



CONSTRUCTION NETWORK

Connecting Owners to AEC and CM Industries

COGs *Capital Programs & Contracting Opportunities*

SCAG

Kome Ajise, *Executive Director*

North LA County Transportation Coalition JPA

Arthur Sohikian, *Executive Director*

San Gabriel Valley COG

Kevin Lai, P.E., *Director of Capital Projects*

South Bay Cities COG

David Leger, *Senior Project Manager, Transportation*

Western Riverside COG

Cameron Brown, *TUMF Program Manager*

Santa Barbara County Association of Governments

Marjie Kirn, *Executive Director*

Wednesday, April 24

8:00 am

Check-in / Networking / Breakfast

8:30 – 10:00 am

Presentations / Q&A / Networking

Holiday Inn

14299 Firestone Blvd.

La Mirada, CA 90638

Free Parking



NORTH LOS ANGELES COUNTY Transportation Coalition JPA

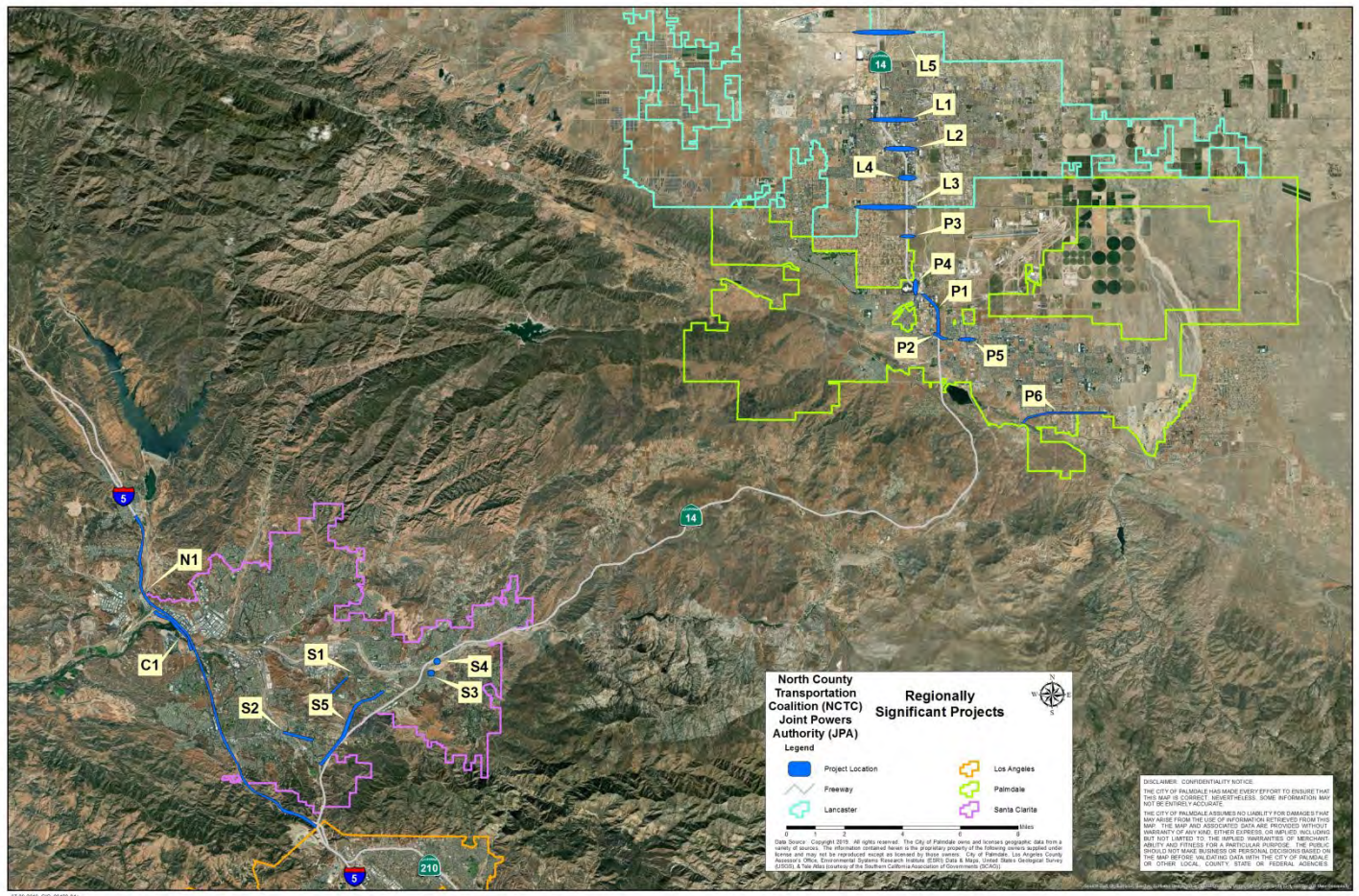
AGENDA REPORT – BOARD ITEM 6 North Los Angeles County Transportation Coalition

Date: April 15, 2024

To: Governing Board Members of the North Los Angeles County Transportation Coalition (NCTC) JPA

From: Arthur V. Sohikian, Executive Director

Subject: NCTC Member Agency Transportation & Transit Projects Update





NORTH LOS ANGELES COUNTY

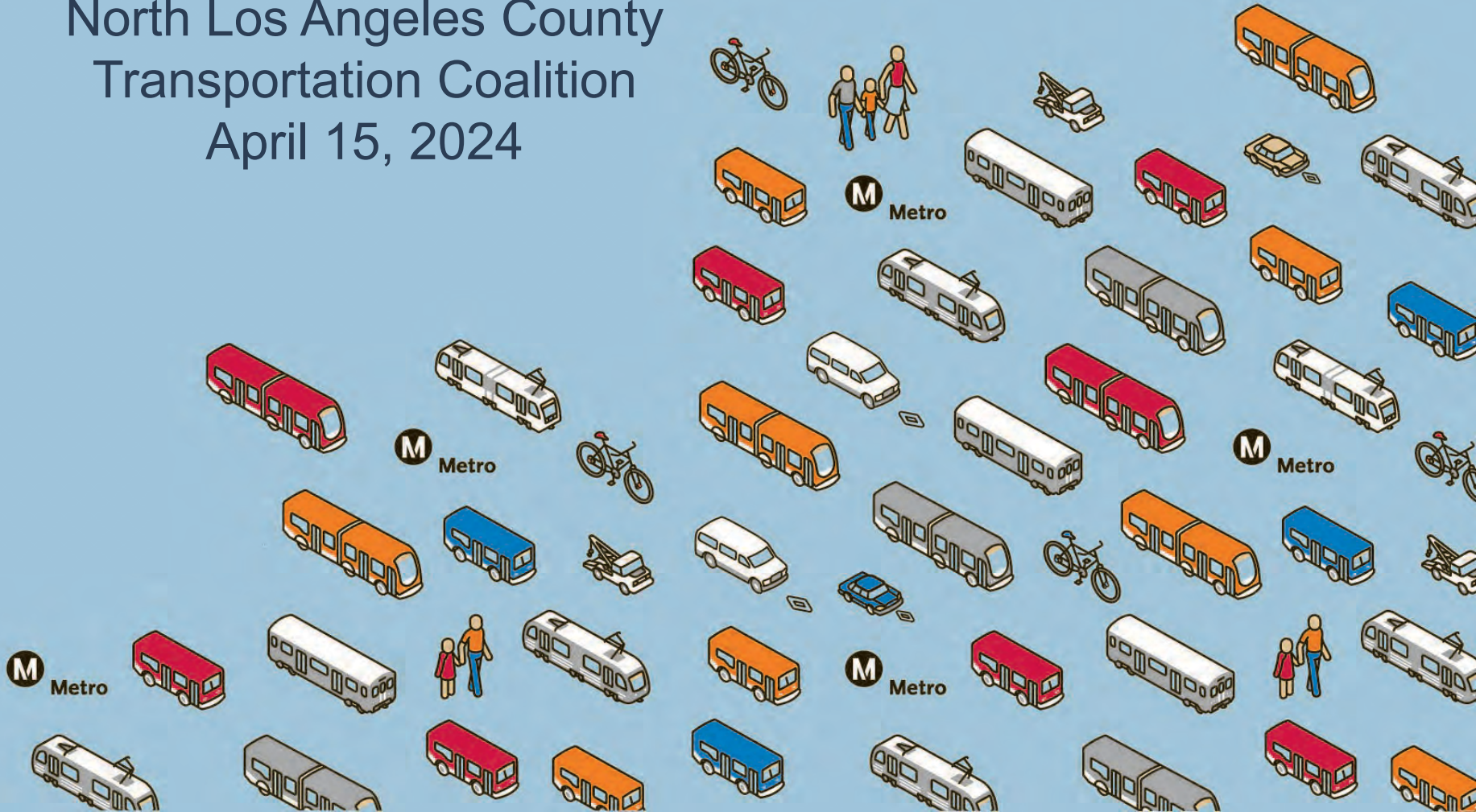
Transportation Coalition JPA

Project #	Jurisdiction(s)	Project Name	Project Location	Brief Project Description	Funding Type	Status	Budget Amount	Project total spent	Start Date (MOU approval w/ Metro)	Completion Date
L1	Lancaster	PWCP 14-010 Avenue J Interchange Improvement Project	14 Freeway Interchange From 25th Street West to 15th Street West	SR-138 (SR-14) Avenue J Interchange mainline improvements to accommodate ramp modifications.	Measure R	Phase I is Complete Phase II Construction July of 2023	\$36M	\$8.6M	7/28/2014	2024
L2	Lancaster	PWCP 13-018 Avenue K Interchange Improvement Project	14 Freeway Interchange From 10th Street West to 20th Street West	SR-138 (SR-14) Avenue K Interchange mainline improvements to accommodate ramp modifications.	Measure R	Phase I construction is complete Phase II Bid	\$32M	\$6M	3/8/2013	2025
L3	Lancaster Palmdale County	PWCP 13-019 Avenue M Interchange Improvement Project	14 Freeway Interchange From 10th Street West to 30th Street West	SR-138 (SR-14) Avenue M Interchange mainline improvements to accommodate ramp modifications.	Measure R	Design is 60% complete	\$36M	\$4.5M	3/8/2013	2025
L4	Lancaster	PWCP 15-001 Avenue L Interchange Improvement Project	14 Freeway Interchange From 10th Street West to 15th Street West	SR-138 (SR-14) Avenue L Interchange mainline improvements to accommodate ramp modifications.	Measure R	Environment Document Caltrans approved	\$15M	\$1.3M	3/14/2016	2025
L5	Lancaster County	PWCP 13-020 Avenue G Interchange Improvement Project	14 Freeway Interchange From 10th Street West to 30th Street West	SR-138 (SR-14) Avenue G Interchange mainline improvements to accommodate ramp modifications.	Measure R	Project Report Routing Signed	\$28M	\$2.4M	2/28/2014	2027
P1	Palmdale	SR 138 (SR-14) Widening between Rancho Vista Blvd/Avenue P and Palmdale Blvd.	SR 138 (SR-14) Widening between Rancho Vista Blvd/Ave P, includes northbound offramp at RVB	Widening of southbound mainline from RVB to just north of Palmdale Blvd. Widening of northbound offramp at RVB for better queing and storage	Measure R	Construction complete. Remaining money will be used on other Measure R projects in Palmdale.	\$25M	\$14.5 M	8/30/2014 (MOU MR 330.10)	10/6/2020
P2	Palmdale	SR 138 (SR-14) Widening @ Palmdale Blvd Interchange	SR 138 (SR-14) @ Palmdale Blvd Interchange	Widening of offramps to allow for better queing and storage; right hand turn lane from Palmdale Blvd to Division street.	Measure R/Measure M	PS&E done. Construction to start March 2024	\$28.3M (\$25 MR; \$3 MM)	\$2.9 M	1/3/2014 (MOU MR 330.08)	9/30/2024
P3	Palmdale County	SR 138 (SR-14) Avenue N Widening & Interchange Improvements	SR 138 (SR-14) @ Avenue N Interchange	Reconfiguration of on and off ramps at Avenue N and widening of bridge across SR 14	Measure R	PS&E done. Project on the self until we get money for construction.	\$25M	\$4.1 M	9/23/2014 (MOU MR 330.11)	3/1/2024
P4	Palmdale	SR 138 (SR-14) 10th Street West Widening Interchange Improvemt	10th Street West from RVB to O-8 and northbound offramp	Widening of 10th Street West from RVB to O-8 and offramp improvements	Measure R	PS&E	\$27.6M	\$3.10	10/7/2013 (MOU MR 330.09)	3/1/2023
P5	Palmdale	SR 138 (Palmdale Blvd) 5th Street East to 10th Street East Improvements	SR 138 (Palmdale Blvd) 5th Street East to 10th Street East	Widening of Palmdale Blvd from 5th East to 10th East and railroad improvement	Measure R	PS&E	\$25M	\$3.7 M	6/20/2013 (MOU MR 330.07)	8/14/2023
S1	Santa Clarita	Via Princessa	Sheldon Avenue to Golden Valley Road	6-Lane Major Arterial with raised landscaped median and Class I Bike Facility along one side.	2007 Metro Call/ Developer Fees	Circulating EIR and in design	\$36M		Fiscal Year 2023-24 (Construction)	FY 20224-26 (Construction)
S2	Santa Clarita	Dockweiler Drive	Valle del Oro to Railroad Avenue	4-Lane Secondary Arterial with raised landscaped median and Class II Bike Facility along both sides.	Measure M 2013 Metro Call 2013 Metro Call Developer Fees	In Right-of -Way	\$36M		August 2024 (Construction)	December 2026 (Construction)
S3	Santa Clarita	Vista Canyon Metrolink Station	Lost Canyon Road @ Metrolink ROW	New Metrolink Station	Measure R Measure M 2013 Metro Call SB1 LPP Grant	Completed - Operation Planned for October 2023	\$32M		August 2020 (Construction)	2nd Quarter 2023 (Construction)
S4	Santa Clarita	Vista Canyon Road Bridge	Soledad Canyon Road to Vista Canyon Road	Vista Canyon Road Bridge and intersection improvements to provide access from Soledad Canyon Road to the Vista Canyon Metrolink station.	Measure R Developer Fees	In Design	\$22M		April 2024(Construction)	April 2026 (Construction)
S5	Santa Clarita	Sierra Highway Improvements	Newhall Avenue to Whispering Leaves Drive	**Design Only** Integration of Sierra Highway into the City's ITS. This project also includes maintenance agreements and permitting with CA State Dept. of Transportation.	Measure R	Design	\$3.5M		July 2020 (Design Only)	June 2024 (Design Only)
C1	County of Los Angeles	The Old Rd Multimodal Mobility & Resiliency Enhancements	The Old Rd - Henry Mayo Dr to Magic Mountain Pkwy	Widening and bridge replacement	Multiple Funding	Environmental/Design	\$250M		Summer 2024 (Construction)	Late 2028
N1	NCTC	I-5 North Capacity Enhancements	I-5 (SR14 to Parker Road)	add N/S High Occupancy Vehicle (HOV) lane and S Truck Lane	Measure R & Measure M; CA SB1 & Federal INFRA	Final Design/Construction	\$679.4M		Fall 2021 (construction)	Late 2026

State Route 14 Safety Improvements



North Los Angeles County
Transportation Coalition
April 15, 2024



Project Agenda



- Project Development Team (PDT) Meetings
- Engineering
- Traffic
- Alternatives Analysis (AA)
- Next Steps



Project Development Team meetings



- Active participation from local jurisdictions, agencies and Caltrans at monthly PDT
- Provide updates, feedback on deliverables and track action items



Engineering



- Survey
 - Survey Package A has been approved
 - Encroachment permit approval expected this month
- Field visit held Friday, February 2, 2024



NB Newhall Ave Off-Ramp
Congestion



SR-14 from Golden Valley
Rd Overpass



Santa Clarita River



Metro



Traffic



- Traffic Methodology & Data Collection Memos
 - Focused traffic workshops with Caltrans
 - Awaiting Final Approval
- Analyzing Traffic Data
 - Traffic Accident Surveillance and Analysis System (TASAS)
 - Performance Measurement System (PeMS)
 - ClearGuide Data
- VMT Methodology Memo
 - Will be submitted after approval of AA



Project Area



Purpose and Need



Purpose

The purpose of this project is to enhance safety consistent with Statewide Vision Zero, enhance multi-modal transportation options, reduce diversion onto parallel routes, and provide equitable multi-modal components, while minimizing impacts to the community and the environment within the SR-14 corridor.

Need

Segments along the SR-14 corridor experience collision rates higher than the statewide average and unreliable travel time due to roadway geometry on the mainline and ramps. SR-14 is a lifeline route and Strategic Highway Network (STRAHNET) corridor that facilitates goods movement and serves as the only major connection for North County residents. SR-14 also serves as the only regional bypass route when there is an incident/closure on I-5 between the SR-14 and SR-138. Lane drops and changes in grades cause operation challenges especially for trucks. In addition, there is limited multi-modal and habit connectivity infrastructure within the SR-14 corridor which leads to incidents involving vulnerable road users and wildlife. Congestion is currently experienced on local roadways during mainline collision events due to diversion onto local roadways during mainline collision events due to diversion onto local roadways. Existing collision rates and travel times would worsen on the SR-14 mainline and parallel routes with anticipated increases in future traffic by design year 2050.



