



SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS

A Joint Powers Authority

**TRANSPORTATION COMMITTEE
MEETING AGENDA**

Thursday, June 17, 2021 — 1:30 p.m.

**DUE TO THE CLOSURE OF MUNICIPAL BUILDINGS,
MEMBERS OF THE PUBLIC MAY CALL IN TO LISTEN TO THE MEETING**

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/88180976897?pwd=aTVDMXp5OGkxWWhoTngxaTRnMjg0Zz09>

or call

1-669-900-6833 and enter webinar ID: 881 8097 6897#

****The meeting will open at 1:15pm to allow testing of the system.****

For those wishing to speak on an agenda item, please email john@sfdcog.org no later than 11:00 a.m. on the day of the scheduled meeting with the item number you wish to speak on and the phone number you will use when calling or the name you will use when logging into the meeting. You should then call or log into the meeting at least 10 minutes prior to its start time. Staff will unmute you and announce you when it is your time to speak. You will have two (2) minutes to speak, unless that time is adjusted by the Chair. If you do not have access to a computer please call 818-570-3408 to request public comment.

As an alternative to speaking during the meeting, you can email your comments to the COG executive director at john@sfdcog.org no later than 11am on June 17, 2021

to ensure that staff has time to organize the emails prior to the beginning of the meeting. Comments will then be provided to the members when the item is presented. Please include the Agenda Item in your correspondence.

You may also submit public comment by mail to:

**SFVCOG
10945 Burbank Blvd
North Hollywood, CA 91601**

Written public comment or requests to speak must be received no later than 11:00 a.m. on the day of the scheduled meeting. Please include the Agenda Item in your correspondence.

All correspondence received shall become part of the official record.

COMMITTEE MEMBERS

Chair: Councilmember Bob Blumenfield, 3rd District, City of Los Angeles
Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles
Vice-Mayor Jess Talamantes, City of Burbank
Councilmember Paul Krekorian, 2nd District, City of Los Angeles
Councilmember Marsha McLean, City of Santa Clarita

STAFF

SFVCOG Fiscal Agent: Rachelle Anema, County of Los Angeles
SFVCOG Secretary: Los Angeles County Commission's Office
SFVCOG Executive Director: John Bwarie
Counsel: Shan Thever, Deputy County Counsel, County of Los Angeles

OPEN SESSION

- 1. CALL TO ORDER —** Bob Blumenfield, Chair
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**

REGULAR CALENDAR

At the discretion of the SFVCOG Committee Chair, all items appearing on this

Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the SFVCOG Transportation Committee.

4. CONSIDERATION OF MARCH 18, 2021 TRANSPORTATION COMMITTEE MINUTES

Recommended Action: *Approve Transportation Committee Meeting minutes*

5. CONSIDERATION OF REVIEWING AND TRANSMITTING THE SFVCOG'S STRATEGIC PROJECT LIST TO METRO

Recommended Action: *Review, adopt and transmit the SFVCOG's Strategic Project List to Metro before their June 30, 2021 deadline.*

6. CONSIDERATION OF THE SFVCOG'S ROLE WITH REGARD TO METRO'S BETTER BUS PROGRAM

Presentation from the City of Los Angeles's Streets LA about their work with bus amenities.

Recommended Action: *Discussion and possible action related to additional information on funding sources, providing a safe/comfortable street furniture design and consider developing a funding plan or Better Bus Experience plan for the SFVCOG Board to adopt.*

7. METRO UPDATE ON MEASURE M PROJECTS

Recommended Action: *Receive and File*

8. FUTURE MEETINGS: AGENDA ITEMS

Recommended Action: *Discuss potential agenda dates and items.*

9. ANNOUNCEMENTS

10. PUBLIC COMMENTS

11. ADJOURNMENT

Notices:

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SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS

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TRANSPORTATION COMMITTEE MEETING MINUTES

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As an alternative to speaking during the meeting, you can email your comments to the COG executive director at john@sfdcog.org no later than 11am on January March 18, 2021 to ensure that staff has time to organize the emails prior to the beginning of the meeting. Comments will then be provided to the members when the item is presented. Please include the Agenda Item in your correspondence.

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SFVCOG Executive Director: John Bwarie
Counsel: Shan Thever, Deputy County Counsel, County of Los Angeles

OPEN SESSION

1. CALL TO ORDER — Bob Blumenfield, Chair

Chair Councilmember Bob Blumenfield called the meeting to order at 1:34 p.m.

