



San Gabriel Valley Council of Governments

REVISED AGENDA AND NOTICE OF THE MEETING OF THE TRANSPORTATION COMMITTEE – JUNE 20, 2019 – 3:00 PM

**City of Duarte Community Center: Conference Room
(1600 E. Huntington Drive; Duarte, California, 91010)**

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

Chair

John Fasana, Duarte

Vice-Chair

Jason Pu, San Gabriel

Members

Alhambra

Claremont

Diamond Bar

Duarte

El Monte

Glendora

La Cañada Flintridge

Monterey Park

Pomona

San Gabriel

South El Monte

South Pasadena

Temple City

Walnut

First District, LA County

Unincorporated

Communities

Fifth District, LA County

Unincorporated

Communities

MEETINGS: *Regular Meetings of the Transportation Committee are held on the third Thursday of each month at 3:00 PM at the City of Duarte Community Center (1600 E. Huntington Drive, Duarte, California, 91010).* The Transportation Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

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

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

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

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



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



PRELIMINARY BUSINESS

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

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

6. Transportation Committee Meeting Minutes – 05/16/2019 -- Page 1
Recommended Action: Approve Transportation Committee minutes.
7. Election of Chair and Vice Chair for FY 2019-2020
Recommended Action: Nominate and elect John Fasana of the City of Duarte as the Chair of the Transportation Committee for FY 2019-2020, and nominate and elect Jason Pu of the City of San Gabriel as the Vice Chair of the Transportation Committee for FY 2019-2020.

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

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

8. Foothill Gold Line Phase 2B First/Last Mile Plan: Presentation by Katie Lemmon, Senior Manager, Transportation Planning, First/Last Mile, LA Metro -- Page 7
Recommended Action: For information only.
9. LA Metro NextGen Bus Study: Draft Service and Route Concepts: Presentation by Robert Cáliz, Senior Manager, Transportation Planning, Communications Division, LA Metro-- Page 19
Recommended Action: For information only.

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

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

10. Oral Report
Recommended Action: For information only.

UPDATE ITEMS

11. Metrolink Update
Recommended Action: For information only.
12. Gold Line Update
Recommended Action: For information only.

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

13. Oral Report
Recommended Action: For information only.

COMMITTEE MEMBER ITEMS

ANNOUNCEMENTS

ADJOURN



SPECIAL SGVCOG Transportation Committee Approved Minutes

Date: May 16, 2019

Time: 3:00 PM

Location: City of Duarte Community Center: Conference Room
1600 E. Huntington Drive; Duarte, California 91010

PRELIMINARY BUSINESS

1. Call to Order
The meeting was called to order at 3:06 p.m.

2. Pledge of Allegiance

3. Roll Call

Members Present

| | |
|----------------------|-------------|
| Alhambra | J. Maloney |
| Diamond Bar | D. Liu |
| Duarte | J. Fasana |
| Pomona | R. Guerrero |
| San Gabriel | J. Pu |
| LA County District 1 | M. Reyes |

Members Absent

Claremont
El Monte
Glendora
La Cañada Flintridge
South El Monte
South Pasadena
Temple City
Walnut
LA County District 5

SGVCOG Staff

P. Duyshart

4. Public Comment

No general public comment.

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

There were no changes made to the agenda order at this point in the meeting.

Since there was no quorum at this time, Item 6, the Consent Calendar, was delayed and moved to later in the agenda. The Committee moved from here to Item 7.

PRESENTATIONS

7. OurCounty Sustainability Plan

Kristen Torres Pawling, who is with the LA County Chief Sustainability Office, provided a presentation on this item to the Committee. She provided an overview of the OurCounty Sustainability Plan, including the section pertaining to the sustainable transportation goal. She explained how the county is now at the point where it must aggressively tackle and address complex and inter-disciplinary issues related to sustainability, public health, and environmental justice, and also propose solutions and actions for these challenges.

As a result, over the course of the last couple of years, it has been the responsibility of the LA County Chief Sustainability Office (CSO) to develop and craft a holistic countywide sustainability plan which addresses how to solve issues such as disproportionate exposure to air pollution and lack of access to sustainable economic resources. This incredibly thorough sustainability plan will cover subjects including:

- Climate change
- Water
- Energy
- Resource management
- Land use
- Transportation
- Open Space
- Biodiversity
- Public health
- Economy and workforce development
- Housing
- Resilience
- Governance

Ms. Torres Pawling also discussed the extensive public engagement and outreach efforts that the LA County CSO has conducted throughout this two-year process , and she also outlined the timeline for future discussion draft public review.

Questions/Discussion:

- One member of the Committee asked if the OurCounty Sustainability Plan is more of a vision rather than an implementation plan.
 - Ms. Torres Pawling confirmed that this is correct.
- Another Committee member asked is the Action Items that are put forth in this plan are solely for the County to pursue, or if some of these are also for the cities to try to implement, too.
 - Ms. Torres Pawling stated that some of these Action Items can apply to the cities, too. This plan can be template for cities which have the resources to be able to try to fulfill some of the Action Items.
 - She also added that 60 data indicators were collected to draft this plan, including GHG data.
- There was also a question regarding whether or not any funding will be attached to any portions of this plan or its action items.
 - Ms. Torres Pawling said that CSO staff is currently waiting for Board direction on this matter.

8. Overview of the 626 Golden Streets: Mission to Mission Open Streets Event

Francisco Ojeda, who is the Outreach Assistant with Active SGV gave the Transportation Committee a preview of this exciting and unique open streets event, which will be taking place this Sunday, rain or shine. He encouraged members of the Committee to attend the event and help promote the event to their respective cities' residents.

This open streets event, which is hosted and organized by ActiveSGV and presented by LA Metro, will connect the South Pasadena Gold Line Station to the downtown Alhambra district and the historic San Gabriel Mission. While on the route that meanders through these three San Gabriel Valley cities, people can only use non-motorized means of transportation, such as walking, biking, or skating, and attendees can move through the event and route at their own desired pace. Additionally, Mr. Ojeda explained how ActiveSGV’s primary goals for this event are:

- 1) Promote sustainable, active modes of transportation.
- 2) Encourage play, community connections, and exploration of the San Gabriel Valley’s diverse communities.
- 3) Improve the health of people of all incomes, abilities, and backgrounds.
- 4) Re-acquaint people with their neighborhoods, and allow people to view their neighborhood through a different lens and perspective.

Additionally, each participating city will host an activity hub and festival in their downtown or historic districts. Mr. Ojeda talked about how these hubs will enable individuals and families to rest, relax, and have some fun. Depending on the hub, hubs will have different activities such as live performers and entertainment, community fairs, arts activities, and e-bike or car demos.

The Transportation Committee had a quorum at this time. Thus, the Committee went back to Item 6, and took an action on the Consent Calendar.