Metro



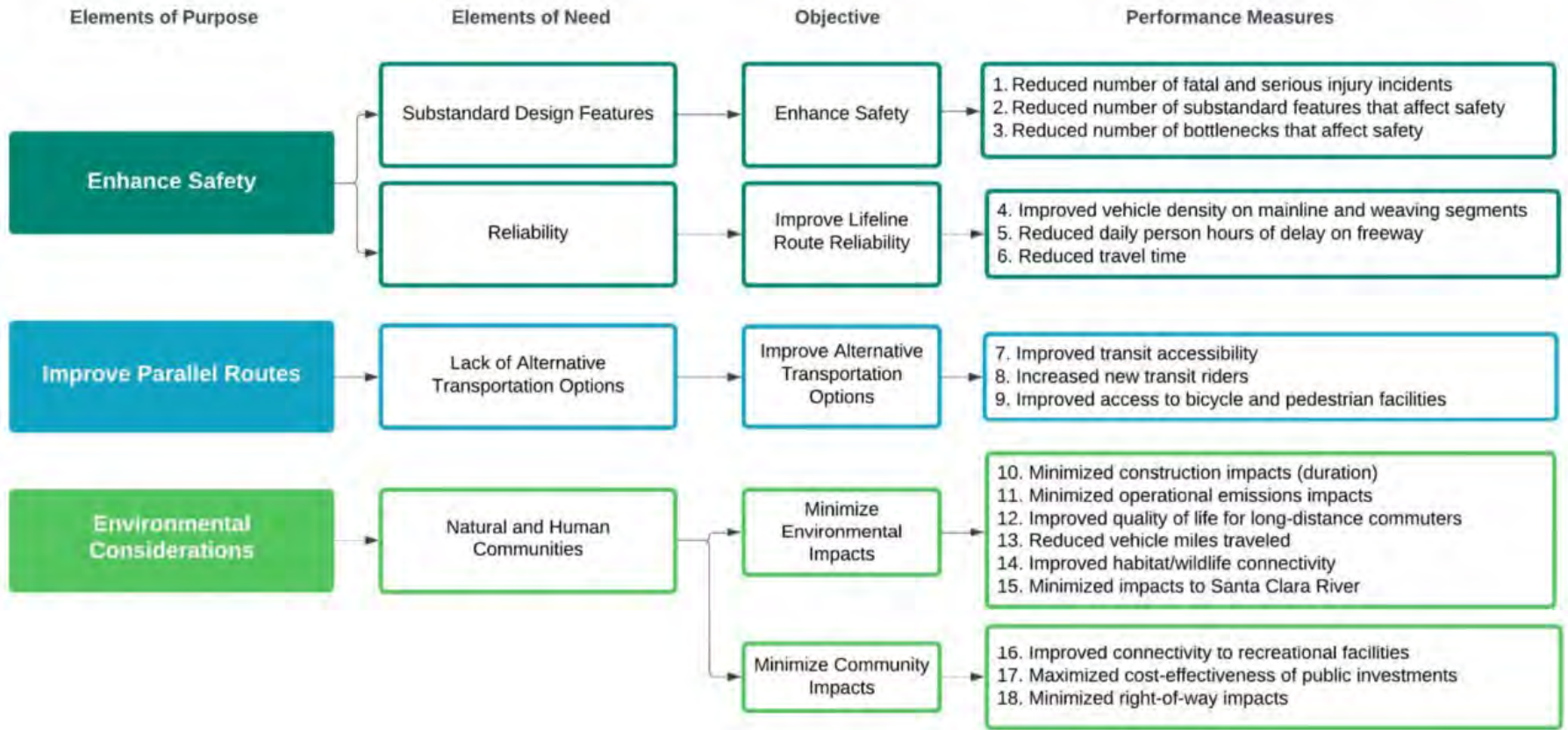
Alternatives Analysis Overview



- Developed based on the Purpose & Need
- Compares/Contrasts project alternatives
- Performance measures provided criteria for evaluating each alternative and segments to be carried forward for further study
- Overall alternative recommendation is provided at the end of the report



Alternatives Analysis-Performance Measures



Alternatives Analysis



- Alternative 1 – No Build
- Alternative 2A – Standard GP Lane
- Alternative 2B – Standard Aux Lane
- Alternative 2C – Standard HOV Lane
- Alternative 3A – Dedicated BRT Lane – Outside Shoulder Running
- Alternative 3B – Dedicated BRT Lane – Median Running (Inside Shoulder)
- Alternative 3C – Dedicated BRT Lane – New Inside Lane
- Alternative 4 – TSM/TDM Improvements
- Alternative 5 – Remove Lane
- Alternative 6 – Safety Design Refinements
- Alternative 7 – Truck Climbing/Descending Lane



Alternatives Analysis-Performance of Alternatives



Objective	Best Performing	Least Performing
Enhance Safety	<ul style="list-style-type: none"> • Alternative 2A: Standard Lane Addition • Alternative 2B: Auxiliary Lane Addition • Alternative 2C: HOV Lane Addition 	<ul style="list-style-type: none"> • Alternative 1: No Build • Alternative 3B: BRT Lane (Inside shoulder) • Alternative 4: TSM/TDM
Improve Lifeline Route Reliability	<ul style="list-style-type: none"> • Alternative 2A: Standard Lane Addition • Alternative 2C: HOV Lane Addition 	<ul style="list-style-type: none"> • Alternative 1: No Build • Alternative 5: Lane Removal
Improve Alternative Transportation Options	<ul style="list-style-type: none"> • Alternative 3A: BRT (Outside Shoulder) • Alternative 3B: BRT (Inside shoulder) • Alternative 3C: BRT Lane (New Inside Lane) 	<ul style="list-style-type: none"> • Alternative 1: No Build • Alternative 2A: Standard Lane Addition • Alternative 2B: Auxiliary Lane Addition • Alternative 2C: HOV Lane Addition • Alternative 5: Lane Removal • Alternative 7: Truck Climbing/Descending Lane



Note: Alternatives in **bold** represent the top performing alternative in the objective.

Metro



Alternatives Analysis-Performance of Alternatives



Objective	Best Performing	Least Performing
Minimize Environmental Impacts	<ul style="list-style-type: none"> • Alternative 3A: BRT (Outside Shoulder) • Alternative 3B: BRT (Inside shoulder) 	<ul style="list-style-type: none"> • Alternative 1: No Build • Alternative 2B: Auxiliary Lane Addition • Alternative 2C: HOV Lane Addition
Minimize Community Impacts	<ul style="list-style-type: none"> • Alternative 2A: Standard Lane Addition • Alternative 1: No Build 	<ul style="list-style-type: none"> • Alternative 3B: BRT (Inside shoulder) • Alternative 3C: BRT Lane (New Inside Lane) • Alternative 6: Safety Design Refinements

Note: Alternatives in **bold** represent the top performing alternative in the objective.



Alternatives Analysis-Segment Comparison



Features	Segment 1 (NB & SB)	Segment 2 (NB & SB)	Segment 3 (NB & SB)
Segment Length (Miles)	6.5	8.9	21.1
Classification	Urban (Rolling)	Urban (Rolling)	Rural (Mountainous)
Existing Lane Configuration	3 GP & 1 HOV	2 GP & 1 HOV	2 GP & 1 HOV
Existing on/off-connections	13	9	20
Accidents per mile (2020-2022)	62.3	52.4	36.9
Existing Lane Drops	3	2	----
Truck Climbing Lanes	---	----	3
Proposed Habitat/Wildlife Connectivity Locations	1	5	0
Travel Times	Unreliable	Unreliable	Reliable
Traffic Demand	Higher	Higher	Lower
Benefit to Long Distance Commuters	Higher	Higher	Lower
Budget	Funded	Funded	Unfunded



Alternatives Analysis-Results



Based on the screening process, the following build alternatives are **not** recommended for further consideration:

- Alternative 2B: Standard Auxiliary Lane Addition
- Alternative 2C: HOV Lane Addition
- Alternative 3A: Dedicated BRT Lane (Outside Shoulder)
- Alternative 3B: Dedicated BRT Lane (Median/Inside Shoulder)
- Alternative 3C: Dedicated BRT Lane (New Inside Lane + Inside Shoulder)
- Alternative 5: Lane Removal



Alternatives Analysis-Results



Based on the screening process, the following **are recommended** for further consideration:

- **Alternative 1: No Build**
- **Alternative 2: Build Alternative combines elements from various alternatives:**
 - Alternative 2A – Standard GP Lane
 - Alternative 4 – TSM/TDM
 - Alternative 6 – Safety Design Refinements
 - Alternative 7 – Truck Climbing/Descending Lane
 - PSR-PDS (EA 37520K) drainage improvements and Wildlife/habitat connectivity enhancements.



Next Steps



- Traffic Counts Data Collection (April 2024)
- Obtain Aerial Surveys
- VMT Methodology Memo
- Approval of the Alternatives Analysis
- Coordinate Public Scoping Meetings
- Begin design development of selected alternative
- Begin Environmental Technical Studies





METROLINK

Metrolink Update

*North Los Angeles County Transportation
Coalition (NCTC) Board of Directors Meeting*

April 15, 2024

Regional Rail System



- Antelope Valley Line
 - Inland Empire-Orange County Line
 - Orange County Line
 - Riverside Line
 - San Bernardino Line
 - Ventura County Line
 - 91/Perris Valley Line
 - Future Station
 - Arrow Service
- Station Served by Multiple Lines
 - Amtrak Pacific Surfliner
 - Metro Rail/Metro Bus
 - LAX Flyaway Bus
 - ONT Connect Shuttle
 - Coaster Oceanside to San Diego
 - Sprinter Oceanside to Escondido

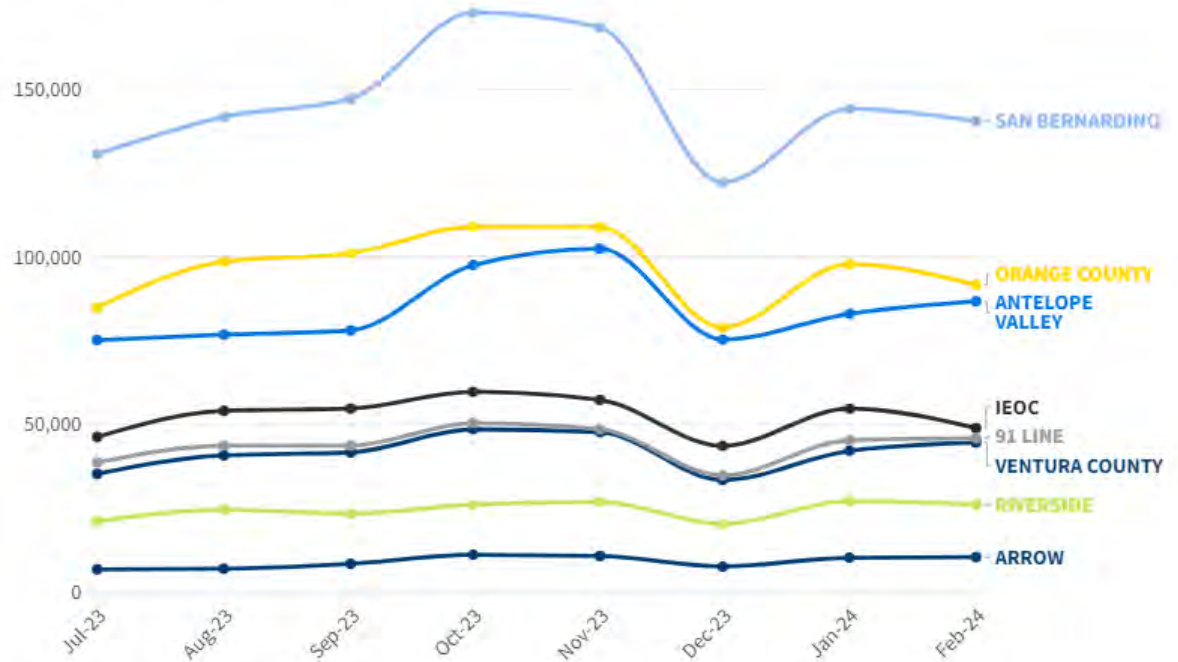
METROLINK metrolinktrains.com

Updated September 2023 subject to change



Systemwide Ridership

Total Monthly Ridership by Line
July 2023 - February 2024



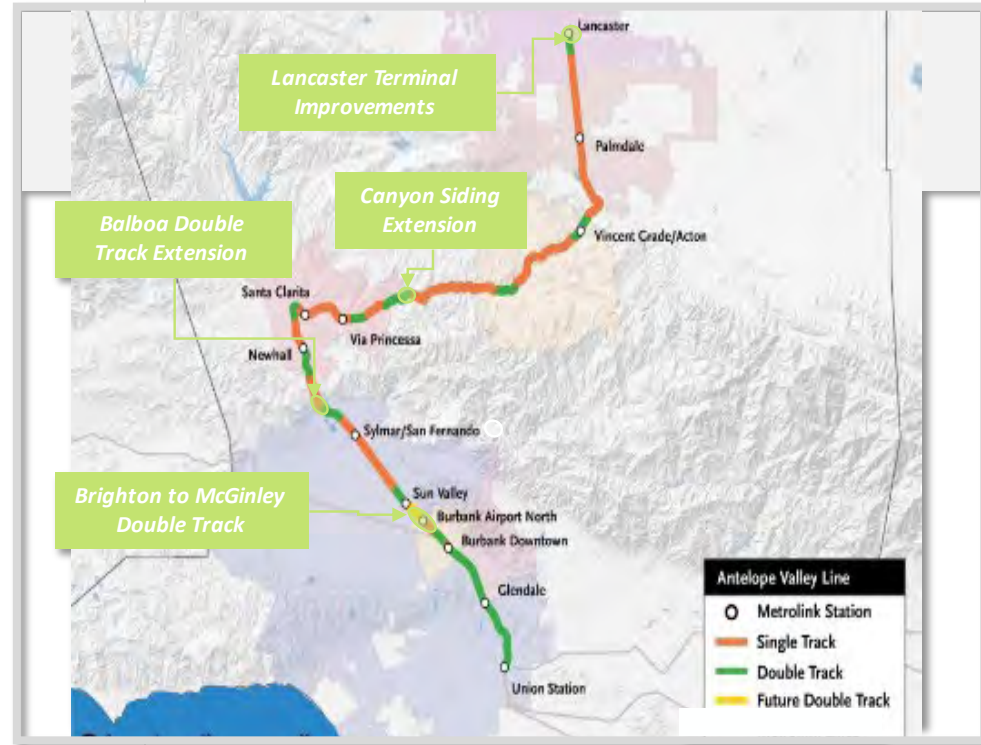
Source: Ticket Sales

AVL Capacity and Service Improvements Program

- Balboa Double Track Extension
- Canyon Siding Extension
- Lancaster Terminal Improvements
- Brighton to McGinley Double Track (led by Metro)

Project Benefits

- Enable 30-minute bi-directional passenger rail service between LAUS and Santa Clarita Valley
- 60-minute bi-directional service between LAUS and Lancaster Station and infrastructure improvements



AVL Projects Current Status

Balboa Double Track Extension

- 60% design complete
- Ongoing coordination on Caltrans DEER
- Completed VE Analysis

Canyon Siding Extension

- 60% design complete
- Ongoing coordination with City
- Completed VE Analysis

Lancaster Terminal Improvements

- 60% design in review
- Utility relocation notifications
- Held CPUC site diagnostic
- Ongoing coordination with City and UPRR
- Completed VE Analysis

AVL Projects **Schedule (Metrolink Led)**

Spring 2023 – Design commenced

Spring 2024 – Complete 60%
Design

Fall 2024 - Complete Final Design

Summer 2025 - Complete ROW
acquisitions

Spring 2026 - Begin construction

Fall 2028 - Complete construction

Fall 2028 - Open for service

AVL Projects Funding

Project	Funding Secured (\$M)	Latest EAC (\$M)	Shortfall (\$M)	VE (\$M)
Balboa Double Track Extension (Metrolink Led)	\$46.6	\$114.4	\$67.8	\$17.0
Canyon Siding Extension (Metrolink Led)	\$59.6	\$169.8	\$110.2	\$19.6
Lancaster Terminal Improvements (Metrolink Led)	\$31.3	\$77.6	\$46.3	\$0
Brighton to McGinley (Metro Led)	\$73.3	\$132.3	\$59.0	\$(TBD)
MU Pilot Program (Metrolink Led)	\$10	\$10 (TBD)	\$(TBD)	\$(TBD)
TOTAL	\$220.8	\$504.1	\$283.3	\$36.6

Value Engineering Solutions / Opportunities

Balboa Double Track

- Consider different retaining wall type

Canyon Siding

- Reduce double track length



METROLINK

Thank you.



We're working to improve the 5 in North County.