2. ROLL CALL

QUORUM ESTABLISHED (5 Members):

**Chair Councilmember Bob Blumenfield,
Dave Perry for Supervisor Kathryn Barger,
Councilmember Jess Talamantes,
Sahag Yedalian for Councilmember Paul Krekorian,
Councilmember Marsha McLean**

3. PLEDGE OF ALLEGIANCE

The Pledge was led by Councilmember Jess Talamantes.

REGULAR CALENDAR

At the discretion of the SFVCOG Committee Chair, all items appearing on this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the SFVCOG Transportation Committee.

4. CONSIDERATION OF SEPTEMBER 17, 2020 TRANSPORTATION COMMITTEE MINUTES

Recommended Action: *Approve Special Transportation Committee Meeting minutes*

On motion of Councilmember Jess Talamantes, seconded by Sahag Yedalian, and with no objection, the San Fernando Valley Council of Governments (SFVCOG) Transportation Committee approved the September 17, 2020 Special Transportation Committee Meeting Minutes.

5. CONSIDERATION OF REQUEST FOR FUNDING RESTORATION TO THE SFV SUBREGION FROM 2012 TRANSFER

Recommended Action: *Recommend to the SFVCOG Board of Directors to pursue a \$71 million restoration of funds to Metro's SFV Subregion that was transferred in 2012*

This item was tabled to follow Item 6.

Later in the meeting after Item 6, Chair Councilmember Bob Blumenfield introduced the item.

Councilmember Ara Najarian provided the following overview:

- In 2012, Metro was awarded Prop 1B funds to construct the I-5 North Corridor where there appeared to be a surplus of approximately \$71 million which was transferred towards the I-5 South Project. As a result, former Fifth District Supervisor, Michael Antonovich, penned a motion to ensure that equity is maintained for all subregions who encounter a surplus and transfer funds to another region;
- The motion passed and instructed the County's Chief Executive Office to create a policy that would ensure equity in these events, however, this policy was never created.

Councilmember Ara Najarian expressed the need to urge the Metro Board to honor the Board motion from 2012 and return the \$71 million to the San Fernando Valley region to be used towards highway construction and various transportation improvements.

Craig Hoshijima, Metro, indicated that if the intent is to regain the \$71 million dollar-for-dollar, the state funds may pose some difficulty to obtain while Prop C dollars may be more feasible.

6. CONSIDERATION OF SCAG'S POSITION ON \$127 MILLION FOR LA COUNTY FOR TRANSIT FROM CARES ACT ALLOCATION

Recommended Action: *Discussion and possible action*

Councilmember Marsha McLean provided an overview of the item.

Michael Turner, Metro, reported the following:

- Indicated the impact is \$127 million generated by transit operators in Los Angeles County. Orange County is attempting to manipulate the law under the CRRSA Act to have these funds diverted to them. This has created what was initially an administrative process to be up for a vote at the SCAG Board;
- Urge the SCAG Board to proceed with the administrative process of funds as they have always been done and continue to allocate moneys based on need.

In response to questions posed, Mr. Turner noted that he will report back to the SFVCOG in regard to the specific amount of the \$127 million that would be taken from Metro Link funds.

In regard to the SCAG Board vote, Councilmember Marsha McLean noted that LA County will have 41 voting members against the 44 votes allotted to the other Counties combined. Chair Councilmember Bob Blumenfield indicated the importance of all LA County voting members' attendance, at the SCAG Board vote.

Dave Perry indicated that Supervisor Kathryn Barger does not support the \$127 million being allotted to other Counties. She has voiced interest in exploring the possibility of creating a UZA specific to LA County. He added that LA County has more buses and overall ridership than the remainder of the MPO region combined.

Chair Councilmember Bob Blumenfield made a motion to draft a letter addressed to SCAG taking an official position as the SFVCOG Transportation Committee in opposition of the \$127 million being awarded to neighboring Counties, by common consent, and with no objection, drafting the letter was approved. He noted that if the vote does not result in favor of LA County, that an item regarding UZA be agendized at the full SFVCOG meeting.

Councilmember Marsha McLean added including the negative impact that the loss of the \$127 million will have on the County's most vulnerable populations, when drafting the letter.

7. METRO UPDATE ON MEASURE M PROJECTS

Recommended Action: *Receive and File*

Karen Swift, Senior Manager, Community Relations, LA Metro, presented a brief overview of Measure M as it relates to the Sepulveda Transit Corridor Project. Ms. Swift reported that the private sector project is moving forward with two proposals approved by the Committee which will move to the full Board for approval:

- Proposal 1 - A monorail system, submitted by LA Sky Rail Express
- Proposal 2 - A heavy rail system, submitted by Bechtel

Ms. Swift added that LA Metro will go back before the Board for a full environmental review and added that both proposals may change due to the environmental process, feed back from rail users, the

community, or technical issues. The process will be refined over time. Chair Blumenfield inquired as to the route difference between the monorail and the heavy rail.