CONSENT CALENDAR

6. Transportation Meeting Minutes: 02/21/2019

Recommended Action: Approve Transportation Committee minutes.

There was a motion made to approve the Consent Calendar. (M/S: J. Pu/M. Reyes)

[MOTION PASSED]

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

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT

8. Oral Report

John Fasana, the Chair of the Transportation Committee and the San Gabriel Valley representative on the Metro Board, provided the LA Metro update report to the Committee. He reported on the following items and matters:

- Provided an update on how the SGVCOG’s and ACE’s advocacy trip to D.C. went. A delegation from the COG, including elected officials and city staff, went to D.C. to advocate for INFRA Grant funding for the 57-60 Confluence Chokepoint relief project, as well as two rail grade separation projects. The COG delegation met with U.S. DOT officials and multiple members of the House of Representatives who represent portions of the San Gabriel Valley, including Rep. Judy Chu, Rep. Grace Napolitano, and Rep. Adam Schiff.

- Announced that Paul Hubler, the COGs Director of Government and Community Relations, was elected as the Chair of the of the Coalition for America’s Gateways and Trade Corridors (CAGTC).
- Briefly discussed how Rep. Lowenthal just recently reintroduced the Nation Multimodal and Sustainable Freight Infrastructure Act into the House of Representatives as H.R. 2723. This bill would generate \$12 billion in funds through a user fee for goods movement for trade corridor and goods movement infrastructure projects. Currently, there are \$million available in federal funds for goods movement projects, but over \$9 billion in grant fund requests.
- Metro recently opposed the Hurtado bill, SB 498, which would reallocate Trade Corridor Improvement Fund (TCIF) projects savings not reallocated as of January 1, 2020 to be funneled to a new grant program to fund short line railroads in the Central Valley.
 - P. Duyshart of the SGVVG then added that the SGVCOG Governing Board has this bill on the agenda at its next meeting, and the staff recommendation is also to support this bill.
- Metro staff plans to meet separately with Supervisor Barger and Foothill Transit to discuss the various issues and aspects pertaining to the SFV to Pasadena BRT project.
- Cities are currently working to get transportation projects funded under the next phase of I-710 corridor funding.
- Brief updates were also given for:
 - Gold Line Eastside Project and EIR
 - Sepulveda Pass corridor
 - Green Line extension to Torrance
- Committee member Martin Reyes also mentioned how Metro had a meeting in East LA regarding the status of the Eastside Gold Line project.

UPDATE ITEMS

9. Metrolink Update

There was no update given on this item.

10. Gold Line Update

J. Fasana provided a brief update on the Foothill Gold Line Phase 2B project. The Gold Line Construction Authority is currently waiting for base bids for the revised scope of the project.

EXECUTIVE DIRECTOR’S REPORT

11. Oral Report

P. Duyshart of the SGVCOG announced that, yesterday, the Metro Planning and Programming Committee approved the San Gabriel Valley Subregion’s MSP Five Year Plan unanimously, with a 3-0 vote. He then mentioned that the next step in this MSP process is to have this go to the Metro Board for further consideration deliberation; the Board will consider the SGV’s MSP Five Year Plan at its meeting next week on Thursday, May 23, 2019. If the Metro Board approves the plan and programming allocation for transportation projects in the SGV subregion, then Metro will contact awarded agencies and cities to initiate the funding agreement process.

COMMITTEE MEMBER ITEMS

D. Liu of the City of Diamond Bar added that the D.C. trip was very productive from a staff perspective in advocating for our infrastructure grant applications. He said that the COG delegation had a unified

message and that it was well-received. J. Fasana also added that it is crucial for the SGVCOG to have a visible presence in D.C.

J. Fasana also mentioned how the CARB is working with the CTC on air quality issues right now.

ANNOUNCEMENTS

R. Yeung of the South Coast Air Quality Management District (SCAQMD) made an announcement to the Committee regarding the Carl Moyer Program. The purpose of this program is to obtain emission reductions from heavy-duty vehicles.

A. San Miguel of SCAG shared a couple of SCAG-related updates and announcements.

ADJOURN

The meeting was adjourned at 4:09 p.m.

REPORT

DATE: June 20, 2019

TO: SGVCOG Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **FOOTHILL GOLD LINE EXTENSION PHASE 2B: FIRST/LAST MILE PLAN**

RECOMMENDED ACTION

For information only.

BACKGROUND & INFORMATION

The Foothill Gold Line Construction Authority was created in 1998 by the California State Legislature. Since its opening, this agency has overseen the design, contracting, and construction of the Foothill Metro Gold Line a transit route “fixed mass transit guideway” from Downtown Los Angeles to Pasadena, and then eastward to Claremont and Montclair. The original Pasadena-to-LA segment of the Gold Line opened in 2003, and the Foothill Gold Line Extension Phase 2A from east Pasadena to the Glendora-Azusa border was opened in March 2016. Furthermore, the groundbreaking for the Glendora-to-Montclair segment of the Gold Line, also known as the Foothill Gold Line Extension Phase 2B project, occurred in December 2017, and, at that time, was expected to open for operation in 2026; the last portion of the project which extends into San Bernardino County to Montclair would need to be funded by the SBCTA. Recently, for multiple reasons, the Construction Authority announced that the Phase 2B project would have to be rescoped and modified. Through this rescoping, the first sub-phase of the Phase 2B project will see the opening of Gold Line service at stations in Glendora, San Dimas, La Verne, and possibly Pomona in 2024. Then, service to Claremont and Montclair would be scheduled to open four years later in 2028. When Phase 2B is completed, the Gold Line will connect residents of the eastern San Gabriel Valley to economic and cultural centers in Pasadena and downtown Los Angeles, as well as to the rest of the Metro transit system.

The Los Angeles County Metropolitan Transportation Authority (Metro), which will operate the Gold Line extension once construction is completed, as well as involved cities and local stakeholders, all recognize the need for the new planned stations along the Phase 2B route to be accessible by more modes of transportation than just cars, including walking, biking, skateboarding, wheelchair use, etc. If areas within a mile of transit stations have infrastructure, facilities, and amenities which support these alternative, sustainable forms of mobility, then more transit riders will be more likely to utilize active transportation options to access the transit station. In order to foster and encourage the construction and implementation of First/Last Mile projects in the vicinity of stations that will serve future Metro transit projects, in May 2016, the Metro Board adopted Board Motion 14.1, which directed Metro staff to develop First/Last Mile (FLM) plans for future Metro transit projects, including the Gold Line Foothill Extension 2B. The overarching purpose of the Gold Line Foothill Extension 2B FLM Plan is to provide a blueprint for possible investments in active transportation and

safety improvements near the 2B stations in Los Angeles County: Glendora, San Dimas, La Verne/Fairplex, Pomona (North), and Claremont.