I-5 NORTH COUNTY ENHANCEMENTS PROJECT

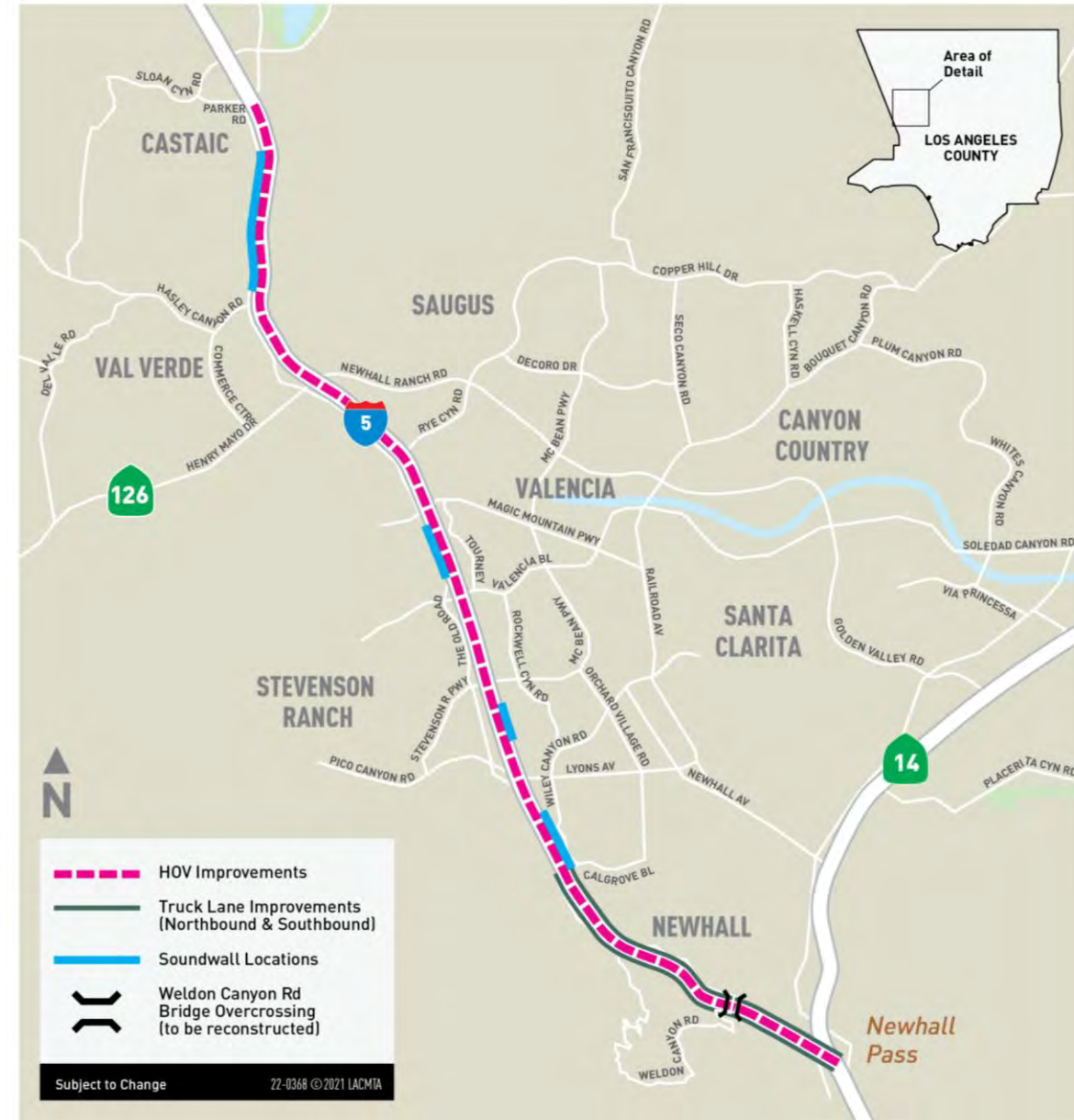


Project Overview

Enhancements on I-5 between the SR-14 interchange and Parker Road in Castaic, along with Intelligent Transportation System (ITS) improvements on I-5 between I-405 and I-210.

The scope of work includes:

- 14-miles of HOV/carpool lanes in each direction
- Four (4) sound wall segments (12 sound walls)
- Replacement of Weldon Canyon Rd bridge
- Seven (7) bridge extensions
- Extension of truck lanes
- 13.6-miles of median paving
- 43 Retaining walls
- Intelligent Transportation System Improvements



Sound Walls Segments

I-5 Southbound

- North of Hasley Canyon Rd
- Magic Mountain Pkwy to Valencia Bl

I-5 Northbound

- South of McBean Pkwy
- North of Calgrove Bl



Preliminary Conceptual Schedule *(subject to change)*

STAGE 1 - MEDIAN CONSTRUCTION / HOV LANES

Impacted Locations

Ramps
 Calgrove Blvd
 Pico Cnyn
 Valencia Blvd
 Weldon Cnyn

Crossings
 Butte Cnyn
 Rye Cnyn
 Castaic Creek
 Gavin Cnyn
Replace Weldon Cnyn Bridge
 Coltrane Ave
 The Old Rd

Soundwalls
 Valencia Blvd (2773)
 Calgrove Blvd (2588)
 Hasley Cnyn (2979, 983, 986, 3011)


STAGE 2 – AUXILLARY LANES & RAMPS

Impacted Locations

Ramps
 San Fernando
 Pico Cnyn/Lyons
 McBean Pkwy
 Valencia Blvd
 Magic Mtn Pkwy
 Truck Scales
 SR-126

Structures/Crossings
 Gavin Cnyn
 Calgrove
 Magic Mtn Pkwy
 Santa Clara River
 Rye Cnyn
 Castaic Creek

Soundwalls
 Calgrove Blvd (2578)
 McBean Pkwy (2676)
 Valencia Blvd (2773)
Ramp Closures (up to 30 days)
 Calgrove Blvd
 Hasley Cnyn

2021				2022				2023				2024				2025				2026			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
												STAGE 1 10/2021 - 12/2024 Worksite Staging / Median Construction / HOV Lanes / Walls/ Bridges											
												STAGE 2 3/2024 - 1/2026 Auxiliary Lanes & Ramps											
												STAGE 3 2/2025 - 1/2026 Exterior Retaining Walls											
																					11/2026	Completion	



I-5 NCEP Community Meeting

Save the Date

I-5 North County Enhancements Project Construction Update Community Meeting

Wednesday, May 22, 2024, 6:00pm

Zoom Link: us02web.zoom.us/j/99714777647

Webinar ID: 997 1477 7647

Call-in: (213) 338-8477





AGENDA REPORT – BOARD ITEM 14
High Desert Corridor Joint Powers Agency

Date: April 11, 2024

To: Board of Director Members of the High Desert Corridor Joint Powers Agency (HDC JPA)

From: Arthur V. Sohikian, Executive Director

Subject: HDC JPA Executive Director Report

Recommended Action: Receive and File Report

1. High Desert Intercity High Speed Rail Project in Federal NEPA Environmental Process

The HDC JPA submitted the High Desert Intercity High Speed Rail Project petition for Reevaluation to the Federal Railroad Administration (FRA) and Surface Transportation Board (STB) in April 2021. The FRA is the Lead Agency for the National Environmental Policy Act (NEPA) environmental clearance process, which they launched in February 2023.

The High Desert Intercity High Speed Rail Project objective is to progress with the FRA NEPA process to receive the Record of Decision (ROD) and Notice of Determination (NOD) approval in 2024. With California Environmental Quality Act (CEQA) concurrence, this will complete environmental clearance for the high-speed rail project to advance to the next phase of Project Development, which is to conduct 30% level of design engineering.

2. HDC JPA FY24 Work Program Implementation

On May 25, 2023, the Metro Board of Directors unanimously approved the HDC JPA FY24 Budget Work Program of \$1,947,500 from Measure M funds. As part of the HDC FY24 Work Program, the HDC JPA entered an MOU on September 5, 2023, with Los Angeles County Public Works to provide contracting and other supportive services for the procurement of professional services and architectural and engineering services. As part of the FY24 Work Program, the HDC JPA is currently working with LA County Public Works and LA County Counsel on two contracting opportunities: one to procure Financial Advisory Services to be awarded at the April 2024 JPA Board meeting, and another to procure Project Management and Construction Support Services likely to be released in April/May to award at the HDC JPA Board of Directors meeting in October 2024 or January 2025.

Furthermore, as part of the environmental clearance process, we need to conduct additional tasks pertaining to right-of-way planning and environmental/conceptual engineering activities requiring \$358,000, and additional tasks related to LA County procurement staff support services requiring an additional \$47,000, for a total of \$405,000. Although there is no fiscal impact to the adopted FY24 Budget, it is requiring the HDC JPA to reallocate a total of \$405,000 from the budget line items initially funding Task 3) Program Management Support Services

(\$240,000), and Task 5) Technical/Planning & Grant Funding Application Assistance (\$165,000). This reallocation results in the budget line-item Task 1) Re-evaluate National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) & Record of Decision (ROD) to increase from \$710,000 to \$1,068,000. The consultant contract to conduct this work will be modified to reflect the additional work and is described in the HDC JPA Agenda Report-Board Item 11 for consideration by the HDC JPA Board of Directors at their regular meeting on April 11, 2024. The second reallocation results in the budget line-item Task 5) Los Angeles County Treasury, Auditor-Controller, Legal Counsel, Public Works, LA Metro Reviews to increase from \$175,000 to \$222,000. See Attachment A – Re-Allocation of FY24 Budget Task Items

3. High Desert Intercity High Speed Rail Project Map & Project Highlights



2016: High Desert Corridor Multi-purpose corridor receives California CEQA clearance which included a highway and high-speed rail line.

2018: High Desert Corridor Joint Powers Authority (HDC) supports study of an alternative to the HDC

2016 Locally Preferred Alternative (LPA), Highway Component and decides to focus on first phase as the High Desert Intercity High Speed Rail Project of the LPA.

2020: Caltrans declares No Build for the highway portion.

April 2021: HDC JPA submits Reevaluation petition to Federal Railroad Administration (FRA) and Surface Transportation Board (STB) to receive NEPA clearance and receive the Rail Project Record of Decision (ROD/NOD).

The High Desert Intercity High Speed Rail Project proposes a 54-mile corridor (Palmdale to Victor Valley) that can be traveled in roughly 30-minutes providing future connection to the California High Speed Rail Project and the Brightline West Xpress West Project.

One station in Palmdale and one station in Victor Valley: Proposed integration with Palmdale California High Speed Rail Station and Brightline West Desert Xpress Victor Valley Station.

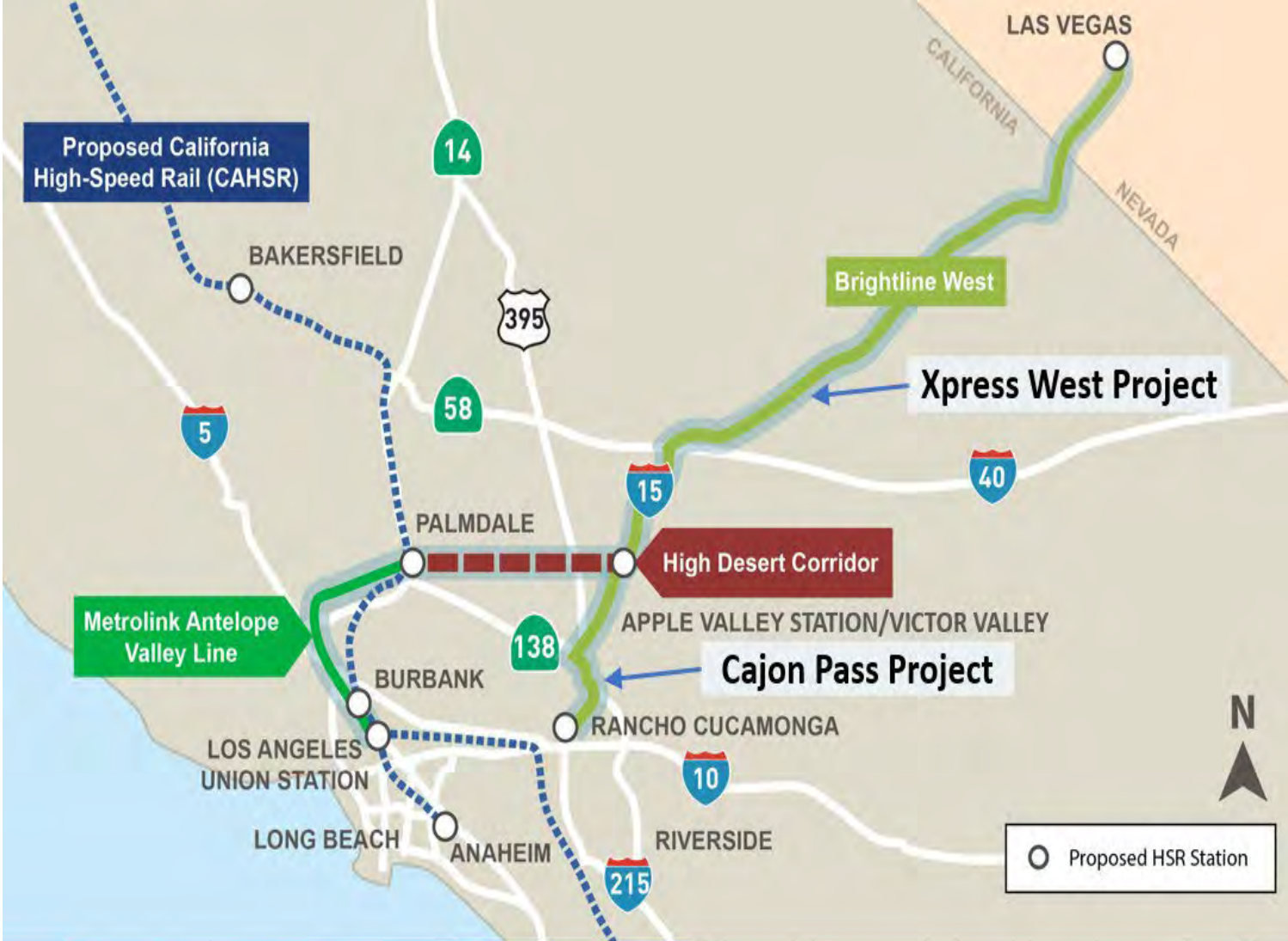
Based on the 2023 Draft Service Development Plan, the estimated cost of the HDC Rail Project is \$5.54B in year of expenditure dollars, calculated based on the assumed service operations in 2031 and an

escalation rate at 3% per year. Final Design and Construction is estimated at \$3.6B of the \$5.54B Project estimate. Environmental clearance could accommodate doubled track. Future design and cost considerations will determine.

Nealy the entire 54-mile route of the HDC high-speed rail project is within Equity Focused Communities in the high desert communities of Los Angeles and San Bernardino Counties.

The HDC Rail Project is consistent with the CA State Rail Plan's objectives to improve connectivity of the California statewide rail network. The HDC Rail Project supports the state's greenhouse gas reduction efforts and provides economic development and equity benefits for a region comprised of many historically underserved, low-income, and disadvantaged communities.

HDC CONNECTS CA HIGH SPEED RAIL & BRIGHTLINE WEST



54-mile High Speed Rail project

Connects future CA HSR & Brightline West

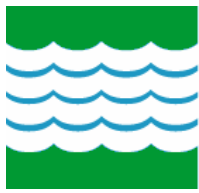
Stations at Palmdale/LA County & Victor Valley/San Bernardino County Environmentally cleared

EIR/EIS Completed in 2016. 8-year public process FRA Federal Cooperating Agency

Measure M Expenditure Plan includes \$170M in FY2019-21 for project development activities & \$1.845B for construction in 2063-67. To date, ALL funds expended are local and state

High Desert Corridor High Speed Rail

- ▶ Critical connection between Nevada and CA-Brightline West, CHSRA, & Metrolink
- ▶ EIR/EIS completed in 2016; 8-year Public Process
- ▶ Nearly \$2 billion of local funds dedicated to the project. \$8M in CA Grant Funds
- ▶ Strong local, regional, state, and federal support
- ▶ Enhanced mobility, addresses climate change, economic benefits in equity communities, access to affordable housing



The South Bay Cities Council of Governments' (SBCCOG) projects generally fall into two categories: those planned and constructed by the SBCCOG; and those funded through SBCCOG programs but planned and constructed by one of its 17 member agencies.

The SBCCOG has traditionally left construction efforts to member agencies. However, the organization did lead construction of the South Bay Fiber Network (SBN), a middle-mile network connecting city halls and other public sites throughout the region. The first phase of this project is nearing the end of construction, but further expansion opportunities are currently being explored.

The SBCCOG is also prepared to begin planning work on a mobility hub project funded through the state's Regional Early Action Planning (REAP) 2.0 program. This project looks to develop plans for up to four mobility hubs, with a focus on micro-mobility, to help reduce GHG emissions tied to housing land-use. However, this project has been put on hold due to proposed budget cuts by the Governor. If/when REAP 2.0 funding is restored following budget negotiations in Sacramento, the SBCCOG will be issuing a Request for Proposals (RFP) to begin this work. Future construction could be led by either the SBCCOG or the local jurisdiction within which the hub is located.