Ms. Swift indicated that the monorail will be freeway centered and the heavy rail will be underground on the westside and arial in the SFV. She added that these are not the only two alternatives and based on public feedback and other considerations. There are alternate options that may be considered, such as the range of the rail system, and impact to the environment and community. Ms. Swift will provide an update as to the alternatives at the next meeting.

Tito Corona, Community Relations Manager, San Fernando Valley, provided an update on the North Hollywood/Pasadena BRT Project. Mr. Corona informed that the project is moving forward with the 60-Day Draft EIR Review period concluded this past December. With that, there will be a cities' corridor-wide community meeting on April 1, 2021 at 6:00 p.m. At that meeting, the proposed Project plans will be shared, which will be taken back to the Metro Board for approval in May. At that time, the Board will decide on the locally preferred alternatives, and the final EIR will be concluded this summer. Also, there will be a similar presentation to the San Fernando Service Council on April 7, 2021.

Chair Blumenfield inquired as to the Orange (G-line) Improvement Project. Mr. Corona informed that approximately 50% of the buses' electrification have been completed, with 100% of the fleet to be completed by next month.

In response to questions posed by Chair Blumenfield, Councilmember Talamantes, and Councilmember McClean, Mr. Corona informed the following:

- The timeline for the 100% electrification of the whole fleet will depend on LADWP, as soon as their portion of the construction is done, the fleet will be electric from end-to-end.
- The buses will have an 80-mile range per charge, with three intermittent charging stations along the route. The buses will be quieter, the ride will be smoother, and there will be greater maneuverability.

- The buses will have backup in the event the electricity goes out and are unable to charge by either other electric bus units or a CNG (compressed natural gas) vehicle.

8. FUTURE MEETINGS: AGENDA ITEMS

Recommended Action: *Discuss potential agenda dates and items.*

Executive Director John Bwarie informed that the next meeting is scheduled for June 17, 2021 and will remain virtual. Chair Blumenfield stated that continuing to have virtual meetings will depend on the governor and the state legislature extending the Brown Act waiver. Chair Blumenfield suggested that the Board send a letter or resolution to the legislature requesting that regional board meetings be allowed to remain virtual once the Brown Act waiver is lifted.

Mr. Bwarie reported that LA Metro has requested a list be prepared of special projects that did not make it into the LA Metro adopted Long-Range Transportation Plan, in the event funding becomes available. The list is due by June 1, 2021 and has yet to be prepared which precluded the list being shared with the Board at this time.

9. ANNOUNCEMENTS

No announcements were made, however, Mr. Perry inquired about earmarks and if there are any pending lists coming back to the Board. Mr. Bwarie indicated that a list will be prepared in the next 21 days. Chair Blumenfield informed that Congressional Members require their list to be sent to the appropriations committee by the end of this week.

10. PUBLIC COMMENTS

No members of the public addressed the SFVCOG.

11. ADJOURNMENT

On motion of Chair Councilmember Bob Blumenfield, seconded by Councilmember Marsha McLean, there being no objection, the meeting was adjourned at 2:56 p.m.

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San Fernando Valley Council of Governments

DATE: June 14, 2021

TO: SFVCOG Transportation Committee Members

FROM: John Bwarie, Executive Director

RE: **Strategic Project List for Metro**

RECOMMENDATION

Review, adopt and transmit the SFVCOG's Strategic Project List to Metro before their June 30, 2021 deadline.

BACKGROUND

In March 2021, Metro requested each COG in the County to put forth a Strategic Project List that included projects that were not submitted/included as part of Metro's Long Range Transportation Plan (LRTP). As seen in the memo from Metro on this item (Attachment 1), there are various criteria to be included on this list:

"The LRTP Strategic Project List (SPL) is a list of planned but unfunded Major Transportation Projects and Approved Transportation Programs submitted to Metro from any of the nine Councils of Governments (subregional planning entities known as COGs as identified in the 2020 LRTP), which contribute to increasing mobility and reducing traffic congestion in Los Angeles County."

Member jurisdictions could have also submitted directly to Metro, as was the case for the City of Los Angeles (Attachment 2). The City of Los Angeles highlighted those projects that would fall into the SFVCOG region. Further, due to the complex structure of our COG, 3 of our member jurisdictions submitted with other subregions: Santa Clarita submitted with the North County Transportation Coalition (NCTC) and Burbank and Glendale submitted with the Arroyo Verdugo JPA. Because of these unique circumstances in our COG, the only SFVCOG city that has not already submitted a request is the City San Fernando (Attachment 4).