Extensive planning work, outreach and engagement work, and analysis was conducted to draft and develop the 2B FLM Plan. This thorough process included the following activities:

- Walk audits of the station areas
- Development of draft pathway networks and project ideas
- Community engagement events
- Finalization of pathway networks and project ideas
- Ongoing local jurisdiction coordination

What was unique to the development of the 2B FLM Plan is that the LA Metro project team engaged with ActiveSGV (formerly BikeSGV), which is a community-based organization in the San Gabriel Valley which works to support and promote a more sustainable, environmentally-friendly, and equitable San Gabriel Valley. Much of ActiveSGV's work revolves around advancing, encouraging, and cultivating more active transportation infrastructure and opportunities for SGV residents. ActiveSGV advised the FLM Plan project team with how to conduct and execute community engagement, assisted with community outreach efforts, including in underserved and underrepresented communities, and provided input on the FLM Plan itself. Also, the Metro project team conducted approximately 30 outreach events throughout the San Gabriel Valley to solicit key feedback from community members.

Additionally, when developing the FLM Plan for the Gold Line Foothill Extension 2B, Metro had to consider two idiosyncratic elements. The first factor pertained to the fact that the Foothill Gold Line Construction Authority is re-scoping and re-phasing the Phase 2B project. As a result of this re-scoping, FLM project ideas in this plan consider the project changes and new phasing timelines, which includes ensuring that appropriate FLM project ideas were recommended for the Pomona North Station since it will likely become a temporary terminus station for four to five years. The second factor that the Metro project team had to consider when devising this plan is the suburban nature of the San Gabriel Valley, and how the suburban layout and land use provides specific and different access challenges. As a result, Metro tailored the 2B FLM Plan to the suburban context of the 2B cities by researching and considering FLM case studies and examples from other suburban areas which have transit around the country.

The final draft of the FLM Plan consists of nine chapters, the final five of which are dedicated chapters for each of the LA County stations which are part of the Phase 2B Extension. For each of the station-specific chapters, each chapter describes, discusses, and identifies specific pathway networks, project ideas, and prioritized project lists. The chapters are as follows:

1. Introduction
2. Planning Process
3. Regional Recommendations
4. Implementation Strategies
5. Glendora
6. San Dimas
7. La Verne/Fairplex
8. Pomona North

9. Claremont

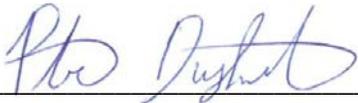
Moreover, while the FLM Plan provides micro, city-by-city FLM enhancement recommendations, the plan also provides macro, overarching, regional recommendations, and these recommendations are:

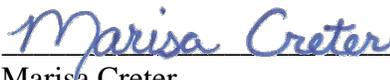
- Regional bicycle/rolling mode facilities to provide continuous connections or address gaps in the network among the station areas
- Wayfinding signage consistent among jurisdictions
- Sidewalk lighting that is sensitive to each community's specific preferences
- FLM-supportive programs that, in concert with the infrastructure improvements, would enhance the customer experience accessing the stations.

NEXT STEPS

The Gold Line Foothill Extension 2B First/Last Mile Plan was presented before the Metro Planning and Programming Committee yesterday, on June 19, 2019. Metro staff will then present the final draft of the FLM Plan to the Metro Board of Directors on June 27, 2019. Additionally, based on previous Board motions, Metro staff is currently developing FLM Guidelines, which will provide direction and procedures as to how FLM improvements are to be implemented and put into place in an integrated manner with transit projects. These guidelines are expected to be completed in Fall 2019. However, since the Gold Line Phase 2B project is already in a preliminary construction phase, FLM elements are unable to be incorporated into the project as deliverables. Thus, Metro staff will have to work to decide how to implement FLM measures for the Phase 2B project, and report recommendations back to the Board.

Katie Lemmon, who is a Senior Manager for Metro's Countywide Planning & Development department, will provide a presentation to the Transportation Committee today. During the course of this presentation, she will discuss recommended FLM project types at both a regional and municipal level, how cities can utilize the FLM Plan to guide future station-related projects, and the factors and approaches related to implementation of the FLM Plan for each station.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS:

Attachment A – Board Report: Metro First/Last Mile Plan-- Page 11

Attachment B – Gold Line Extension Phase 2B FLM Plan Executive Summary -- Page 15

Metro



Board Report

File #: 2019-0170, File Type: Plan

Agenda Number: 24.

PLANNING AND PROGRAMMING COMMITTEE JUNE 19, 2019

**SUBJECT: FIRST/LAST MILE PLANS: AVIATION/96TH ST. STATION AND GOLD LINE
FOOTHILL EXTENSION 2B**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING Aviation/96th St. Station First/Last Mile Plan;
- B. ADOPTING Gold Line Foothill Extension 2B First/Last Mile Plan; and
- C. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines in fall 2019.

ISSUE

Board Motion 14.1 (May 2016) directed staff to develop First/Last Mile (FLM) plans for future Metro transit projects including Aviation/96th St. Station and Gold Line Foothill Extension 2B (GL2B) stations. The Aviation/96th St. Station FLM Plan and the GL2B FLM Plan (collectively, the "Plans") were developed in close coordination with local jurisdictions and community stakeholders and are recommended to the Board for adoption.

The Plans serve as a blueprint for future investment in access and safety improvements around stations. Adoption of the completed Plans by the Metro Board better positions FLM improvements for funding and implementation. Next steps for implementing the Plans will be presented to the Board following the adoption of the FLM Guidelines in fall 2019.

BACKGROUND

FLM planning was undertaken for the Aviation/96th St. Station (also referred to as Airport Metro Connector) and five stations along the GL2B alignment: Glendora, San Dimas, La Verne/Fairplex, Pomona North, and Claremont. The Plans were developed following Metro's FLM methodology from the 2014 Board-adopted FLM Strategic Plan.

The process included:

- walk audits of the station areas
- development of draft pathway networks and project ideas
- community engagement events
- finalization of pathway networks and project ideas
- ongoing local jurisdiction coordination

As with other Metro-led FLM plans, the Plans were developed in close coordination with local jurisdictions and other agencies. The process emphasized extensive community engagement, and prioritized projects that improve safety and connectivity. Detailed description of the community process is included in each plan - the Process chapter in the Aviation/96th St. Station Plan and the Planning Process chapter in the GL2B FLM Plan.

DISCUSSION

The Plans identify walking and bicycling improvements within the ½-mile and 3-mile radius of each station such as new enhanced crosswalks; pedestrian-scale lighting; street trees and planting; and various bicycle facilities. Each plan describes a general approach for implementation and funding opportunities with specific implementation steps to be developed after completion of FLM Guidelines in fall 2019. Improvements identified in the plans require additional steps including feasibility analysis, environmental review, and design.