In partnership with LA Metro, the SBCCOG administers a total of five subregional programs in Measure R and Measure M. Lead agencies plan and construct these projects. The majority of construction opportunities fall into this category and would be directly with the project lead agencies. In Measure R, the South Bay Transit Investment Program funds transit capital projects and the South Bay Highway Program funds highway/street improvements including projects such as turn lanes, signal synchronization, ITS, and more. The three Measure M Sub-Regional Programs fund similar highway and street improvements as the Measure R South Bay Highway Program but also include bicycle, pedestrian, and other active transportation and micro-mobility infrastructure projects. These programs are funding upwards of \$1 billion for over 125 various projects in the South Bay today and in the coming years. The entire programs of projects have been attached.

The SBCCOG facilitates regular lunchtime networking meetings between cities and consulting firms. Every month, the Infrastructure Working Group meets to discuss important infrastructure related issues; learn more about new technologies, regulations, and grant opportunities; provide technical guidance to the SBCCOG's Board of Directors; and more. Although this group primarily focuses on transportation, anything that falls into the general responsibilities of a city's public works department would be within its purview. The meetings are held in a hybrid fashion and in-person participation provides an excellent way to engage with city staff face-to-face. City staff including public works directors, city engineers, traffic engineers, and more regularly attend. Additional information on this group is available on the SBCCOG's website:
<https://southbaycities.org/committees/infrastructure-working-group/>

All Requests for Proposals are available here: <https://southbaycities.org/request-for-proposal/>

Prepared: April 2024

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County

Measure R South Bay Transit Investment Program						1/29/24							Exhibit 2			
Lead Agency	Project No.	Project Description	Funding Phases	Notes	Prior Allocation	Recommended Alloc Change	Recommended Current Allocation	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	
1 CARSON	MR524.02	CARSON CIRCUIT: FASHION OUTLET REGIONAL TRANSIT CENTER	PAED. PS&E, ROW, CON		\$3,525,000		\$3,525,000	\$1,380,000	\$2,145,000							
2 GARDENA	MR524.03	GTRANS: PURCHASE OF UP TO 15 EXPANSION BUSES	Construction Capital	Cashflow update	\$12,375,000		\$12,375,000					\$8,375,000	\$4,000,000			
3 GARDENA	MR524.04	GTRANS: SOLAR ENERGY GENERATION/BUS FUELING INFRASTRUCTURE PROJECT	PS&E, CON		\$6,000,000		\$6,000,000		\$3,000,000	\$3,000,000						
4 INGLEWOOD	MRINGITC	INGLEWOOD TRANSIT CONNECTOR PROJECT	PAED. PS&E, ROW, CON	CHG	\$233,700,000	\$16,300,000	\$250,000,000	\$13,624,264	\$89,815,224	\$130,260,512	\$16,300,000					
5 REDONDO BEACH	MR524.05	BEACH CITIES TRANSIT: TRANSIT OPERATIONS & MAINTENANCE FACILITY	Env, PS&E, CON		\$32,090,555		\$32,090,555					\$5,150,000	\$8,838,734	\$17,677,469	\$424,352	
6 TORRANCE	MR524.06	TORRANCE TRANSIT: RETURN OF THE RED CAR URBAN CIRCULATOR TROLLEY	Construction Capital		\$4,500,000		\$4,500,000	\$2,000,000	\$2,500,000							
7 TORRANCE	MR524.07	TORRANCE TRANSIT: EXPANSION BUSES	Construction Capital		\$20,000,000		\$20,000,000	\$17,100,000	\$2,900,000							
8 TORRANCE	MR524.08	TORRANCE TRANSIT: REGIONAL TRANSIT CENTER PARKING STRUCTURE	Construction Capital		\$35,000,000		\$35,000,000	\$35,000,000								
9 TORRANCE	MR524.09	MICROTRANSIT EXPANSION OF THE TORRANCE COMMUNITY TRANSIT	Construction Capital		\$240,000		\$240,000	\$60,000	\$180,000							
# TORRANCE	MR524.10	CONSTRUCTION OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING STATION	Construction Capital		\$3,500,000		\$3,500,000	\$3,000,000	\$500,000							
SBTIPTOTAL TOTAL PROGRAMMING AMOUNT						\$350,930,555	\$16,300,000	\$367,230,555	\$72,164,264	\$101,040,224	\$133,260,512	\$16,300,000	\$13,525,000	\$12,838,734	\$17,677,469	\$424,352

Measure R South Bay Highway Improvements FY 24/25 Update				1/29/24			Exhibit 1				
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26	FY26-27
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Improvements				\$446,413,330	\$7,187,063	\$453,600,393	\$364,304,030	\$69,729,300	\$19,567,063	\$0	\$0
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)		\$13,375,000	\$0	\$13,375,000	\$13,375,000				
		TOTAL SBCCOG		\$13,375,000	\$0	\$13,375,000	\$13,375,000	\$0	\$0	\$0	\$0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		\$5,357,000	\$0	\$5,357,000	\$5,357,000				
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector (Completed)		\$8,120,000	\$0	\$8,120,000	\$8,120,000				
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		\$86,400,000	\$0	\$86,400,000	\$80,400,000	\$6,000,000			
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		\$9,000,000	\$0	\$9,000,000	\$9,000,000				
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I- 110 from Artesia Blvd and I-405 (Completed)		\$0	\$0	\$0	\$0				
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd)		\$150,000	\$0	\$150,000	\$150,000				
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington)		\$150,000	\$0	\$150,000	\$150,000				
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets		\$5,000,000	\$0	\$5,000,000	\$5,000,000				
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)		\$150,000	\$0	\$150,000	\$150,000				
		TOTAL CALTRANS		\$114,327,000	\$0	\$114,327,000	\$108,327,000	\$6,000,000	\$0	\$0	\$0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 intersections		\$4,220,000	\$0	\$4,220,000	\$4,220,000				
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St and Figueroa St and 228th St		\$150,000	\$0	\$150,000	\$150,000				
Carson	MR312.80	223rd St Widening		\$1,000,000	\$0	\$1,000,000	\$1,000,000				
		TOTAL CARSON		\$5,370,000	\$0	\$5,370,000	\$5,370,000	\$0	\$0	\$0	\$0
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave (Completed)		\$2,500,000	\$0	\$2,500,000	\$2,500,000				
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Blvd (Deobligated)		\$0	\$0	\$0	\$0				
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		\$5,350,000	\$0	\$5,350,000	\$5,350,000				
		TOTAL EL SEGUNDO		\$7,850,000	\$0	\$7,850,000	\$7,850,000	\$0	\$0	\$0	\$0
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave		\$2,228,000	\$0	\$2,228,000	\$1,500,000	\$728,000			
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		\$4,828,000	\$0	\$4,828,000	\$246,600	\$4,581,400			
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		\$4,967,000	\$0	\$4,967,000	\$4,967,000				
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		\$393,000	\$0	\$393,000	\$393,000				
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		\$2,090,300	\$0	\$2,090,300	\$2,090,300				
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		\$144,000	\$0	\$144,000	\$144,000				
		TOTAL GARDENA		\$14,650,300	\$0	\$14,650,300	\$9,340,900	\$5,309,400	\$0	\$0	\$0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		\$2,100,000	\$0	\$2,100,000	\$2,100,000				

Measure R South Bay Highway Improvements FY 24/25 Update				1/29/24			Exhibit 1				
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26	FY26-27
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Completed)		\$3,600,000	\$0	\$3,600,000	\$3,600,000				
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		\$7,551,000	\$0	\$7,551,000	\$7,551,000				
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St to Marine Ave		\$1,237,000	\$0	\$1,237,000	\$1,237,000				
Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northop; and on 120th St.		\$2,000,000	\$0	\$2,000,000	\$2,000,000				
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St		\$4,400,000	\$0	\$4,400,000	\$4,400,000				
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		\$1,995,000	\$0	\$1,995,000	\$1,995,000				
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements		\$3,200,000	\$0	\$3,200,000	\$3,200,000				
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		\$2,000,000	\$0	\$2,000,000	\$2,000,000				
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		\$1,300,000	\$0	\$1,300,000	\$1,300,000				
Hawthorne	MR312.81	120th St Improvements - Crenshaw Blvd to Felton Ave	CHG	\$3,600,000	\$2,837,063	\$6,437,063	\$2,600,000	\$1,000,000	\$2,837,063		
		TOTAL HAWTHORNE		\$32,983,000	\$2,837,063	\$35,820,063	\$31,983,000	\$1,000,000	\$2,837,063	\$0	\$0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St and Artesia Blvd		\$574,700	\$0	\$574,700	\$574,700				
		TOTAL HERMOSA BEACH		\$574,700	\$0	\$574,700	\$574,700	\$0	\$0	\$0	\$0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV (Completed)		\$3,500,000	\$0	\$3,500,000	\$3,500,000				
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection (Deobligated)		\$0	\$0	\$0	\$0				
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project (Completed)		\$205,000	\$0	\$205,000	\$205,000				
Inglewood	MR312.71	La Cienega Blvd Signal Synchronization Project (Completed)		\$80,000	\$0	\$80,000	\$80,000				
Inglewood	MR312.72	Arbor Vitae Signal Synchronization Project (Completed)		\$130,000	\$0	\$130,000	\$130,000				
Inglewood	MR312.73	Florence Ave Signal Synchronization Project (Completed)		\$255,000	\$0	\$255,000	\$255,000				
		TOTAL INGLEWOOD		\$4,170,000	\$0	\$4,170,000	\$4,170,000	\$0	\$0	\$0	\$0
LA City	MR312.48	Alameda St (South) Widening from Anaheim St to Harry Bridges Blvd <i>(Additional funding via MM5508.14)</i>		\$17,481,330	\$0	\$17,481,330	\$13,481,330	\$4,000,000			
LA City	MR312.51	Improve Anaheim St from Farragut Ave to Dominguez Channel (Call Match) F7207		\$1,313,000	\$0	\$1,313,000	\$1,313,000				
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		\$100,000	\$0	\$100,000	\$100,000				
LA City	MR312.74	Alameda St (East) Widening Project		\$3,580,000	\$0	\$3,580,000	\$3,580,000				
		TOTAL LA CITY		\$22,474,330	\$0	\$22,474,330	\$18,474,330	\$4,000,000	\$0	\$0	\$0
LA County	MR312.16	Del Amo Blvd Improvements from Western Ave to Vermont Ave (Completed)		\$307,000	\$0	\$307,000	\$307,000				
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310		\$1,021,000	\$0	\$1,021,000	\$1,021,000				
LA County	MR312.64	South Bay Arterial System Detection Project		\$2,000,000	\$0	\$2,000,000	\$0	\$600,000	\$1,400,000		

Measure R South Bay Highway Improvements FY 24/25 Update				1/29/24			Exhibit 1				
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26	FY26-27
		TOTAL LA COUNTY		\$3,328,000	\$0	\$3,328,000	\$1,328,000	\$600,000	\$1,400,000	\$0	\$0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		\$43,000	\$0	\$43,000	\$43,000				
Lawndale	MR312.31	Manhattan Beach Blvd at Hawthorne Blvd Left Turn Signal Improvements		\$508,000	\$0	\$508,000	\$508,000				
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Completed)		\$878,300	\$0	\$878,300	\$878,300				
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		\$1,039,300	\$0	\$1,039,300	\$1,039,300				
		TOTAL LAWDALE		\$2,468,600	\$0	\$2,468,600	\$2,468,600	\$0	\$0	\$0	\$0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut (Completed)		\$1,585,000	\$0	\$1,585,000	\$1,585,000				
		TOTAL LOMITA		\$1,585,000	\$0	\$1,585,000	\$1,585,000	\$0	\$0	\$0	\$0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marina Ave Intersection Improvements (West Bound left turn lanes) (Completed)		\$346,500	\$0	\$346,500	\$346,500				
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		\$9,100,000	\$0	\$9,100,000	\$9,100,000				
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)	CHG	\$1,500,000	\$350,000	\$1,850,000	\$1,500,000		\$350,000		
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		\$2,046,000	\$0	\$2,046,000	\$1,346,100	\$699,900			
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		\$900,000	\$0	\$900,000	\$900,000				
Manhattan Beach	MR312.87	Manhattan Beach Blvd at Peck Ave Signal Improvements		\$100,000	\$0	\$100,000	\$100,000				
		TOTAL MANHATTAN BEACH		\$13,992,500	\$350,000	\$14,342,500	\$13,292,600	\$699,900	\$350,000	\$0	\$0
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		\$17,381,000	\$0	\$17,381,000	\$17,381,000				
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington		\$10,400,000	\$0	\$10,400,000	\$10,400,000				
Metro	3000002033/PS 4010-2540-01- 19	South Bay Arterial Baseline Conditions Analysis (Completed)		\$250,000	\$0	\$250,000	\$250,000				
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		\$1,500,000	\$0	\$1,500,000	\$1,500,000				
Metro	MR312.84	I-105 Integrated Corridor Management	CHG	\$19,850,000	\$3,000,000	\$22,850,000	\$5,000,000	\$14,850,000	\$3,000,000		
Metro	MR312.85	South Bay I-405 Improvements - Local Match for State/Federal Grants		\$22,000,000	\$0	\$22,000,000	\$4,800,000	\$9,200,000	\$8,000,000		
		TOTAL METRO		\$71,381,000	\$3,000,000	\$74,381,000	\$39,331,000	\$24,050,000	\$11,000,000	\$0	\$0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		\$0	\$0	\$0	\$0				
		TOTAL RANCHO PALOS VERDES		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		\$49,330,000	\$0	\$49,330,000	\$20,830,000	\$25,520,000	\$2,980,000		
		TOTAL POLA		\$49,330,000	\$0	\$49,330,000	\$20,830,000	\$25,520,000	\$2,980,000	\$0	\$0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		\$2,400,000	\$0	\$2,400,000	\$1,400,000	\$1,000,000			
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) (Completed)		\$936,000	\$0	\$936,000	\$936,000				
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) (Completed)		\$389,000	\$0	\$389,000	\$389,000				

Measure R South Bay Highway Improvements FY 24/25 Update				1/29/24				Exhibit 1			
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26	FY26-27
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		\$22,000	\$0	\$22,000	\$22,000				
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		\$30,000	\$0	\$30,000	\$30,000				
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	CHG	\$2,457,000	\$1,000,000	\$3,457,000	\$1,907,000	\$550,000	\$1,000,000		
Redondo Beach	MR312.38	PCH at Anita St Improvements (left and right turn lane)		\$2,400,000	\$0	\$2,400,000	\$2,400,000				
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		\$5,175,000	\$0	\$5,175,000	\$5,175,000				
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		\$1,992,000	\$0	\$1,992,000	\$992,000	\$1,000,000			
		TOTAL REDONDO BEACH		\$15,801,000	\$1,000,000	\$16,801,000	\$13,251,000	\$2,550,000	\$1,000,000	\$0	\$0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		\$20,597,000	\$0	\$20,597,000	\$20,597,000				
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		\$319,900	\$0	\$319,900	\$319,900				
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		\$25,700,000	\$0	\$25,700,000	\$25,700,000				
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		\$15,300,000	\$0	\$15,300,000	\$15,300,000				
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		\$2,900,000	\$0	\$2,900,000	\$2,900,000				
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements (Completed)		\$852,000	\$0	\$852,000	\$852,000				
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Completed)		\$500,000	\$0	\$500,000	\$500,000				
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		\$3,300,000	\$0	\$3,300,000	\$3,300,000				
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Improvements		\$500,000	\$0	\$500,000	\$500,000				
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		\$2,784,000	\$0	\$2,784,000	\$2,784,000				
		TOTAL TORRANCE		\$72,752,900	\$0	\$72,752,900	\$72,752,900	\$0	\$0	\$0	\$0
		TOTAL SOUTH BAY		\$446,413,330	\$7,187,063	\$453,600,393	\$364,304,030	\$69,729,300	\$19,567,063	\$0	\$0

Measure M Multi-Year Subregional Programs (FY 24/25 Update)

