D St. and E St. in La Verne
- Fulton Rd. in La Verne/Pomona

At Elwood Ave., crews will return for a second short closure to complete underground utility work. At the others, the second closure is necessary to finish the freight track relocation. A temporary freight track was installed during the initial work at these locations to allow freight service to be maintained without interruption as crews completed other activities. When ready, crews will return to these crossings to remove the temporary freight track, realign the freight onto the new relocated track, install the second light rail track and complete the remaining safety improvements.

Freight Track Relocation Now 48% Complete: With crews having successfully relocated the freight track through the city of Glendora, nearly half of the freight track relocation needed for the project is now complete. The remaining freight track relocation from San Dimas to Pomona is currently ongoing and anticipated to be completed by the end of the year.



NOTE: Freight service is not anticipated to resume through the city of Glendora until September at the earliest. The Construction Authority will send out a Construction Alert when freight service is confirmed to resume.

Rail Delivery Train Returns: Later this month, a specialty rail delivery train will make its way throughout the 9.1-mile corridor to deliver and place sticks of rail at various locations. This is the second of three rail deliveries planned for the project (the first took place last summer), and the rail pieces delivered by this train will be used to build out the light rail tracks and the remainder of the new relocated freight track.

Because of the length of this specialty train (the last one was 2,000 ft. long), various grade crossings will be closed for minutes at a time when the train crosses the street. A Construction Alert with more information about the timing for the rail delivery will be sent out soon.

Bonita Ave./Cataract Ave Bridge and Roadway Construction: At the intersection of Bonita Ave./Cataract Ave. in San Dimas, crews continue to construct the foundations for the future light rail bridge, as crews near completion on the second of a four-phased plan to reconfigure the intersection – all required by the California Public Utilities Commission (CPUC) for safety.

Beginning in mid-September, crews will close the entire intersection of Bonita Ave./Cataract Ave. for five days to complete the underground utility work, remove and relocate the existing freight track to its new position within the corridor and repave the work zone. These activities are needed to make room for the new light rail bridge abutments. Following the conclusion of the five-day intersection closure, crews will move to Phase 3 of the roadway reconstruction, which will require a long-term full closure of Cataract Ave. north and south of the intersection for approximately nine months. Access from eastbound Bonita Ave. to southbound Cataract Ave. will remain open and available.

Below are photos of crews preparing the foundations for the bridge abutments on either side of the intersection.



Other Bridge Work: Work has started on more than half of the 19 bridges to be built or renovated as part of the project. At the intersection of Foothill Blvd./Grand Ave. in Glendora, crews continue to make progress building the retaining walls of the western approach for the future light rail bridge that will carry Gold Line trains over the intersection. As seen in the photo below (left), the walls for the approach will consist of custom form panels that feature the project's citrus design.



The California Public Utilities Commission (CPUC) is requiring three new light rail bridges to be built over major corridor intersections to improve safety for both the new light rail system and city streets, as the result of the estimated 200+ trains that will cross the intersections each day in the future.

As part of the plan for the bridge and intersection at Foothill Blvd./Grand Ave. in Glendora, the existing freight track will be relocated south of its current position within the existing railroad corridor and remain at street level, and the intersection will be reconfigured. Pedestrian access will be maintained under the future bridge.

On the southeast corner of the Foothill Blvd./Grand Ave. intersection, crews have also begun constructing the foundation for a freight-only bridge over the Little Dalton Wash (a second, light rail bridge will be built directly next to this one in the future).

Additionally, just a few hundred feet west of the future Pomona station, crews have also begun initial work on the new light rail bridge that will carry Gold Line trains over the Thompson Creek channel in Pomona. As seen in the photo above (right), crews recently demolished parts of the existing channel structure to make way for the foundations of the light rail bridge. This bridge will carry eastbound Gold Line trains and will be an extension of the existing channel structure that currently carries the temporary freight track. In the future, crews will remove the temporary freight track and install the westbound light rail track in its place. At that time, the freight track will be relocated onto the new freight bridge that was completed several months ago.

Demolition of Warehouse Complete at Site of Future La Verne Station Parking Facility

- As shown in the photo below, crews recently completed demolition of a warehouse building at the site of the future parking facility for the La Verne station. In its place will be a 299-space surface parking lot for Metro riders, as well as amenities for riders arriving by walking, bicycle, bus and drop-off.



As a reminder, in January 2021, the Construction Authority Board of Directors certified a Final Supplemental Environmental Impact Report (SEIR) for the project, approving project modifications to the station parking facilities in Los Angeles County. The modifications include building surface lots (with reduced total parking spaces) at the Glendora, San Dimas, La Verne and Pomona stations; increasing the land needed for the Glendora and San Dimas facilities; and also approving a new location for the Pomona Station parking facility.

August Monthly Highlights Video Available - To watch highlights of the work underway on the Foothill Gold Line this past month, visit foothillgoldline.org/videos/.

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