Additional highlights and unique aspects of the Plans and process include the following:

Aviation/96th St. Station First/Last Mile Plan

- Numerous planned and under construction streetscape and access improvements being led by local jurisdictions (cities of Los Angeles and Inglewood) and Los Angeles World Airports (LAWA) required substantial coordination, and as such:
- The Plan emphasizes and prioritizes projects that fill gaps in the access network and complement improvements planned and underway.
- Metro also endeavored to reflect the full range of input through inclusive community engagement. More information is available on pages 18 to 21 in the Process chapter.

Gold Line Foothill Extension 2B First/Last Mile Plan

- The project team engaged a community-based organization (CBO) ActiveSGV (formerly BikeSGV) to help inform the approach to community engagement and ultimately the final Plan as well as conduct intercept interviews to reach community members who may not be well served by traditional outreach methods.
- The FLM project ideas and recommendations in the Plan take into account changes to the transit project phasing that arose during development of this plan. Notably, the project team worked to ensure that the FLM project ideas were responsive to a temporary terminus at the Pomona North Station as well as a build out of the full line.
- The corridor cities noted that there are unique access challenges for stations located in a suburban context. The Plan discusses approaches and examples (such as shuttling) that can be found in Chapter 3: Regional Recommendations. The plan also identifies regional biking

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facilities that span multiple cities and would be important continuity for people using bicycles to access the stations or other destinations.

An Executive Summary of the Aviation/96th St. Station Plan is included as Attachment A and a link to the full Plan is included as Attachment B. The GL2B FLM Plan Executive Summary is included as Attachment C and a link to the full Plan is included as Attachment D.

Implementation Considerations

FLM Guidelines are currently in development to determine how FLM improvements are to be delivered as part of all transit projects (per Motions 14.1 and 14.2), with anticipated Board consideration in fall 2019. FLM Guidelines will contemplate a standard approach for advancing FLM improvements for new Metro transit projects.

In a September 2018 update to the Board on the FLM Program, the Aviation/96th Street and GL2B Plans were defined as “transitional” because the transit corridor projects have already advanced beyond key milestones, preventing the inclusion of FLM improvements as part of the transit capital project delivery. The Board Box indicated that the implementation approach will be determined and reported to the Board as FLM plans are completed for all transitional projects. As such, staff will return to the Board following the adoption of the FLM Guidelines with recommendations for specific implementation steps for these “transitional” Plans.

Of note with respect to the GL2B FLM Plan, in July 2017, Metro and the Foothill Gold Line Construction Authority entered into the “Foothill Extension Phase 2B Funding Agreement - Glendora to Claremont”. This agreement allows GL2B cities in LA County (Glendora, San Dimas, La Verne, Pomona, and Claremont) to apply FLM expenditures toward their 3% contribution to the transit project if the improvements are identified in a Metro-approved FLM plan.

Equity Platform

The Plans further the Equity Platform Pillar II - Listen and Learn, with inclusive and meaningful community involvement using various engagement tools including: community events, group discussions, and one-on-one stakeholder phone calls. As mentioned above, the GL2B FLM Plan engaged ActiveSGV, a community-based organization, to inform the plan development and carry out community engagement.

DETERMINATION OF SAFETY IMPACT

One key objective of the Plans is to improve safety for transit riders and non-riders who walk, bike, or roll near transit stations through pedestrian and bicycle infrastructure improvements, with a focus on transit riders transferring between modes at the station.

The Plans also identify projects that can assist in further closing potential gaps in walking and bicycling infrastructure.

FINANCIAL IMPACT

Adoption of this item has no impact to the budget.

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IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions further Strategic Plan Goal #2 to deliver outstanding trip experience for all users of the transportation system, through improving customers' FLM experience.

ALTERNATIVES CONSIDERED

The Board could decide not to adopt the Plans. This alternative is not recommended because the Plans were developed in response to previous Board action and with involvement from local jurisdiction stakeholders and the community. Further, if the Board decides not to adopt the GL2B FLM Plan, then the GL2B cities would not be able to apply FLM expenditures from the FLM Plan toward their 3% local contribution to the transit project per the funding agreement between Metro and the Foothill Gold Line Construction Authority dated July 1, 2017.

NEXT STEPS

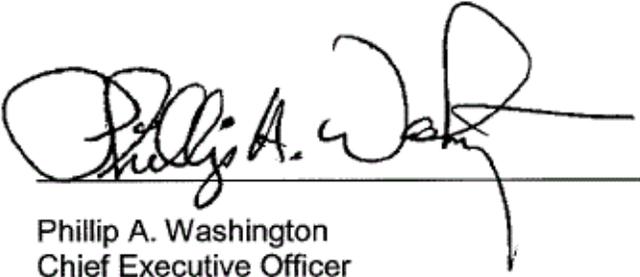
Staff anticipates returning to the Board concurrent with or following adoption of FLM Guidelines (anticipated fall 2019) with specific implementation recommendations for each of the Plans in line with the FLM Guidelines.

ATTACHMENTS

- Attachment A - Aviation/96th St. Station First/Last Mile Plan Executive Summary
- Attachment B - Aviation/96th St. Station First/Last Mile Plan
- Attachment C - Gold Line Foothill Extension 2B First/Last Mile Plan Executive Summary
- Attachment D - Gold Line Foothill Extension 2B First/Last Mile Plan

Prepared by: Joanna Chan, Senior Transportation Planner, Countywide Planning & Development, (213) 418-3006
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Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Next stop: connected communities.

GOLD LINE FOOTHILL EXTENSION 2B FIRST/LAST MILE PLAN

Executive Summary



Metro[®]

The overall goal of first/last mile (FLM) planning is to enhance transit riders' experience getting to and from the transit station, thereby improving their entire trip from beginning to end. The term "first/last mile" refers to the first and last part of transit trips, although the actual distance traveled varies. Metro's FLM planning methodology follows key steps that are aimed at understanding the FLM portion of transit trips and emphasizes community and local engagement throughout the process. FLM planning also takes into account a number of transportation modes: walking, bicycling, skateboarding, wheelchair or stroller use, among others. Multiple types of projects are important to address how customers experience their journey to a Metro station.

This Plan envisions a pathway network surrounding each station. Distinct FLM projects, subject to further analysis and design, are recommended along the pathway network and a prioritized project list further refines the projects identified in the Plan. Access improvements and strategies are tailored to the suburban context for these Foothill communities, as discussed further below. The following project types are proposed to foster a more pleasant journey to the transit station:

- new and improved sidewalks and crossings;
- walkways or shared streets;
- plazas;
- street trees and shade;
- sidewalk lighting;
- street furniture;
- visual enhancements; pick up / drop off;
- enhanced bus stop; shared use path;
- bike facilities including bike lanes, bike boulevards, and separated bikeways;
- bike parking;
- and bike share.