South Bay Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program 1 (Expenditure Line 50)															
Lead Agency	Project No.	Project Description	Funding Phases	Notes	Prior Allocation	Recommended Alloc Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28		
1	Carson	MM4601.09	Bike Lane Installation - Carson St, Figueroa St, Main St, Victoria St	Construction			\$5,256,700	\$0	\$1,056,700	\$3,000,000	\$1,200,000				
2	Carson	MM4601.10	Bike Lane Installation - 223rd St, Avalon Bl, Central Ave, Del Amo Bl, Univeristy Dr	Construction			\$5,384,400	\$0	\$884,400	\$3,500,000	\$1,000,000				
3	El Segundo	MM4601.11	South Bay Local Travel Network in El Segundo	PS&E, Construction			\$925,000	\$0	\$925,000						
4	Inglewood	MM5502.02	ITS (Gap) Closure Improvements	Construction			\$13,500,000	\$13,500,000							
5	Inglewood	MM5502.03	Inglewood Intermodal Transit/Park and Ride Facility	PAED, PS&E, Construction			\$4,933,310	\$4,933,310							
6	Inglewood	MM5502.09	Prairie Ave Dynamic Lane Control System	PS&E, Construction			\$13,120,000	\$0				\$13,120,000			
7	LA City	MM4601.01	San Pedro Pedestrian Improvements	PAED, PS&E, Construction			\$7,245,710	\$1,207,619	\$3,372,445	\$2,665,646					
8	LA City	MM4601.02	Wilmington Neighborhood Street Improvements	PAED, PS&E, Construction			\$3,000,600	\$3,000,600							
9	LA City	MM4601.03	Avalon Promenade and Gateway	Construction			\$10,207,400	\$0		\$2,670,000	\$3,544,000	\$3,993,400			
10	LA County	MM4601.04	Westmont / West Athens Pedestrian Improvements	PAED, PS&E, Construction			\$6,682,000	\$1,248,400	\$831,809	\$3,660,000	\$941,791				
11	LA County	MM4601.06	El Camino Village Traffic and Pedestrian Safety Enhancements	PAED, PS&E			\$1,038,000	\$114,000	\$264,000	\$264,000	\$396,000				
12	LA County	MM4601.12	Lennox Vision Zero Traffic Enhancements	PAED, PS&E			\$1,206,000	\$0	\$179,000	\$300,000	\$300,000	\$427,000			
13	LA County	MM5502.04	182nd St / Albertoni St Traffic Signal Synchronization Program	PAED, PS&E, Construction			\$4,228,500	\$200,000	\$370,000	\$380,000	\$3,278,500				
14	LA County	MM5502.06	Van Ness Traffic Signal Synchronization Program	PAED, PS&E, Construction			\$1,702,000	\$80,000	\$135,000	\$320,000	\$1,167,000				
15	LA County	MM5502.07	Del Amo Blvd (East) Traffic Signal Synchronization Program	PAED, PS&E, Construction			\$1,324,500	\$70,000	\$110,000	\$280,000	\$864,500				
16	Manhattan Beach	MM4601.13	Highland Ave Corridor Improvements	PAED, PS&E			\$500,000	\$0	\$50,000	\$450,000					
17	Redondo Beach	MM4601.14	Pedestrian Enhancements on Aviation Blvd	PS&E, Construction			\$1,500,000	\$0		\$125,000	\$687,500	\$687,500			
18	Redondo Beach	MM4601.15	Riviera Village Pedestrian and Multi-Modal Enhancements	PAED, PS&E			\$4,000,000	\$0		\$1,500,000	\$2,000,000	\$500,000			
19	Redondo Beach	MM4601.16	South Bay Local Travel Network in Redondo Beach	PS&E, Construction			\$1,272,700	\$0		\$78,320	\$1,194,380				
20	Rolling Hills Estates	MM5502.08	Palos Verdes Drive North at Dapplegray School	PAED, PS&E, ROW, Construction			\$2,880,252	\$1,696,102	\$1,184,150						
21	SBCCOG	MM5502.01	Planning Activities for Measure M Multi-Year Subregional Programs	Planning Development			\$738,513	\$738,513							
22	SBCCOG	MM5502.05	South Bay Fiber Network	Construction			\$6,889,365	\$6,889,365							
23	SBCCOG	MM5502.10	Planning Activities for the South Bay Local Travel Network	Planning Development			\$751,320	\$357,520	\$393,800						
24	Torrance	MM4601.05	Torrance Schools Safety and Accessibility Program	PS&E, Construction			\$7,185,000	\$232,045	\$4,704,200	\$2,248,755					
25	Torrance	MM4601.07	Transportation Open Space Corridor Multi-Use Trail	PAED, PS&E			\$650,000	\$650,000							
26	Torrance	MM4601.08	Torrance School Safety and Accessibility Program (Phase 2)	PS&E, Construction			\$10,372,609	\$768,600	\$9,604,009						
27	Torrance	MM5502.11	Torrance Fiber Network and Traffic Signal Optimization	PS&E			\$1,050,000	\$70,000	\$980,000						
	Carson		South Bay Local Travel Network in Carson	PS&E, Construction	NEW		\$0	\$4,512,915		\$450,000	\$4,062,915				
	Lomita		South Bay Local Travel Network & Related Safety Enhancements in Lomita	PS&E, Construction	NEW		\$0	\$6,651,895		\$709,390	\$5,942,505				
TSMIP 1 TOTAL PROGRAMMING AMOUNT							\$105,977,779	\$11,164,810	\$128,708,689	\$35,756,074	\$25,044,513	\$22,601,111	\$26,579,091	\$18,727,900	\$0

South Bay Multi-Year Subregional Plan - South Bay Highway Operation Improvements (Expenditure Line 63)															
Lead Agency	Project No.	Project Description	Funding Phases	Notes	Prior Allocation	Recommended Alloc Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28		
1	Carson	MM5507.02	Carson Street ITS Project	PAED, PS&E, Construction			\$700,000	\$700,000	\$700,000						
2	Carson	MM5507.03	Sepulveda Blvd Widening from Alameda St to ICTF	PS&E, Construction			\$11,897,999	\$11,897,999	\$5,473,078	\$5,830,014	\$594,907				
3	Carson	MM5507.10	Traffic Signal Upgrade - Avalon Blvd and Gardena Blvd	PAED, PS&E, Construction			\$350,000	\$350,000	\$2,000	\$130,000	\$218,000				
4	Gardena	MM5507.04	Redondo Beach Blvd Arterial Improvements	PAED, PS&E, Construction			\$11,242,000	\$11,242,000	\$2,940,000	\$5,802,000	\$2,500,000				
5	Hawthorne	MM5507.01	North East Hawthorne Mobility Improvement Project	PS&E, ROW, Construction			\$2,000,000	\$986,591	\$2,986,591	\$2,000,000		\$986,591			
6	Hawthorne	MM5507.16	Jack Northrop Improvements	PAED, PS&E			\$200,000	\$200,000	\$0	\$40,000	\$40,000	\$40,000	\$80,000		
7	Hawthorne	MM5507.17	Van Ness Ave Improvements	PAED, PS&E			\$200,000	\$200,000	\$0	\$40,000	\$40,000	\$40,000	\$80,000		
8	Hawthorne	MM5507.18	135th Street Improvements	PAED, PS&E			\$160,000	\$160,000	\$0	\$40,000	\$40,000	\$40,000	\$40,000		
9	Hawthorne	MM5507.19	Inglewood Ave Improvements	PAED, PS&E			\$130,000	\$130,000	\$0	\$40,000	\$40,000	\$40,000	\$10,000		
10	Inglewood	MM5507.05	Manchester Blvd/Prairie Ave ITS & Traffic Signal Improvements	PAED, PS&E			\$1,500,000	\$1,500,000	\$0		\$1,500,000				
11	Inglewood	MM5507.06	Downtown ITS	PAED, PS&E, Construction			\$11,100,000	\$1,900,000	\$13,000,000	\$800,000	\$10,300,000	\$1,900,000			
12	Inglewood	MM5507.11	Crenshaw Blvd ITS Project	Construction			\$8,800,000	\$5,200,000	\$14,000,000	\$0	\$2,000,000	\$12,000,000			
13	LA County	MM5507.07	Avalon Blvd TSSP in the City of Carson	PAED, PS&E, Construction			\$2,601,223	\$3,000,000	\$5,601,223	\$1,530,000	\$214,245	\$685,583	\$3,171,395		
14	LA County	MM5507.20	Advanced Traffic Control Upgrades	PAED, PS&E, Construction			\$2,130,000		\$2,130,000	\$0	\$1,278,000	\$852,000			
15	Manhattan Beach	MM5507.12	Manhattan Beach Boulevard at Pacific Avenue Improvements	PS&E, Construction			\$1,200,000	\$1,200,000	\$160,000	\$720,000	\$320,000				
16	Manhattan Beach	MM5507.13	Manhattan Beach Boulevard at Peck Avenue Traffic Signal Improvements (\$100,000 also via MR312.87)	Construction			\$740,000	\$740,000	\$740,000						
17	Manhattan Beach	MM5507.14	Manhattan Beach Boulevard Transportation Corridor Improvement	PS&E			\$400,000	\$400,000	\$150,000	\$250,000					
18	Metro	MM5507.08	I-110 Southbound Off-Ramp to PCH	PAED, PS&E			\$5,781,000	\$5,781,000	\$4,250,000	\$1,531,000					
19	Metro	MM5507.09	I-405/I-110 Separation	PAED, PS&E			\$17,500,000	\$17,500,000	\$12,500,000	\$5,000,000					
20	Redondo Beach	MM5507.21	Advanced Traffic Signal System on Aviation Bl	PS&E			\$160,000	\$160,000	\$0		\$80,000	\$80,000			
21	Redondo Beach	MM5507.22	Traffic Signal Communications and Network System Phase 2	PAED, PS&E, Construction			\$2,130,000	\$500,000	\$2,630,000	\$0	\$1,278,000	\$1,352,000			
22	Torrance	MM5507.15	Right Turn Lane at Lomita Blvd/182nd St	PAED, PS&E, Construction			\$1,000,000	\$1,000,000	\$75,000	\$200,000	\$480,000	\$245,000			
HOIP TOTAL PROGRAMMING AMOUNT							\$81,922,222	\$11,586,591	\$93,508,813	\$31,320,078	\$34,693,259	\$23,629,081	\$3,656,395	\$210,000	\$0

South Bay Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program 2 (Expenditure Line 66)													
Lead Agency	Project No.	Project Description	Funding Phases	Notes	Prior Allocation	Recommended Alloc Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28
1	Beach Cities Health District	MM4602.01	Diamond St to Flagler Ln Bicycle Lane	PS&E, Construction			\$1,734,974	\$1,734,974	\$1,734,974				
2	El Segundo	MM4602.02	El Segundo Blvd Improvements	PAED, PS&E, Construction			\$4,050,000	\$4,050,000	\$4,050,000				

3	Hawthorne	MM4603.03	Hawthorne Moneta Garden Mobility Improvements	PS&E, ROW, Construction		\$3,320,000		\$3,320,000	\$200,000	\$349,400	\$2,770,600			
4	Hawthorne	MM5508.07	Rosecrans Ave Mobility Improvement Project, Phase 2 from Prairie Ave to Crenshaw Blvd	PAED, PS&E		\$260,000		\$260,000	\$80,000	\$180,000				
5	Hawthorne	MM5508.08	Crenshaw Blvd Signal Improvement and Intersection Capacity Enhancements	PAED, PS&E		\$260,000		\$260,000	\$80,000	\$180,000				
6	Hermosa Beach	MM5508.09	Pacific Coast Hwy Mobility and Accessibility Improvements Project	PID, PAED		\$1,800,000		\$1,800,000	\$1,300,000	\$500,000				
7	Inglewood	MM4602.06	First/Last Mile Improvements	PAED, PS&E, Construction		\$6,500,000		\$6,500,000	\$500,000	\$6,000,000				
8	Inglewood	MM5508.10	Changeable Message Signs	PAED, PS&E		\$1,000,000		\$1,000,000	\$0		\$100,000	\$900,000		
9	LA City	MM4602.04	Crossing Upgrades and Pedestrian Improvements	PAED, PS&E, Construction		\$3,260,625		\$3,260,625	\$1,462,979	\$1,797,646				
10	LA City	MM5508.01	Signal Operational Improvements	PAED, PS&E, Construction		\$2,500,000		\$2,500,000	\$2,500,000					
11	LA City	MM5508.02	ATSAC Communication System Improvement in San Pedro	PS&E, Construction		\$2,250,000		\$2,250,000	\$0	\$2,250,000				
12	LA City	MM5508.03	ATSAC Communications Network Integration with LA County	PAED, PS&E, Construction		\$1,750,000		\$1,750,000	\$0	\$1,750,000				
13	LA City	MM5508.14	Alameda St (South) Widening from Anaheim St to Harry Bridges Blvd (MR312.48)	Construction		\$17,518,670		\$17,518,670	\$3,000,000	\$10,000,000	\$4,518,670			
14	LA County	MM4602.05	Dominguez Channel Greenway	PAED, PS&E, Construction		\$3,600,000		\$3,600,000	\$408,000	\$259,500	\$1,492,500	\$1,440,000		
15	LA County	MM4602.07	Westmont/West Athens Pedestrian Improvements, Phase 2	PAED, PS&E, Construction		\$1,165,000		\$1,165,000	\$80,000	\$80,000	\$625,000	\$380,000		
16	LACMTA	MM5508.18	RIITS Network Enhancements	Construction		\$500,000		\$500,000		\$500,000				
17	Manhattan Beach	MM5508.04	Advanced Traffic Signal System	PS&E, Construction		\$17,713,000		\$17,713,000	\$10,750,000	\$3,000,000	\$3,963,000			
18	Manhattan Beach	MM5508.15	Aviation Blvd East Bound Left-Turn Improvements	PAED, PS&E, Construction		\$1,200,000		\$1,200,000	\$1,200,000					
19	Palos Verdes Estates	MM5508.11	Palos Verdes Drive West Corridor Expansion Project	PAED, PS&E, Construction		\$5,517,000		\$5,517,000	\$3,677,000	\$1,840,000				
20	Rancho Palos Verdes	MM5508.12	Western Ave Congestion Improvements (25th St to Palos Verdes Dr North)	PSR, PAED		\$1,330,000		\$1,330,000	\$330,000	\$1,000,000				
21	Redondo Beach	MM4602.08	North Redondo Beach Bikeway (NRBB) Extension - Felton Ln to Inglewood Ave	PAED, PS&E, Construction		\$1,000,000	\$600,000	\$1,600,000	\$1,000,000		\$600,000			
22	Redondo Beach	MM4602.09	North Redondo Beach Bikeway (NRBB) Extension - Inglewood Ave	PAED, PS&E, ROW		\$1,735,000		\$1,735,000	\$1,735,000					
23	Redondo Beach	MM5508.05	Redondo Beach Transit Center and Park and Ride	ROW, Construction		\$7,750,000		\$7,750,000	\$7,250,000	\$500,000				
24	Redondo Beach	MM5508.13	Traffic Signal Communications and Network System	PAED, PS&E, Construction		\$5,000,000		\$5,000,000	\$2,000,000	\$3,000,000				
25	Rolling Hills Estates	MM4602.10	Rolling Hills Road Bike Lanes	PAED, PS&E		\$229,450		\$229,450	\$212,950	\$16,500				
26	Torrance	MM5508.06	Transportation Management System Improvements	PS&E, Construction		\$390,000		\$390,000	\$390,000					
27	Torrance	MM5508.16	Torrance Transit Park & Ride Regional Terminal (MR312.23)	Construction		\$1,631,000		\$1,631,000	\$1,631,000					
28	Torrance	MM5508.17	Crenshaw Blvd Improvements from Del Amo to Dominguez St (MR312.60)	Construction		\$609,000		\$609,000	\$609,000					
TSMIP 2 TOTAL PROGRAMMING AMOUNT						\$95,573,719	\$600,000	\$96,173,719	\$46,180,903	\$33,203,046	\$14,069,770	\$2,720,000	\$0	\$0
TOTAL MSPs PROGRAMMING AMOUNT						\$283,473,720	\$23,351,401	\$318,391,221	\$113,257,055	\$92,940,818	\$60,299,962	\$32,955,486	\$18,937,900	\$0

SCAG FY24-FY25 Forecast for Planning Consultant Procurements

As of April 17, 2024

Project Name	Project Description	Est. Budget Range	RFP by Quarter
Economic and Fiscal Benefits of Natural and Agriculture Lands + Priority Agriculture Lands Technical Support	Conduct economic/fiscal impacts study for natural and agricultural lands.	Medium	FY24 Q4
Universal Basic Mobility Deployment	Develop and deploy a universal basic mobility program in the SCAG region.	Large	FY25 Q1
Go Human Safety Strategies	Consultant services for implementation of Go Human communications and engagement activities	Large	FY25 Q1
Regional CBO Partnering Strategy	Develop an agencywide CBO Partnering Strategy.	Medium	FY25 Q1
Activity-Based Model (ABM) Development and Support	ABM Enhancement for the 2028 RTP/SCS will be involved in two steps over four years. The first step in FY25 will focus on conducting new Household Survey (HTS) analyses and extending vehicle ownership model to address future policy such as ZEV and developing ABM improvement plan for 2028RTP/SCS (staff). The second step will take from FY26 to FY28 and will focus on ABM improvement and validation to prepare ABM for 28RTP/SCS.	Small	FY25 Q1
Develop Base Year Highway Network from OSM	Develop the new base year network for 2028 RTP using OSM. A two-year project.	Medium	FY25 Q1
Smart Cities Vision/Strategic Plan	Develop a smart cities vision/strategic plan which incorporates findings from SCAG's Programs and establishes a framework which will serve as a foundation for local jurisdictions to support their respective technology plans.	Medium	FY25 Q1
Ongoing TransAM support and maintenance	Support federal performance monitoring and target setting.	Medium	FY25 Q1
Innovative Clean Transit Regional Assessment	Review readiness of ZEB in the region, review operator rollout plans (ICT) for incorporation into TAM target setting analysis.	Small	FY25 Q1
Comprehensive Sustainable Freight Plan	Comprehensive assessment of the SCAG region's goods movement system, including infrastructure, intermodal facilities, new technologies, industrial and retail facilities, and supply chain relationships.	Large	FY25 Q1
Regional Scenario Development Process	This project would help the Southern California region to develop robust strategies in the face of uncertainty.	Small	FY25 Q2

SCAG FY24-FY25 Forecast for Planning Consultant Procurements

As of April 17, 2024

Project Name	Project Description	Est. Budget Range	RFP by Quarter
Regional Traffic Safety Action Plan Development	Development of Action Plan as defined by SS4A guidelines for SCAG region	Medium	FY25 Q2
Alternative Technology Assessment for Freight	Assessment of innovative technologies for freight conveyance	Large	FY25 Q3
15-minute communities: Best Practices in the SCAG region	Develop Best Practices around 15-minute communities in the SCAG region	Small	FY25 Q4

How to Register in SCAG’s Vendor Database to be Notified About SCAG’s Contracting Opportunities

1. Go to scag.ca.gov.
2. Under “Get Involved” (the top middle of the page), click “Contracting & Vendor Opportunities”
3. Scroll down to and click “SCAG Vendor Portal”
4. Scroll down to and click “Go To SCAG Vendor Portal”
5. Click “New Vendor Registration” (top left of the page) and follow the prompts

You can contact any of the Procurement staff listed below to assist you.

Name	No.	Email
Laura Aguilar	(213) 236-1922	aguilarL@scag.ca.gov
Ana Bello	(213) 630-1441	bello@scag.ca.gov
Ted Dorjee	(213) 236-1938	dorjee@scag.ca.gov
Marisa Blancarte	(213) 236-1882	blancarte@scag.ca.gov
Sloane Hewitt	(213) 236-1880	hewitt@scag.ca.gov
Rozz Lewis	(213) 236-1905	lewis@scag.ca.gov
Deja Quinonez	(213) 630-1429	quinonez@scag.ca.gov
Lori Tapp	(213) 236-1957	tapp@scag.ca.gov



San Gabriel Valley Council of Governments*
AGENDA AND NOTICE OF THE REGULAR
MEETING OF THE TRANSPORTATION COMMITTEE
WEDNESDAY, MARCH 6, 2024 – 4:00 PM
SGVCOG Office
1333 S. Mayflower Avenue, Suite 360, Monrovia, CA 91016

Chair
Ed Reece
Claremont

Vice Chair
Cory Moss
Industry

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

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

MEETINGS: *Regular Meetings of the Transportation Committee are held on the first Wednesday of each month at 4:00 PM at the SGVCOG Monrovia Office (1333 South Mayflower Avenue, Suite 360, Monrovia, CA 91016).* The agenda packet is available at the SGVCOG's Office, 1333 S. Mayflower Avenue, Suite 360, Monrovia, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). A copy of the agenda is also posted for public viewing at the entrance of the SGVCOG Monrovia Office Building. Any additional agenda documents that are distributed to a majority of the Committee after the posting of the agenda will be available for review in the SGVCOG office during normal business hours and on the SGVCOG website noted above.

PUBLIC 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 meeting refrain from making personal, slanderous, profane, or disruptive remarks. A person who continues to disrupt the orderly conduct of the meeting, after being warned by the Committee Chair or designee to cease the disruption, may be precluded from further participation in the meeting.

TO ADDRESS THE COMMITTEE: At a regular meeting, the public may comment: (i) on any matter within the subject matter jurisdiction of the SGVCOG that is not on the agenda during the public comment period at the beginning of the agenda; (ii) on any item(s) that is on the Consent Calendar prior to action taken on the Consent Calendar; and (iii) on any other agenda item prior to the time it is considered by the Committee. At a special meeting, the public may only comment on items that are on the agenda. Members of the public are requested to state their name prior to speaking. Comments are limited to a maximum of three minutes per person. The Committee Chair may impose additional time limits if comments become repetitious, an individual member of the public seeks to speak on numerous items, or a large number of members of the public seek to speak on an item. Except in limited situations, the Committee may not take action on items not appearing on the agenda and/or discuss them at length.

If you would like to provide a public comment during a Committee meeting, please see "Instructions for Public Comments" below.

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



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 or via email to sgv@sgvcog.org. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and may be acted upon by one motion. There will be no separate discussion on these items unless a Committee member so requests. In this event, the item will be removed from the Consent Calendar and considered after the Committees takes action on the balance of the Consent Calendar.

TELECONFERENCE LOCATIONS: State law allows Committee members to teleconference from remote locations as long as certain conditions are met, including listing the teleconference locations in the agenda. The following locations are hereby noticed as teleconference locations, which are accessible to the public for the purposes of observing this meeting and/or addressing the Committee.

2956 West Shorb Street Alhambra, CA 91803	410 E Dalton Ave Glendora, CA 91741	Industry City Hall 15625 Mayor Dave Way Industry, CA 91744
Rose Conference Rm City Hall One Civic Center Dr. La Cañada Flintridge, CA 91011	856 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, CA 90012	Chuck Bader Conference Rm. City Hall 505 S. Garey Ave. Pomona, CA 91767
4130 Cahuenga Blvd, Suite 108 Toluca Lake, CA 91602		

Instructions for Public Comments: For those wishing to make public comments on agenda and non-agenda items, but within the SGVCOG’s subject matter jurisdiction, you may submit written comments via email or provide a verbal comment.

- **Written Comments (Email):** If you wish to submit written public comments to be distributed to the Committee members at the meeting, please submit these materials via email to Steph Wong at swong@sgvcog.org at least 1 hour prior to the scheduled meeting time. Please indicate in the “Subject” line of the email “FOR PUBLIC COMMENT” and the agenda item number to which the public comment is addressed. Written public comments may include, but are not limited to letters, reports, and presentations.
- **Verbal Comments (In Person):** If you would like to make a public comment at the Committee meeting location, please fill out a public comment card. Comment cards will be made available to you by staff at the entrance to the meeting room. If you are attending the meeting at a noticed teleconference location and would like to make a public comment, please raise your hand when the item upon which you wish to speak comes up on the agenda.
- **Verbal Comments (Zoom):** If you would like to participate by teleconference from a private location, please email Steph Wong (swong@sgvcog.org) to request an attendee Zoom link at least 24 hours before the meeting. Through Zoom, you may provide a verbal comment by using the web interface “Raise Hand” feature when the agenda item upon which you wish to speak is to be considered. You will then be called upon to provide your verbal comments.

For questions related to accessing the available teleconference locations, please contact Steph Wong (swong@sgvcog.org) or (626) 457-1800.

PRELIMINARY BUSINESS

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)
5. Changes to the Agenda Order

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

6. Review Transportation Committee Special Meeting Minutes – **Page 1**
Recommended Action: Review and approve.

PRESENTATION ITEM

7. San Gabriel Valley Transit Feasibility Study: Brent Ogden, Regional Vice President, Transit, Kimley-Horn – **Page 4**
Recommended Action: Recommend the Governing Board approve and submit to LA Metro for adoption the San Gabriel Valley Transit Feasibility Study.

LIAISON REPORTS

8. Los Angeles County Metropolitan Transportation Authority Liaison Report
9. Foothill Transit Liaison Report
10. [Gold Line Foothill Extension Construction Authority Liaison Report](#)

STAFF ANNOUNCEMENTS

ADJOURN



SGVCOG Transportation Committee **Special Meeting Minutes**

Date: **January 10, 2024**
Time: 4:00 PM
Location: 1333 S. Mayflower Ave., Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order
SGVCOG Transportation Committee Chairperson, Ed Reece, called the meeting to order at 4:03 PM.
2. Pledge of Allegiance
Mayor of South El Monte Gloria Olmos led the pledge of allegiance.

3. Roll Call
A quorum was in attendance.

Committee Members Present

Alhambra	Adele Andrade-Stadler
Claremont	Ed Reece
Diamond Bar	David Liu
Duarte	Samuel Kang
Glendora	Vanessa Nalbandian
Industry	Cory Moss
La Canada Flintridge	Kim Bowman
Monrovia	Larry Spicer
Pasadena	Jenny Cristales-Cevallos
South El Monte	Gloria Olmos
Temple City	Ashley Avery
LA County Dist. #1	Karina Macias
LA County Dist. #5	David Perry

Absent

Monterey Park
Pomona
San Gabriel

Guests

Foothill Gold Line	Lisa Levy Buch
LA Metro Management	JC Montenegro
LA Metro	Carey Jenkins
LA Metro	Mark Vallianatos

S. Wong Staff
T. Lott, Staff
V. Urenia, Staff

SGVCOG Staff

R. (Roy) Choi, Staff
R. (Ricky) Choi, Staff
K. Lai, Staff
J. Talla, Staff
V. Guerra, Staff
M. Bolger, Staff
Y. Harabedian, Staff
M. Creter, SGVCOG Executive Dir.

4. Public Comment
Rainbow Yeung, South Coast AQMD, provided a public comment.

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

CONSENT CALENDAR

6. Review Transportation Committee Regular Meeting Minutes
There was a motion to approve the consent calendar. (M/S: G. Olmos/ L. Spicer)
[Motion Passed]

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

ACTION ITEMS

7. 2024 SGVCOG Transportation Legislative Priorities
There was a motion to recommend the Governing Board adopt the 2024 Transportation Legislative Priorities intended to inform and guide the legislative, policy, and programmatic actions and positions taken by the SGVCOG over the course of the 2024 calendar year.

(M/S: G. Olmos/A. Andrade-Stadler)
[Motion Passed]

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

UPDATE ITEM

8. LA Metro 10,000 Home Commitment Update
 Carey Jenkins, LA Metro Senior Director of Countywide Planning & Joint Development, presented on this item.
9. LA Metro Traffic Reduction Study Update
 Mark Vallianatos, LA Metro Executive Officer, Office of Innovation, presented on this item.

LIAISON REPORTS

10. Los Angeles County Metropolitan Transportation Authority Liaison Report
 SGVCOG’s Metro Board Deputy, Young-Gi Harabedian, provided a report.
11. Foothill Transit Report
12. Gold Line Foothill Extension Construction Authority Report
 SGVCOG Transportation Committee Chair and Gold Line Foothill Extension Construction

Authority Chair, Ed Reece, provided a report.

ANNOUNCEMENTS

ADJOURN

SGVCOG Transportation Committee Chairperson, Ed Reece, adjourned the Transportation Committee meeting at 5:35 PM.

REPORT

DATE: March 6, 2024

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY**

RECOMMENDED ACTION

Recommend the San Gabriel Valley Council of Government's Governing Board to approve and submit the Final San Gabriel Valley Transit Feasibility Study (Study) to Los Angeles County Transportation Authority (Metro) and authorize the Executive Director to negotiate and enter into a cooperative agreement to identify the roles and responsibilities for program implementation.

BACKGROUND

In February 2020, due to significant environmental and engineering challenges, Metro Board approved Metro staff's recommendation to withdraw the State Route (SR) 60 and Combined Alternatives from further consideration in the environmental study for Metro's Eastside Corridor Phase 2 Project. This action precluded the ability to extend Metro's light-rail - Metro E Line (former Metro Gold Line) - further east into the San Gabriel Valley. Subsequently, through a Motion by Metro Directors Solis, Hahn, Butts, Garcia, Fasana, and Garcetti, the San Gabriel Transit Feasibility Study (Study) was created and \$635.5 million in Measure R funds was committed to the San Gabriel Valley (SGV) subregion to design, environmentally clear, and construct a high-quality transit service option that would serve the SR 60 Corridor cities and potentially the communities near the Los Angeles County/San Bernardino County border.

The Study was initiated in July 2021 in order to identify and develop alternative short- and long-term transit solutions that address the mobility challenges within the SGV. The goal of the Study was to serve the unmet mobility needs in the SGV with accessible all-day transit service enhancements for peak and off-peak trips that would best serve and improve the communities and lives of the residents. The Study focuses on the cities and communities along the SR 60 Freeway corridor and on ensuring compatibility with surrounding land-uses and on balancing the needs of transit and goods movement. The Study builds upon the analysis and alternatives developed during early work on Metro's Eastside Transit Corridor Phase 2 planning process and identifies viable transit alternatives and opportunities that provide new connections from the current terminus of the Metro E Line at the Atlantic Station, to the Metro A Line (former Foothill section of Metro L [Gold] Line) as well as Metrolink and Foothill Transit bus lines. Figure 1 provides a map of the Study area.

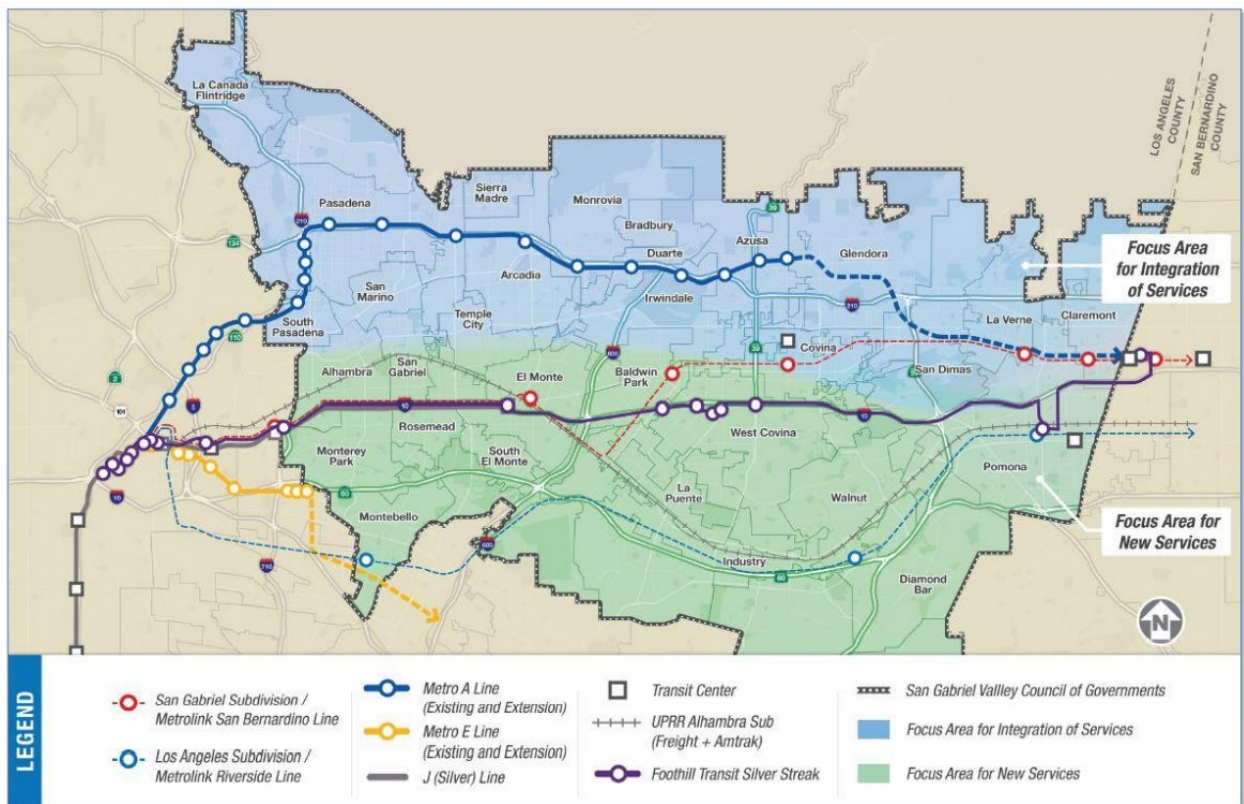


Figure 1.
Study Area Map.

The anticipated outcomes of the Study were as follows:

- Identify an Implementation Strategy with Near Term Opportunities for investment in improved transit service
 - *Jump Start Projects (implementation by 2028)*
- Identify project(s) in the SR-60 corridor which could be implemented with the \$635.5-million in capital funding (Year 2035) committed by Metro
 - *Mid Term Plan (implementation by 2035)*
- Identify an areawide long term Vision Plan with an integrated network of high-quality transit services in the San Gabriel Valley
 - *Long Term Vision Plan (potential implementation by 2050)*

In developing the final recommended transit alternatives, the near two-and-a-half year Study effort was divided into two phases as shown in Figure 2.

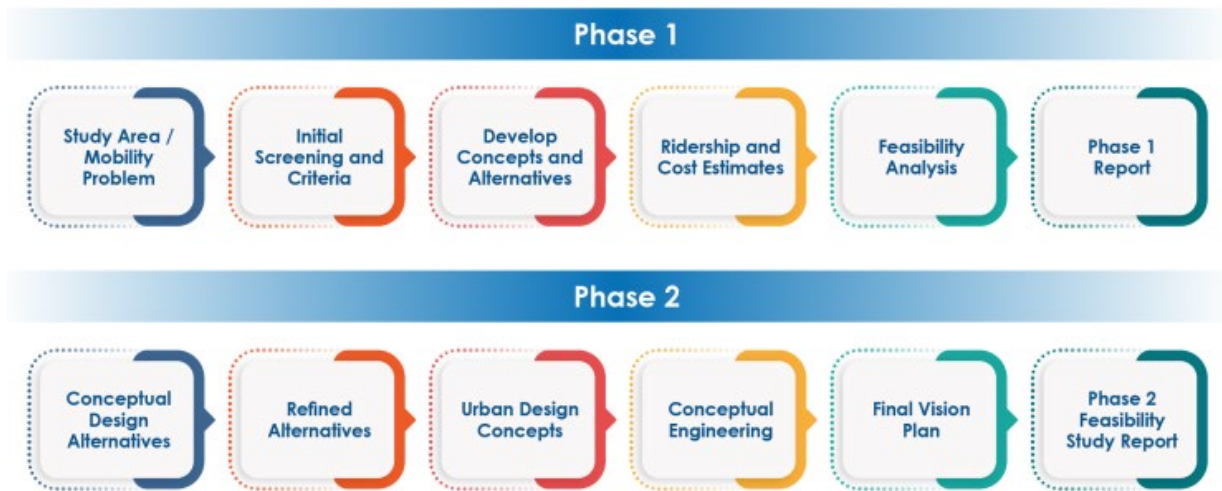


Figure 2.
Transit Study Timeline by Phase.