At the time of the Plan's completion, Metro is developing FLM guidelines to determine how FLM improvements are to be delivered as part of all transit projects (per Motions 14.1 and 14.2). The FLM Guidelines are anticipated for Board consideration in fall 2019, and this Plan is positioned for further consideration by the Board at that time. It is also important to note that, in July 2017, Metro and the Foothill Gold Line Construction Authority entered into the "Foothill Extension Phase 2B Funding Agreement - Glendora to Claremont". This agreement allows Gold Line Extension 2B cities in LA County (Glendora, San Dimas, La Verne, Pomona, and Claremont) to apply FLM expenditures toward their 3% contribution to the transit project if the improvements are identified in a Metro-approved FLM plan.

Gold Line Foothill Extension 2B Stations

The Metro Gold Line is an existing light rail line connecting San Gabriel Valley communities to Downtown Los Angeles and the rest of the Metro system. The Gold Line Foothill Extension 2B is planned to extend the line 12.3 miles to the east from its current

terminus at APU/Citrus Station to Montclair. Stations have been planned in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. This Plan addresses first/last mile connections for the five stations in Los Angeles County: Glendora, San Dimas, La Verne/Fairplex, Pomona North, and Claremont. These station areas have unique attributes and share suburban characteristics. To be responsive to this context, the project team researched FLM case studies from similar suburban areas around the region and the country.

Community Engagement

Input from the community was central to the process to develop this Plan. The project team included ActiveSGV, a community-based organization whose mission is “to support a more sustainable, equitable, and livable San Gabriel Valley” and they were instrumental in helping the team reach community members. Overall, the project team engaged the community over the course of 30 events or meetings and learned that the top three most requested types of projects were sidewalk lighting, new and improved crossings, and shared use paths. Underpinning the approach was the desire to engage the community at times and locations that were already popular in the community such as fairs and festivals; parks; Women, Infants and Children (WIC) offices; and standing community meetings, for example.

Regional Recommendations

Based on feedback from city staff and the community, this Plan takes a wider regional perspective to evaluate connections among the five stations and the project team researched suburban-context-specific FLM improvements. Several regional-level recommendations are included in Chapter 3 and are based on case study research. These recommendations include:

- Regional bicycle/rolling mode facilities to provide continuous connections or address gaps in the network among the station areas
- Wayfinding signage consistency among jurisdictions
- Sidewalk lighting that is sensitive to each community’s specific preferences
- FLM-supportive programs that, in concert with the infrastructure improvements, would enhance the customer experience accessing the stations

Implementation Approaches

Implementation is an opportunity to focus on transit customers’ experience as well as refine project details and contemplate design of the project ideas in the Plan. A seamless experience will require multiple jurisdictions in the station area to work together on implementation. The Plan outlines approaches that could be taken to facilitate next steps for the projects identified in this Plan. Implementation steps have not been solidified for the projects in this Plan and will require agreement, action, and funding identification on the part of multiple entities such as such as Metro, the Foothill Gold Line Construction Authority, local cities, local transit providers, and even local property owners.

The implementation approaches described in the Plan are:

- Adoption of the FLM Plan by cities, which can strengthen city-led applications for grant funding for FLM projects in the Plan.
- Integration into existing local plans could further memorialize the community input and project ideas.
- Integration into existing local programs allows FLM improvements to be made as the opportunity arises through the course of cities' other efforts.
- Integration in local Capital Improvement Programs can align FLM implementation with already planned capital improvements.
- Consideration of opportunities to implement via Construction Authority activities, which are ongoing discussions at the time of publication.
- Conditions of Development as private property turns over or is developed in response to market changes.
- Initiate or modify MicroTransit, shuttle, ridehailing and/or micromobility programs informed by evolving best practices.
- Pursue external funding sources that are appropriate for FLM project types, such as the State Active Transportation Program.

The Plan also evaluated implementation complexity criteria for any given project taking into account different factors related to design, process, and community input.

Plan Contents

The first four chapters of the Plan describe: the policy framework underpinning the development (Chapter 1 - Introduction); the planning steps such as FLM methodology, community engagement approach, and project prioritization methodology (Chapter 2 – Planning Process); high-level regional and programming recommendations applicable to the suburban context (Chapter 3 - Regional Recommendations); and possible approaches to implementation (Chapter 4 - Implementation Strategies).

In order from west to east, each station has a dedicated chapter that covers that station's specific pathway networks, project ideas, prioritized project lists, and description of projects:

- Glendora - Chapter 5
- San Dimas - Chapter 6
- La Verne/Fairplex - Chapter 7
- Pomona North - Chapter 8
- Claremont - Chapter 9

Four appendices are included in the Plan with more technical details: Appendix A - Walk Audit Summary Memo; Appendix B - Community Engagement Memo; Appendix C - Pedestrian and Bicycle Barriers; Appendix D - Cost Range Factors.

REPORT

DATE: June 20, 2019

TO: SGVCOG Transportation Committee

FROM: Marisa Creter, Executive Director

RE: LA METRO'S NEXTGEN BUS STUDY

RECOMMENDED ACTION

For information only.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority's (LA Metro) Countywide bus system serves about 900,000 riders per day on weekdays across Los Angeles County. Even though nearly 1 million people ride LA Metro's buses every weekday, ridership across the bus system has been in a steady decline over the past decade. Thus, Metro has had to deal with a pressing question: how can it earn back the patronage of former frequent Metro Bus system customers, and do so in the most effective, efficient, and cost-effective manner?

Additionally, Metro's Bus system has not been significantly updated or revamped in approximately 25 years, meaning that the system is outdated. Since that time, LA County has evolved and transformed quite dramatically. This means that some routes likely service districts and neighborhoods which do not require as much service anymore, while other newly developed neighborhoods and districts which require new, additional, or supplemental bus service to meet the needs of those respective communities do not currently have an adequate level of bus service. Moreover, new residential, vocational, service-oriented, social, and entertainment destinations and patterns have been developed within the past 25 years. Plus, travel patterns have changed, as new transportation infrastructure and technologies have developed and as minority and disadvantaged communities become displaced by increased costs of housing and gentrification.

Since market forces, increased population, and shifting demographics are creating demand for substantive changes to Metro's Bus system, LA Metro is currently undertaking and commissioning a comprehensive, technical, immense, and meticulous study, called the "NextGen Bus Study." This study is both a qualitative and quantitative analysis, the purpose of which is to significantly improve Metro's bus network by reimagining the bus system to better serve Los Angeles County's diverse and expanding population and potential customer base. This study has three main tasks and phases:

- Understanding travel markets,
- Developing service network concepts,
- Preparing bus service plans for all subregions in LA County.