Phase 1

In September 2022, the SGVCOG completed a 15-month study effort for Phase 1 for the Project. Through an iterative process and with input from the partner cities and community residents, the SGVCOG and its consultant team evaluated 15 preliminary transit alternatives for improving mobility in the San Gabriel Valley.

These initial concepts were scored and ranked based upon such criteria as whether they met the following Study Goals:

- Goal 1: Develop near-term and long-term mobility options for SGV
- Goal 2: Provide transit service for peak and off-peak trips
- Goal 3: Address unmet mobility needs
- Goal 4: Create accessible transit service for SGV
- Goal 5: Balance needs of goods movement and transit
- Goal 6: Develop transit service that is compatible with land uses

Upon completing this evaluation, the SGVCOG elected to reduce the 15 preliminary transit alternatives to the seven most feasible options for further study and analysis. The following remaining seven project alternatives were included in the Draft Long-Term Vision Plan for the San Gabriel Valley for further study in Phase 2 of the Project:

1. Concept 1 (Downtown Los Angeles to Downtown Pomona via Valley Boulevard)
2. Concept 2 (Atlantic Station to Downtown Pomona via SR-60)
3. Concept 5 (Atlantic Station to Downtown Pomona via Valley Blvd & Colima/Golden Springs)
4. Concept 10 (Sierra Madre Villa Station to CSLB via Rosemead Blvd & Lakewood Blvd)
5. Concept 11 (Monrovia Station to Whittier via Peck & Beverly)
6. Concept 12 (Azusa Downtown Station to Orange County via Azusa Ave & Fullerton Rd)
7. Concept 13 (APU/Citrus College Station to Brea Mall via Citrus & Grand)

Phase 1 was presented to the SGVCOG Transportation Committee in September 2022.

Phase 2

Phase 2 for the Project was initiated on September 20, 2022 and was intended to further refine and screen the remaining seven project alternatives that had been advanced for further study from Phase 1. This included developing five percent conceptual-level engineering plans and illustrative urban design drawings. A technical screening was performed to identify the strengths and weaknesses of the concepts, particularly related to meeting the projected mobility needs of the study area and compatibility with other land use, active transportation, and goods movement goals. The screening process helped narrow down the most important features of each concept according to need and physical constraints, resulting in three primary east-west concepts, which were defined as Concepts 1, 2, and 5.

Phase 2 also identified potential bus lane configurations (side-running, curb-running, or center), developed urban design concepts, created an implementation and Vision Plan, reviewed the detailed ridership demand for the three east-west Concepts 1, 2, and 5. After a further assessment of passenger boardings by station, the results showed more favorable performance for Concept 5 west of the Interstate-605 (I-605) Freeway, and Concept 1 east of the I-605. To incorporate the best elements of both concepts, C1/C5 were combined into a “Hybrid” east-west option. This Hybrid Concept also had the benefit of traveling through a significant number of Equity Focused Communities (EFCs) and SGV communities and connecting to colleges such as Cal Poly Pomona and Mt. San Antonio College in the east and to the Metro E Line’s Atlantic Station in the west. Due to low ridership and input received by stakeholders, Concept 2 was screened out from further consideration. All the concepts were made available to the public via an “Interactive Map” on the SGVCOG website where participants could post specific comments. The C1/C5 Hybrid Concept received the most positive comments on the website, from the TAC, as well as through other stakeholder outreach.

The final Hybrid Concept features a direct connection between a western gateway, located at Atlantic Station (the current terminus of the Metro E Line), and an eastern gateway, located at the Pomona Transit Center in downtown Pomona adjacent to the Pomona –Downtown Metrolink Station on the Southern California Regional Rail Authority (SCRRA) Riverside Line. Ultimately the Hybrid Concept combines the best performing segments of Concepts 1 and 5 and demonstrates anticipated ridership of 23,400 average new daily trips. Figure 3 shows the hybrid C1/C5 concept.

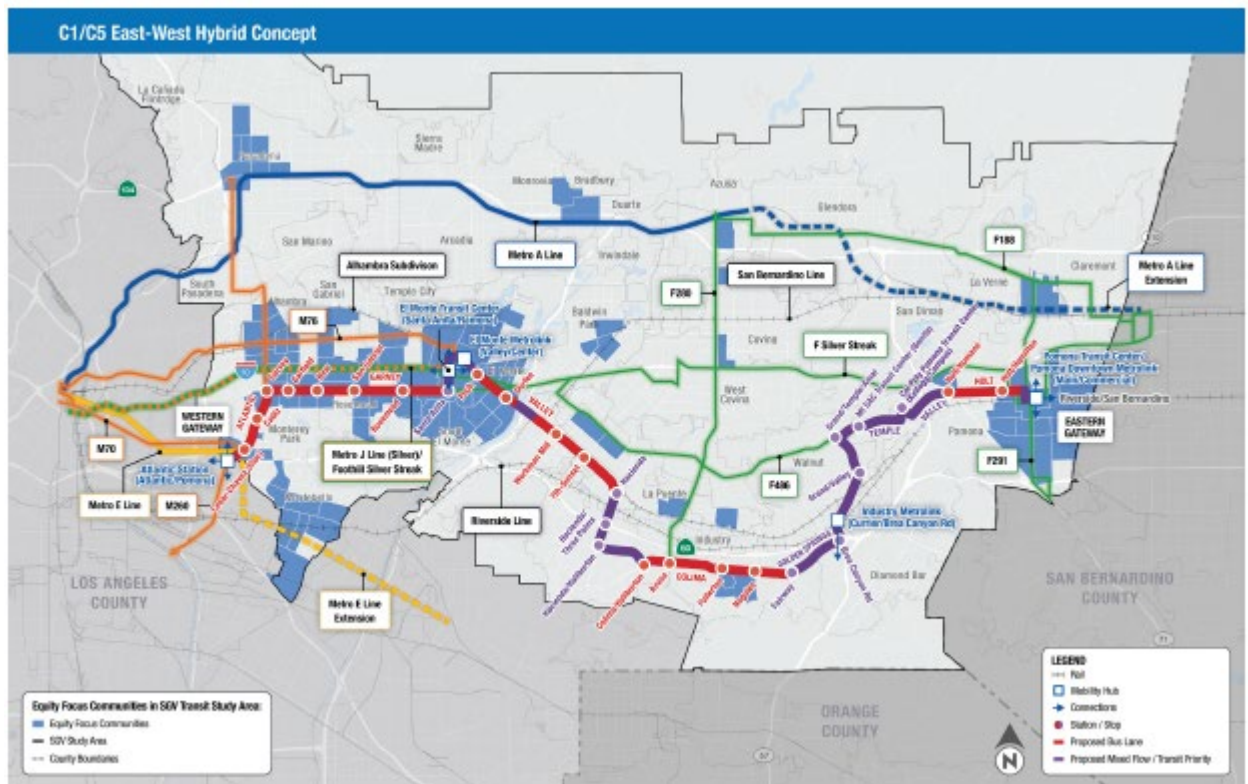


Figure 3.
Hybrid East-West Concept.

In order to realize the mobility outcomes envisioned as part of the Hybrid East-West Concept, a large number of diverse projects must be completed across the region. In addition, various improvements along north-south running corridors have been incorporated into the recommended project lists in support of the larger study goals. The recommended projects were divided into three priority-based groups as follows:

- Jump Starts Projects: Projects which could be implemented over the next 3-5 years
- Mid Term Plan: Capital improvements which could be constructed by 2035 with the \$635.5-million committed to the SGV by Metro
- Long Term Vision Plan: Projects and improvements that could potentially be achieved by year 2050, subject to additional funding and project development activity

Details on each segment of the recommendations is provided below.

Jump Start Projects (3-5 Years)

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

- Traffic Signal Priority (TSP) enhancements along designated Rapid Bus Priority Corridors and bus rapid transit (BRT) corridors which currently have higher-frequency services, e.g., Metro bus lines (Lines 76, 260, and 266) and two existing Foothill Transit bus lines (Lines 280 and 197)
- Constructing “Jump Start” bus lane demonstration projects at one or more of six candidate segments including: Atlantic Boulevard and Garvey Avenue in Monterey Park, Garvey

Avenue in Rosemead and El Monte, Valley Boulevard in Industry and LA County, and Holt Avenue in Pomona.

- Providing BRT shelters to enhance stops at key station locations
- Providing “Complete Street” improvements for pedestrians and bicyclists in anticipation of future bus transit improvements

A map of the study area showing the proposed Jump Start Projects (2028) is shown below in Figure 4.

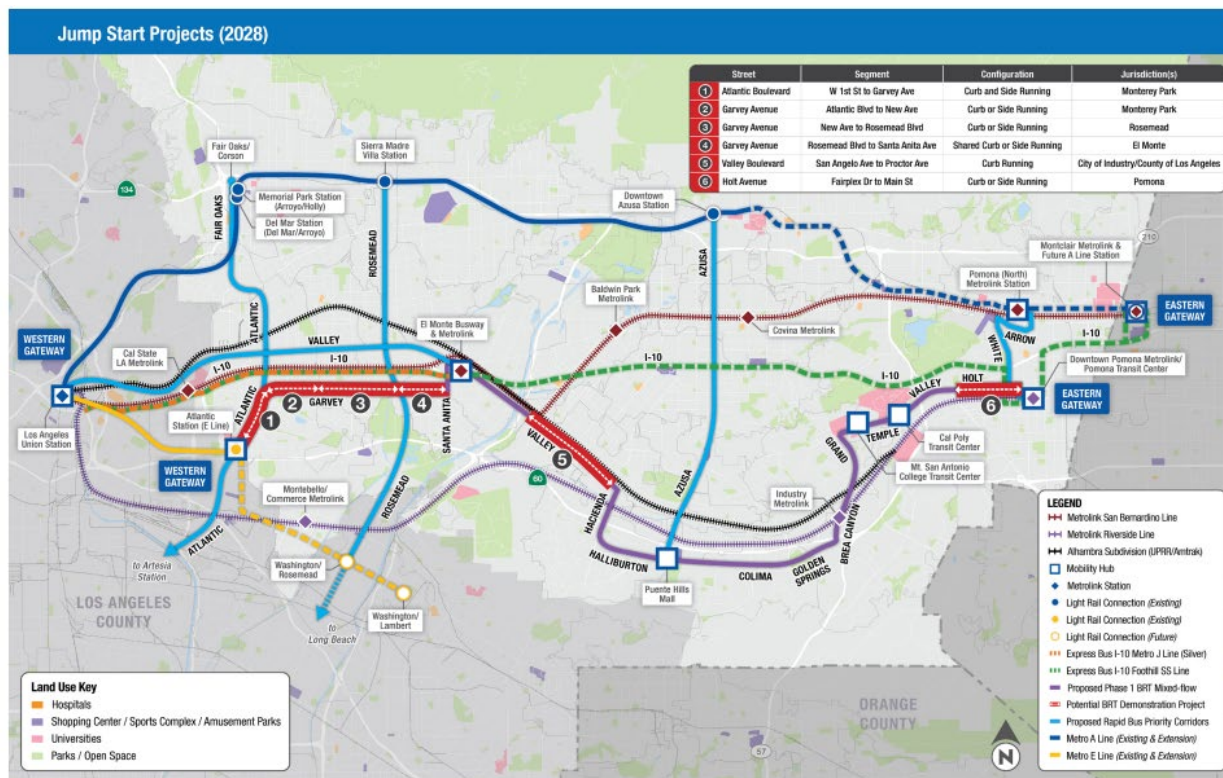


Figure 4.
Jump Start Projects (2028).

Mid-Term Plan (2035)

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

- Rapid Bus Priority Corridors – Provide TSP at all signalized intersections along designated corridors. These improvements would facilitate existing bus services in the near term and would host limited stop “Rapid Bus” services in the longer term:
 - Valley Boulevard / Metro Line 76 from Downtown Los Angeles to El Monte
 - Amar Road / Foothill Line 486 from El Monte to Downtown Pomona
 - Atlantic Boulevard / Metro Line 260 from Pasadena to Atlantic Station (Metro E Line)
 - Rosemead Boulevard / Metro Line 266 from Monrovia Station (Metro A Line) to Galatin Road (Pico Rivera)
 - Proposed Myrtle – Peck – Workman Mill – Beverly route from Monrovia Station (Metro A Line) to proposed terminus of Metro E line on Washington Boulevard (Whittier)

- Azusa Avenue / Foothill Transit Line 280 from Azusa Station (Metro A Line) to Puente Hills Mall Transit Center (City of Industry)
- Proposed Citrus / Grand route from Citrus/APU Station (Metro A Line) to Diamond Bar
- Route from Pomona North Metrolink Station to Downtown Pomona via Arrow Highway and White Avenue (through Pomona Fairplex)
- BRT Corridors – Provide bus lanes and enhanced stations along designated BRT corridors. These improvements would support existing high-frequency bus services in the near term and would host BRT service in the longer term:
 - Bus lane segments and enhanced stations along the East-West Hybrid route between Atlantic Station (Metro E Line) and Pomona
 - Bus lane segments along Rosemead Boulevard within SGV (Rosemead, El Monte and South El Monte)
 - Transit center and bus operations center improvements (specifics to be determined by further study)
 - 30 Zero Emission Buses (ZEBs)

A map of the study area showing the proposed Mid Term Plan (2035) projects is shown below in Figure 5.

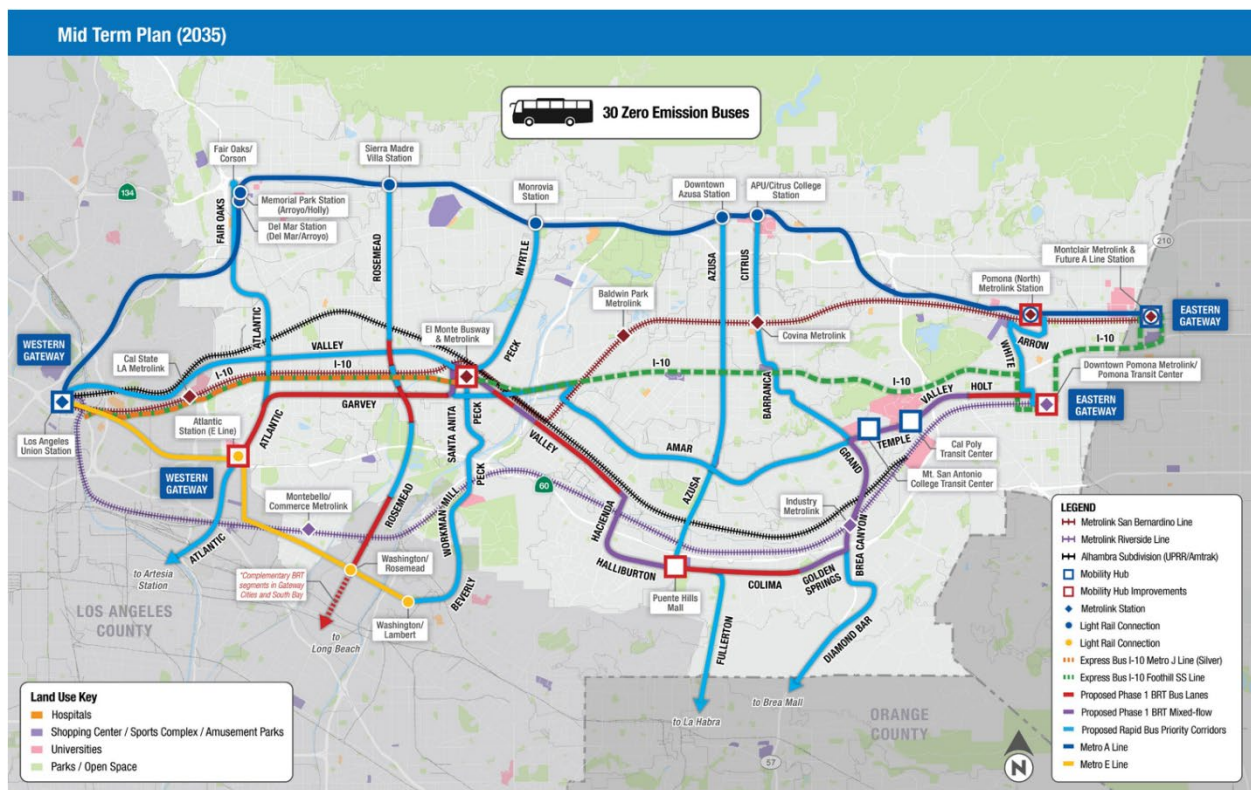


Figure 5.
Mid Term Plan (2035).

The anticipated costs of the Mid Term Plan projects are detailed below in Figure 6.

2035 Mid Term Plan Capital Cost

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

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

Figure 6.
2035 Mid Term Plan Capital Cost.

Long-Term Vision Plan (2050)

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

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

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

A map of the study area showing the components of the proposed Long Range Vision Plan is shown below in Figure 7.