Each of these phases will help LA Metro to systematically understand what is important and relevant to current, former, and potential bus riders before developing revised service implementation plans and routes. LA Metro's main goal is to have the NextGen Bus Study result in a new bus network which is more reflective of, and attractive to, the diverse residents of Los Angeles County. Any new bus network must integrate well with the many different modes of transportation options and technologies which are now available to LA County consumers. The entire ongoing NextGen Bus

Study is anticipated to take about two years total, with the newly devised bus system going into effect in early-Summer 2020.

While the NextGen Bus Study includes many technical components and contains a plethora of quantitative data pertaining to travel patterns, ridership, connectivity, demographics, market demands, etc., Metro holds the belief that its technical analyses can only inform them on their bus system and customer base so much. As a result, LA Metro has been conducting aggressive and substantive outreach throughout all subregions and neighborhoods of the County throughout the course of the study period, which began in Spring 2018. These outreach methods included a NextGen online survey, community meetings, telephone town halls, and on-bus engagement. Metro has also convened a NextGen Bus TAC, and a NextGen Bus Study External Working Group. Moreover, in early 2019, Metro conducted nearly 20 NextGen community workshops throughout LA County, and gathered a plethora of comments and feedback from members of various communities throughout the region, and has been considered all comments solicited from those workshops as the NextGen project team develops and devises Draft Service Concepts

The SGVCOG has been invited to participate in the External Working Group, which enables Metro staff and its consultants to hear a broad and diverse range of viewpoints and feedback from representatives of a cross-section of key community stakeholders, including Metro Service Councils, subregional government agencies, environmental justice groups, low-income and social equity groups, educational institutions, municipal bus and transit operators, and business organizations. Metro wants these key stakeholders and members of the general public to identify pertinent recommendations for how to improve bus service. Since March 2018, there have been six External Working Group meetings. The most recent of these meetings was last month, at which attendees and members of the External Working Group provided substantive and important feedback regarding how Metro's Equity Platform should be manifested in how the NextGen Bus Study is conducted and in how the bus network and service lines are designed and eventually implemented.

NEXT STEPS

Metro has completed the first two steps out of four steps in total of the NextGen Bust Study process. As part of the Step 3, the current step, Metro is in the process of designing and drafting new Draft Service Concepts. The network design will be based on findings related to existing bus system conditions. Existing conditions, which have been evaluated both quantitatively and through community outreach, include: transit propensity, service environment, service performance, and competitiveness. When designing a new bus network, Metro's must try to balance many different factors, including:

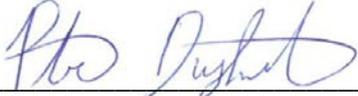
- Competitiveness
- Equity and environmental justice
- Frequency levels
- Service spans vs. coverage
- Balancing walk-wait-ride times
- Cost-benefit considerations and analyses

As part of the NextGen Bus Study, Metro is also working with municipal operators such as Foothill Transit to address duplication and overlap, to try to create seamless service through bus networks which are integrated well with one another, and to determine where municipal operators can provide

service along a route where it doesn't make the most sense for Metro to provide bus service. Metro will continue to coordinate with municipal operators over the next year on these matters.

As part of Metro's outreach efforts in the SGV subregion, in Summer 2018, Metro gave an update presentation on the study methodology and plans, as well as other items related to the study, to the Transportation Committee, Public Works TAC and the Planning Directors' TAC. These presentations provided an opportunity for these COG committees to provide thorough and comprehensive feedback from the SGV region.

LA Metro is presenting information pertaining to some of the Draft Service Concepts which have been developed as part of the study to the Transportation Committee today so that it can make itself available to hear additional valuable feedback, thoughts, and practical expertise from Committee members regarding the NextGen Bus Study's Draft Service Concepts. These Draft Service Concepts will inform the NextGen Bus Service Plan, the first draft of which is expected to be presented to the Metro Board in September 2019. After thorough and wide-reaching feedback in the months following September 2019, Metro currently plans to finalize, and implement a final service plan and new bus schedules in June 2020.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – NextGen Bus Study Fact Sheet -- Page 22

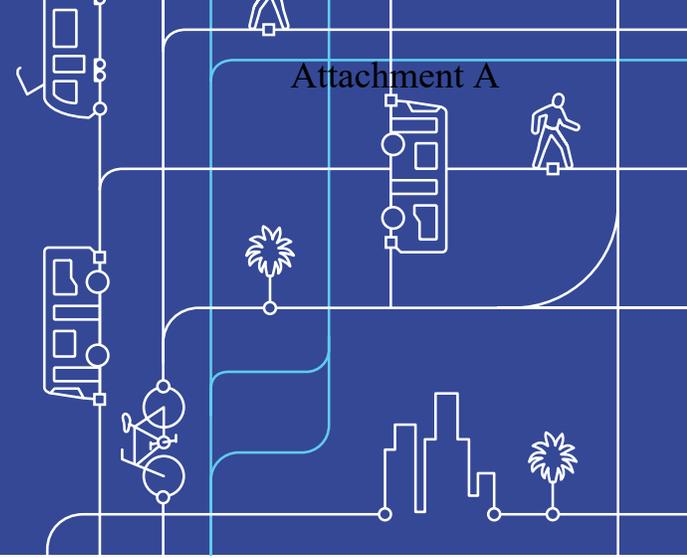
Attachment B – NextGen Bus Study FAQs -- Page 24

NEXTGEN Bus Study

Fact Sheet - Winter/Spring 2019

Every day, we hear your comments about how Metro's buses can better serve you.

We've listened. We've heard you. We've taken action.



So, what is NextGen?

In 2018 Metro began the process to reimagine and restructure our bus system to better meet the needs of past, current and future riders. The goal of the NextGen Bus Study is to design a new bus network that is more relevant, reflective of, and attractive to the residents of LA County. We believe this redesigned network will improve service to current customers, attract new customers and win back past customers.