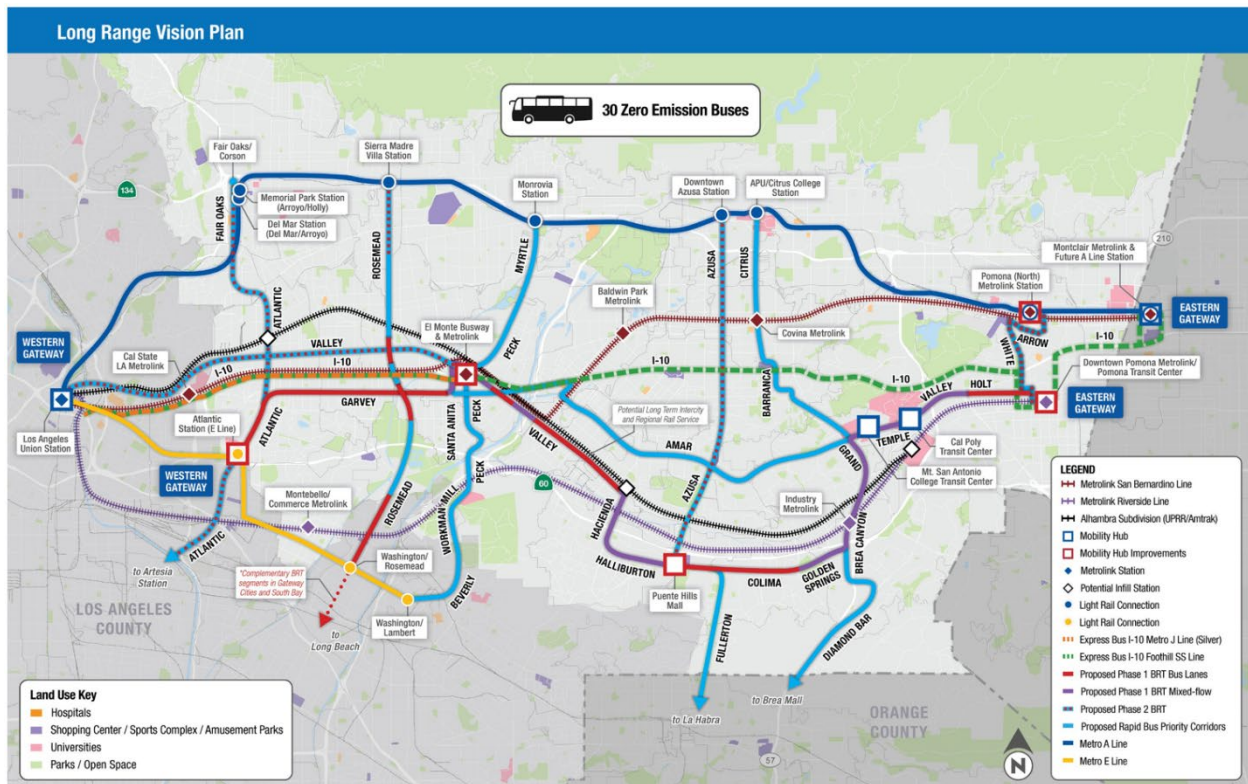


Figure 7.
Long Range Vision Plan.

Project Delivery

Delivery of the proposed transit service improvements would require a number of steps which include, but are not limited to, the following:

- **Assemble Funding:** LA Metro has committed \$635.5 million (programmed for Year 2035) in capital funds to build the project. Implementation of Jump Start improvements would require either advancing a portion of these funds or finding other funding sources available ahead of the 2035 year of commitment.
- **Prepare Preliminary Engineering (PE) and Final Design Plans / Environmentally Clear Project:** These projects would be eligible for an exemption from California Environmental Quality Act (CEQA) requirements under SB 922. If pursuing federal funding, a similar exemption through the National Environmental Policy Act (NEPA) could be pursued.
- **Develop Operating and Maintenance Agreements & Identify Funding for Operation:** Both LA Metro and Foothill Transit currently provide services within the San Gabriel Valley, along with a number of municipal operators. Each transit agency would need to review and approve the additional service associated with the improvements. The additional operating funds required to accommodate the new services could potentially be obtained by reducing and/or eliminating duplicative services; or new funding could be sought from state and local sources. General maintenance of the roadway and sidewalks, including street sweeping, removal of debris, roadway general maintenance as well as signing and striping, would be maintained by the City or County, so those agreements would need to be developed.
- **Manage Design and Construction:** A Program Manager would be designated to oversee the final design and construction.

- **Commission New Services:** After the improvements have been constructed and all of the operating agreements are in place, new or modified service can begin.

Completion of these key project delivery steps will be accomplished through a cooperative effort of local agencies and stakeholders. This effort may be led at different stages by LA Metro, SGVCOG, or other local agencies and transit providers according to need and the consent of all involved parties.

Outreach

In completing Phase 1 and 2 Study efforts, the SGVCOG and its consultant team conducted extensive outreach which included:

1. Surveying San Gabriel Valley residents and stakeholders to determine the subregion's mobility needs and to identify equity concerns;
2. Creating an interactive Transit Study map on the SGVCOG's website to solicit continued input on the Study for the duration of the Study;
3. Eight Facebook paid advertising campaigns and 16 Social Media posts that notified and informed the residents and stakeholders of upcoming outreach events and progress on the Study;
4. 12 total community pop-up events to engage with the residents in the SGV and to obtain input on the Study and proposed transit enhancement alternatives;
5. Five Virtual Community Workshops;
6. Two in-person Community Group Presentations (Rowland Height Coordinating Council and Hacienda Heights Improvements Association);
7. Three presentations to the City Councils of South El Monte, Monterey Park, and the Metro San Gabriel Valley Service Council;
8. Two Key Stakeholder Meetings with over 400 representatives of various community groups, Limited English Proficient groups, hospitals, schools/colleges/universities, transportation groups, senior centers, HOAs, Chambers of Commerce, etc.;
9. Seven Technical Advisory Committee Meetings comprised of 87 representatives from 27 cities, stakeholder agencies, and elected official districts in the Study Area;
10. 38 one-on-one meetings with city/stakeholder agencies;
11. Six elected official briefings with Supervisor Hilda Solis' staff, Supervisor Kathryn Barger's staff, and Director/Mayor Tim Sandoval.

NEXT STEPS

SGVCOG has led the initial study effort to determine a suite of prioritized projects that represent a major re-envisioning of public transit and mobility in the San Gabriel Valley. Following completion of this feasibility study, the SGVCOG Transportation Committee will review the findings and make its recommendation to the SGVCOG Governing Board for full consideration. Upon Governing Board action, the study will be submitted to LA Metro and staff will be directed to collaborate with Metro staff on program implementation. This will include the project delivery steps identified earlier in this report, including the identification and assembly of funding sources, preliminary engineering and design, and environmental clearance. SGVCOG staff are prepared to partner with Metro and local agencies to ensure that projects and improvements are delivered in accordance with the principles laid out in this study, particularly related to stakeholder outreach and public input.

RECOMMENDED ACTION

Staff are recommending the Transportation Committee review the results of the San Gabriel Valley Transit Feasibility Study and recommend that the Governing Board approve and submit the

study to LA Metro. Additionally, staff are recommending that the Governing Board authorize the Executive Director to negotiate and enter into a cooperative agreement to identify the roles and responsibilities for program implementation. These recommendations follow a deliberate and well-documented process to conduct responsible, expert-led analysis of the study area, regional mobility patterns, and existing conditions. The final study represents a collaborative effort between SGVCOG, Metro, local cities and agencies, and the public. By forwarding this important document for approval, the Committee will initiate a critical step in the larger goal to implement a mobility transformation in the San Gabriel Valley.

SGVCOG staff and representatives from Kimley-Horn will present on the history, process, and recommendations included in the final vision plan.

Approved by: Marisa Creter
 Marisa Creter
 Executive Director

ATTACHMENTS

[Attachment A - Executive Summary](#)

[Attachment B - Combined Appendices*](#)

**A list and brief description of all the included Appendices can be found in the table below.*

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

Refinement of Screened Concepts (Appendix G)	Indicates refinements to the three east-west and four north-south concepts recommended for further study.
Travel Demand Forecast Methodology (Appendix H)	Describes the methodology and scenarios used to develop projected year 2042 ridership.
Travel Forecast Ridership Report (Appendix I1 and I2)	Presents ridership results for 3 screened east-west BRT alternatives and 4 north-south Rapid Bus alternatives.
Capital Cost Methodology (Appendix J)	Documents the methodology used to develop capital cost estimates.
Operations & Maintenance Cost Methodology (Appendix K)	Documents the methodology used to estimate operations & maintenance costs.
Capital Cost Estimates (Appendix L1 and L2)	Transmits the rough order-of-magnitude capital cost estimates for bus lanes and other improvements shown in the proposed 2035 transit plan.
Operations & Maintenance Costs (Appendix M)	Provides bus operations costs, bus-miles and bus-hours for seven screened concepts.
Phase 1 Feasibility Study (Appendix N)	Transmits the results of the Phase 1 analysis including initial conceptual alternatives screening, refinement and evaluation. Also includes a working draft transit Vision Plan.

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



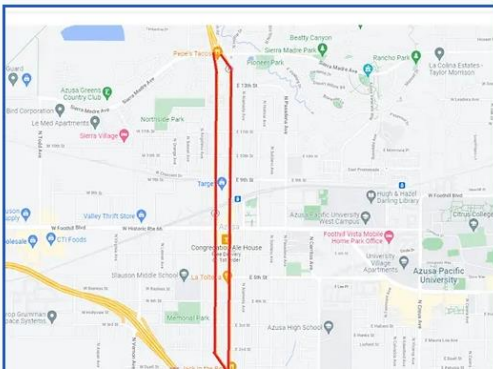
SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

One Valley. One Voice.

EAST SAN GABRIEL VALLEY SUSTAINABLE MULTIMODAL IMPROVEMENT PROJECT

The SGVCOG, in partnership with the Cities of Azusa, Claremont, Covina, Glendora, La Verne, Pomona, and San Dimas, is currently working to deliver various active transportation, first/last mile, and bus system improvements in East San Gabriel Valley.

CITY OF AZUSA SEGMENT



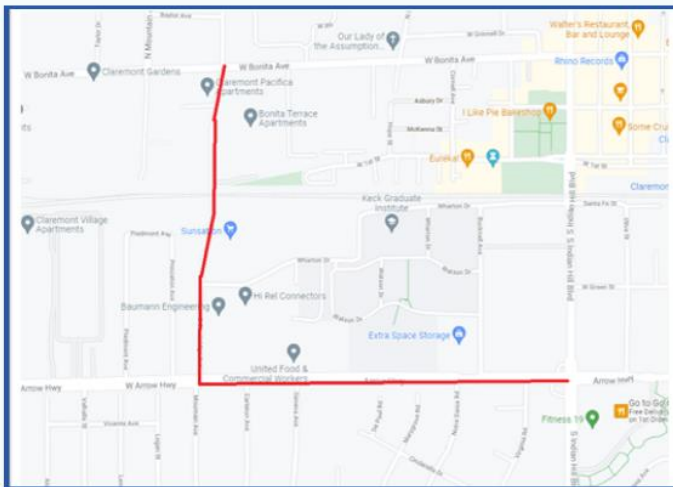
Proposed Area of Improvements:

- Azusa Avenue
- San Gabriel Avenue

Types of Improvements:

- Adding protected bike lanes
- Adding ADA compliant access ramps and replacing damaged sidewalks
- Converting Azusa Ave and San Gabriel Ave into 2-way Streets

CITY OF CLAREMONT SEGMENT



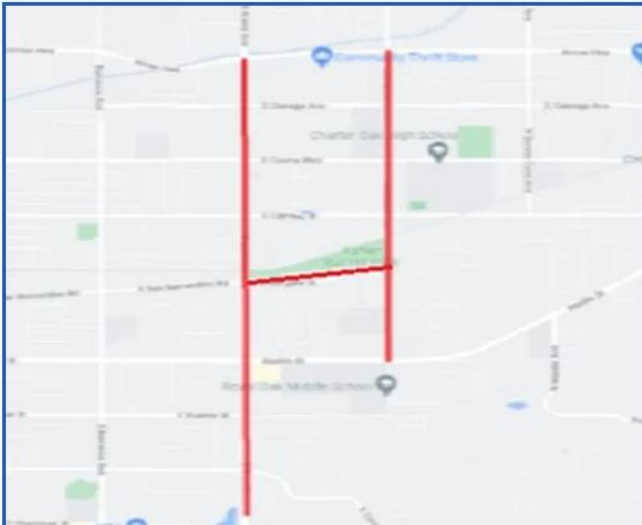
Proposed Area of Improvements:

- Arrow Highway
- College Avenue
- Doane
- Green Street
- Oak Park Drive
- Vista Avenue

Types of Improvements:

- Adding bike lanes
- Sidewalk widenings and repairs
- Adding ADA accessible ramps

CITY OF COVINA SEGMENT



Proposed Area of Improvements:

- Glendora Avenue
- Grand Avenue
- Wingate Park

Types of Improvements:

- Adding bike lanes
- Improving existing lane lanes
- Adding bike stations
- Bus shelter renovations

CITY OF GLENDORA SEGMENT



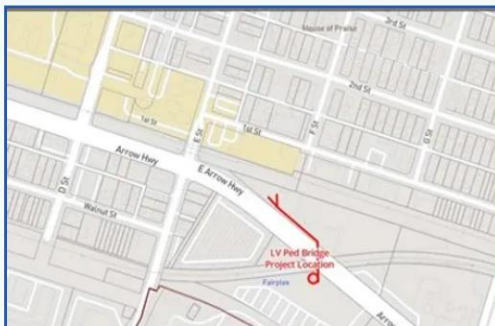
Proposed Area of Improvements:

- Foothill Blvd.

Types of Improvements:

- Adding bike lanes
- Adding a protected intersection
- Adding crossing enhancements

CITY OF LA VERNE SEGMENT



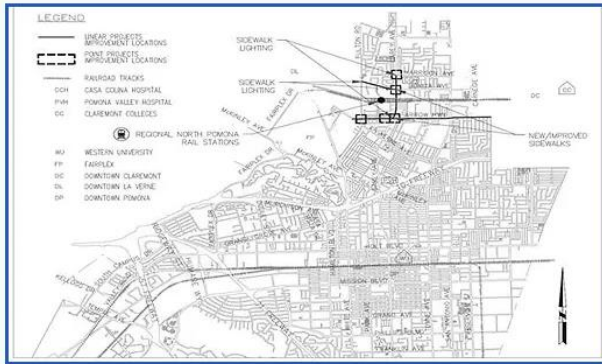
Proposed Area of Improvements:

- Pedestrian Bridge

Types of Improvements:

- Safer sidewalk crossing from the Metro L Line station to Fairplex, University of La Verne, and Downtown La Verne
- Adding ADA accessible ramps
- Bike improvements

CITY OF POMONA SEGMENT



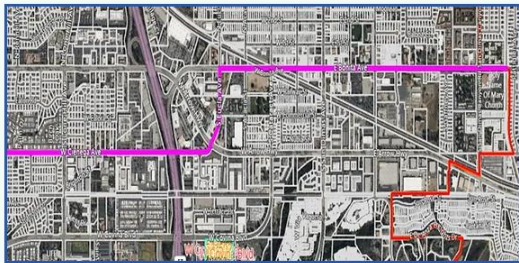
Proposed Area of Improvements:

- North Transit Area Improvements

Types of Improvements:

- Adding separated bike lanes
- Improving pedestrian crossing
 - Adding ADA compliant curb ramps
 - Adding sidewalk lighting
 - Sidewalk widening
- Safer access to transit facilities

CITY OF SAN DIMAS SEGMENT



Proposed Area of Improvements:

- San Dimas Avenue
- Puddingstone Drive

Types of Improvements:

- Adding pedestrian and bike connection of L Line Station to Via Verde and Bonelli Park
- Adding sidewalks and crosswalks
- Adding ADA accessible ramps
- Upgrading traffic signals

San Gariel Valley Council of Governments

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sgv@sgvcog.org



Fact Sheet

Pomona At-Grade Crossing Safety Improvement Project

City of Pomona



Image of the type of pedestrian gates proposed for installation at Pomona rail crossings.

Project Description

To improve safety at at-grade crossings in the City of Pomona, pedestrian crossing gates would be installed as well as fencing along a portion of railroad right-of-way to channel pedestrians to gates. Improvements at the crossings at Hamilton Boulevard, Park Avenue, Main Street, Palomares Street and San Antonio Avenue would include improved sidewalks leading to the pedestrian gates and other required street improvements as well as upgraded warning signals and signage.

Project Status

ACE selected a firm in February 2015 to design the proposed at grade crossing safety improvements. Project cost is estimated at \$24.2 million.

Project Impacts

The project will improve pedestrian safety at the five crossings which are traversed by 81 trains per day, projected to increase to 141 trains per day by 2025. The Federal Railroad Administration has recorded 32 collisions between trains and vehicles or pedestrians at the five crossings resulting in 19 fatalities and 10 injuries.

Project Information

For more project information, please call the Project Helpline at (888) ACE-1426 or visit the project website at www.theaceproject.org.