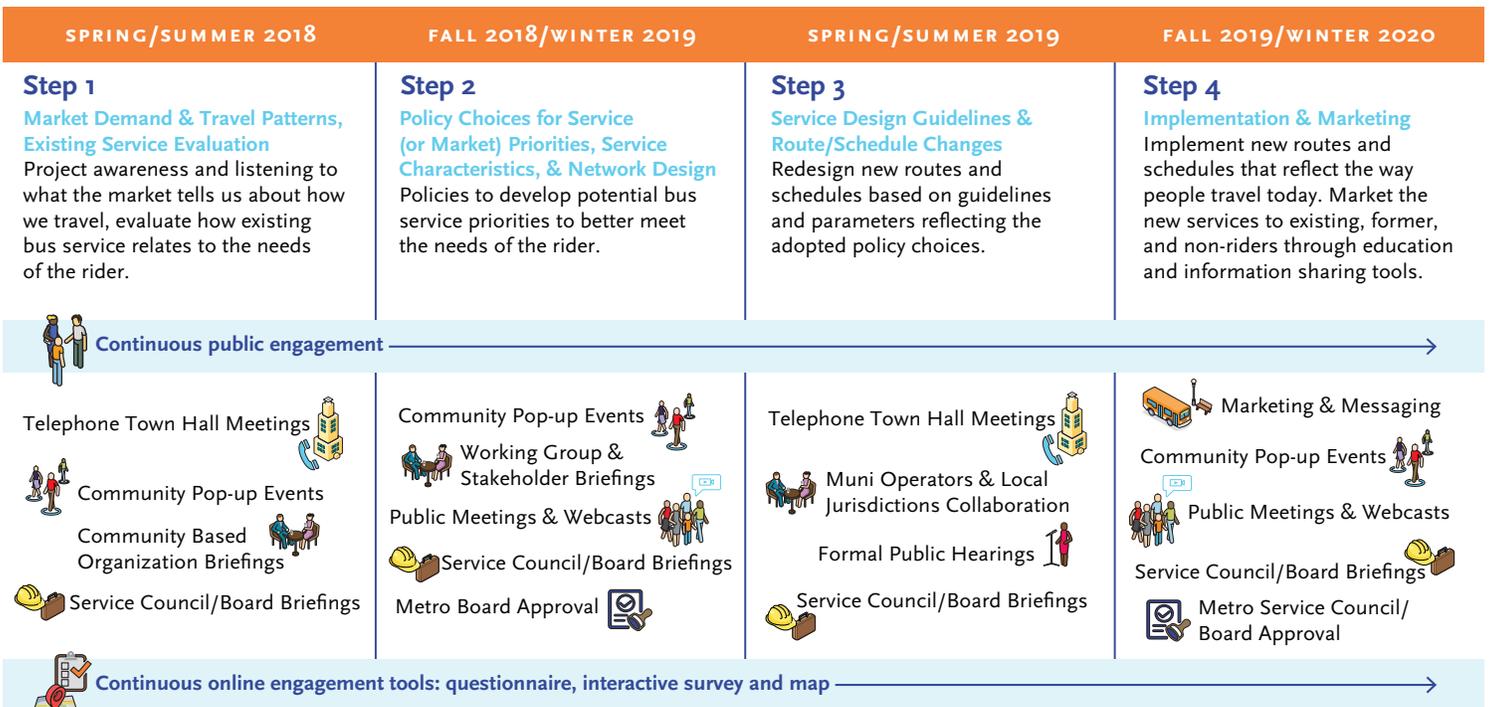
Why is Metro doing this?

Simply put, the bus network in LA County carries over 70% of Metro customers but has not had a major overhaul in 25 years. Since that time, our county has evolved dramatically. Over a million residents have been added, transforming many local

communities with new travel patterns. The Metro Rail system was just beginning 25 years ago, but now LA County has 105 miles of service and service will continue to grow steadily over the next 25 years. In addition, with new transportation options like ride hailing apps and bike share, it is important that our bus system integrates with all the ways Angelinos travel today, with flexibility built in for the future.

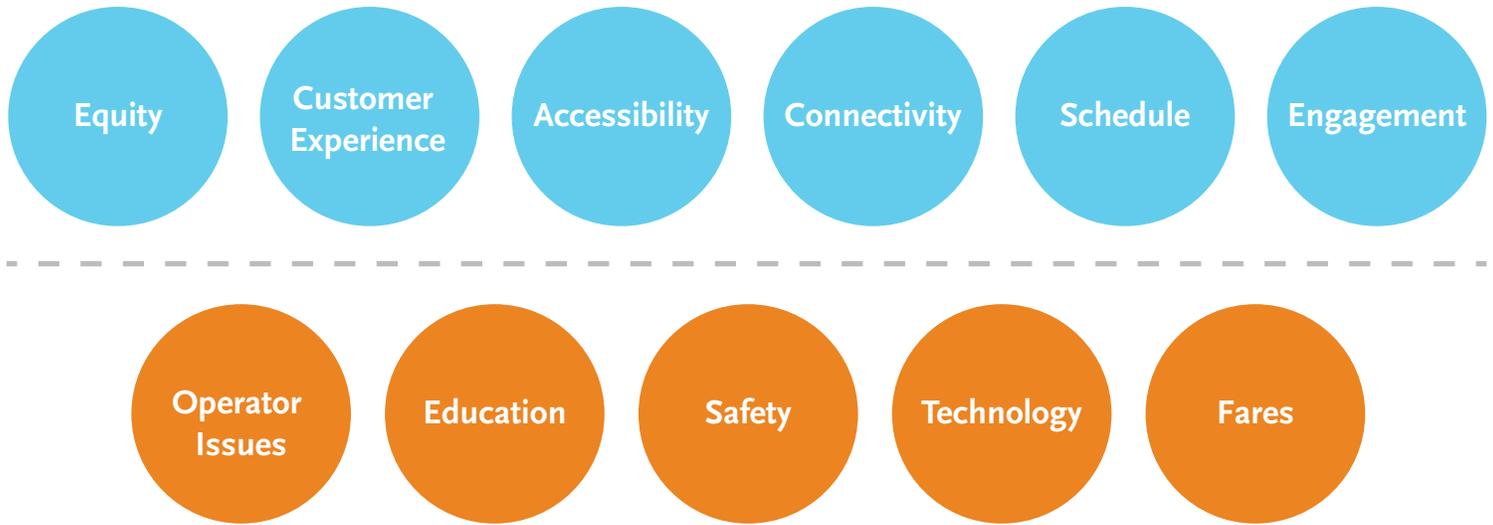
What is the timeline?

The NextGen Bus Study began in spring 2018 with a new bus service plan scheduled for rollout as early as December 2019. The NextGen Bus Study consists of four steps. At each step, the public will be encouraged to actively participate. We are currently in step 2 and Metro is working on processing all of the robust input received to date to prepare the draft service concepts.



What We've Heard

Metro is gathering input from stakeholders across LA County. To date, we have identified the following recurring themes as a result of this input.



● To be addressed by **NEXTGEN** ● To be addressed by other Metro initiatives

How can you participate?

This is all about you. So, we need you as our partner. Public engagement is critical to the success of the NextGen Bus Study and every step of the process will include several opportunities for public input. Here are some of the current opportunities:

- > Email your thoughts or request a presentation for your organization or event by contacting Robert Cáliz at nextgen@metro.net
- > Check the project website and Story Map tool regularly or sign-up for our mailing list at metro.net/nextgen for updates

STAY CONNECTED

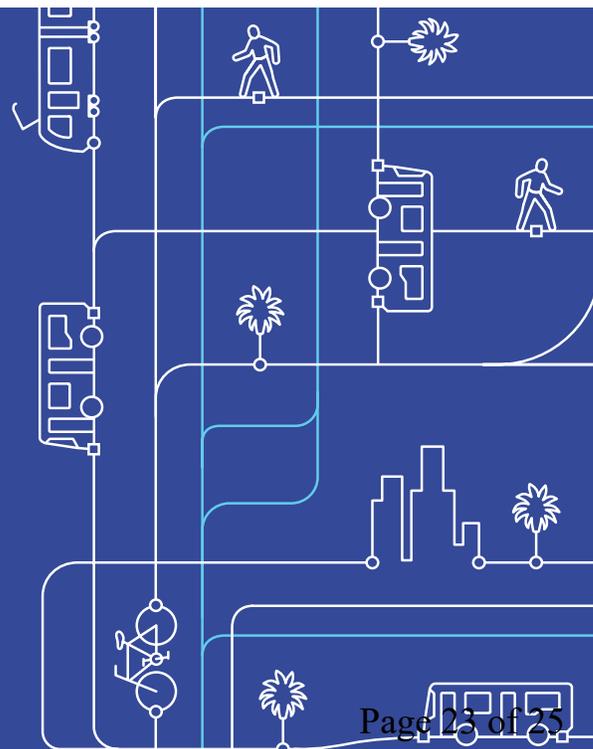
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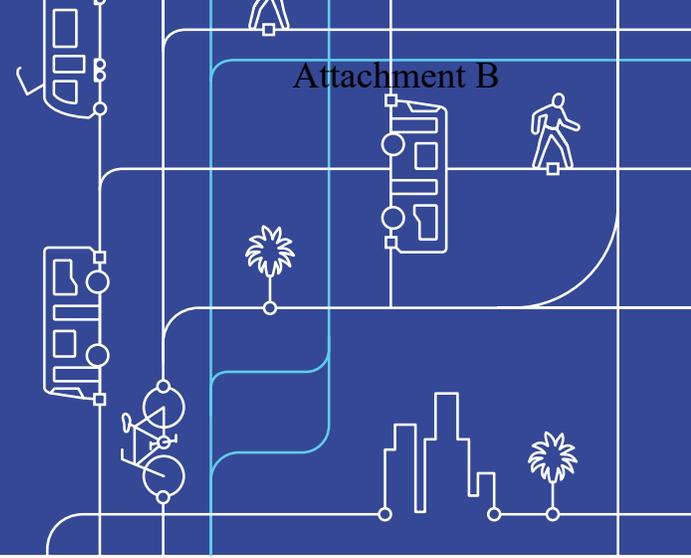
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NEXTGEN Bus Study

Frequently Asked Questions (FAQ) Winter/Spring 2019



OVERVIEW

1) What is the NextGen Bus Study?

Metro has set out to design a new bus network that is more relevant, reflective of, and attractive to the residents of LA County. We believe this redesigned network will improve service to current riders, attract a new generation of users and win back past customers. The NextGen Bus Study consists of four steps. At each stage, the public will be encouraged to actively participate and provide informative and valuable input.

2) Why is Metro doing this now?

Simply put, the bus network in LA County carries over 70% of Metro customers but has not had a major overhaul in 25 years. Since that time, our county has evolved dramatically. Over a million residents have been added, transforming many local communities with new travel patterns. The Metro Rail system was just beginning 25 years ago, but now LA County has 105 miles of service and service will continue to grow steadily over the next 25 years. In addition, with new transportation options like ride hailing apps and bike share, it is important that our bus system integrates with all the ways Angelinos travel today, with flexibility built in for the future.

3) What is the timeline for the NextGen Bus Study?

The NextGen Bus Study began in Spring 2018 with a new Bus Service Plan anticipated for rollout as early as December 2019.

4) Will the NextGen Bus Study result in minor adjustments to the current bus network or truly redesign the system with a “clean slate approach”?

The goal of the NextGen Bus Study is to create an attractive and competitive world-class bus system. To achieve this goal, all aspects of Metro bus service are on the table for study, including speed, distance, frequency, time of day, reliability as well as quality of service and safety. Some of the most heavily traveled lines, e.g. Vermont Ave., Western Ave., Ventura Blvd., may not see major changes, but may be modified to provide better connections to other routes and services. Public input along with the technical evaluation of travel data will inform the extent of the changes.

PLANNING AND PUBLIC FEEDBACK

5) How will the NextGen Bus Study be integrated with Metro’s other studies and projects?

Metro will account for long and short-term transit projects and studies that involve or impact the NextGen Bus Study and its resulting Bus Service Plan. Among the projects being considered are the Metro Bus Rapid Transit (BRT) Vision and Principles Study, Metro Rail/BRT Capital Projects, Metro Long Range Transportation Plan, and the Metro MicroTransit Pilot Project and Mobility on Demand Grant Program.

6) Will bus service provided by the LA County municipal transit operators also be included in the NextGen Bus Study?

Through the NextGen Bus Study, we are taking a holistic approach to the LA County bus system that does not look at Metro alone but instead leverages all resources, including municipal operators.

7) At this point in the NextGen Bus Study what type of feedback has been received?

In an effort to gain public input Metro has participated in public outreach activities including the distribution of surveys and attendance at over 180 meetings and events. Metro has received input from the public and stakeholders, including responses from over 12,000 survey participants. To date, this feedback has resulted in the following recurring themes to be addressed by the NextGen Study: equity, customer experience, connectivity, engagement, accessibility and schedules. Additional input received focuses on operator issues, education, safety, technology and fares. While these issues will not be specifically addressed by the NextGen Bus Study, comments related to these topics will be shared with the appropriate internal departments for consideration.

8) Will the NextGen Bus Study consider the unique needs and desires of my community?

One of the goals of the NextGen Bus Study is to receive input from stakeholders throughout LA County. Public participation will help ensure that the NextGen Bus Service Plan considers each community's needs and character.

FUNDING/RESOURCES

9) Will the NextGen Bus Service Plan be constrained to the current level of service hours?

The initial assumption of the NextGen Bus Study is to develop a service plan within the range of 7 million service hours, plus or minus 10 percent (6.3 million to 7.7 million hours). However, this does not preclude Metro from developing a service plan that exceeds this range should the benefits justify any tradeoffs to other Metro projects and programs.

10) How will fares be affected?

Fares are not being considered as part of this effort.

11) Will there be further opportunities for public input on the NextGen Bus Study?

Yes. Public engagement is critical to the success of the NextGen Bus Study and Metro will actively solicit input throughout the course of the project. Here are some of the current opportunities:

- > Email your thoughts or request a presentation for your organization or event by contacting Robert Cáliz at nextgen@metro.net
- > Check the project website and Story Map tool regularly or sign-up for our mailing list at metro.net/nextgen for update

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