At the SFVCOG April Board meeting, the Board voted to delegate authority to approve and submit this list to the SFVCOG Transportation Committee. The Committee needs to primarily act on the submission by the City of San Fernando, and it can consider whether it would like to elevate/advance our member jurisdictions requests that have already been submitted.

A final action must be submitted to Metro by June 30, 2021.

CURRENT POSITIONS

The SFVCOG's current transportation priorities guide our positions on transportation. These specific projects may or may not fall into that list, but this process and responding to Metro does not limit the

SFVCOG to only submit projects on the COG's current transportation priority list, nor does by submitting this Strategic Projects List does it supersede the adopted priority list.

ATTACHMENTS

1. Metro's Strategic Project Process Overview
2. City of LA's Submission
3. Burbank & Glendale's Submission through Arroyo Verdugo
4. City of San Fernando's Submission

Metro's LRTP Strategic Project List

1) What is Metro's Long Range Transportation Plan (LRTP) Strategic Project List?

The LRTP Strategic Project List (SPL) is a list of planned but unfunded Major Transportation Projects and Approved Transportation Programs submitted to Metro from any of the nine Councils of Governments (subregional planning entities known as COGs as identified in the 2020 LRTP), which contribute to increasing mobility and reducing traffic congestion in Los Angeles County.

- The Major Projects component of the SPL is a list of defined projects that support transit, roadway, bicycle and pedestrian travel, as well as goods movement.
- The Programs component of the SPL are capital investments only in transportation programs that have been approved by a subregional COG.

Moving forward, Metro will update the list each time the Short or Long Range Transportation Plan (SRTP/LRTP) is updated. The list will be included in or amended into Metro's adopted LRTP.

The SPL is **not** a prioritized list and is not tied to existing funding sources or any specific future funding source. Inclusion on the SPL does not commit Metro or the sponsoring agency to funding the project.

- Metro has no immediate plans to put forward another local funding ballot measure. However, the existence of an *up-to-date* unfunded project list will be beneficial for future regional planning efforts and conversations about the region's overall transportation and future funding needs.
- The SPL is focused on regional significance and therefore is not a wish list for all local transportation projects. Local transportation projects may be eligible for Multi-Year Subregional Program (MSP) funding or local return funding, regardless of their listing on the SPL.

Metro encourages our stakeholder partners to consider equity, safety and sustainability in approving their projects for the future. Metro reserves the right to determine which projects can be included or excluded from the SPL based on assessing a submission's regional significance.

2) Timeline

Metro is requesting that subregions submit their projects and programs for inclusion on the SPL by **June 30, 2021**. Please submit your projects via e-mail to metroplan@metro.net

Attachment 1

3) Eligible Projects and Programs

A) Major Projects Criteria

Major Projects eligible for inclusion on Metro's Strategic Project List (SPL) include planned or defined projects that support transit, roadway, bicycle and pedestrian travel as well as goods movement.

Major Projects must meet one of the below criteria for inclusion in the SPL. The Major Projects criteria are broken into two tiers of projects based on their relative size and scope. If the proposed project does not meet the criteria, Metro will review additional regionally significant projects on a case by case basis for inclusion on the SPL.

Transit Projects

Tier 1	All light rail, heavy rail, commuter rail, streetcar, and dedicated right-of-way bus rapid transit projects
	Grade separation projects for existing fixed-guideway transit lines
Tier 2	Purchase of electric or other zero-emission buses

Active Transportation and Complete Streets

Tier 1	Class I multi-use paths or Class VI cycle tracks that are greater than 3 miles in length or that cross multiple jurisdictions
	Complete Streets projects that cross multiple jurisdictions
	New pedestrian and bicycle overcrossings and underpasses
Tier 2	Class I multi-use paths or Class VI cycle tracks that provide direct access to fixed guideway transit

Highway Projects

Tier 1	Any new high-occupancy toll (HOT) lane(s) or upgrades to existing facilities; or additions to high-occupancy vehicle (HOV) lane(s)
	New interchange or direct connector

Attachment 1

Tier 2	New auxiliary lanes
	Multi-jurisdictional arterial improvement project
	Countywide or subregion-wide ITS project

Goods Movement Projects

Tier 1	Grade separation projects
	Dedicated truck facilities or truck toll facilities
Tier 2	Project occurs on the countywide Strategic Truck Arterial Network

Projects of Any Mode

Tier 1	Any defined transportation project with a project cost that exceeds \$50M
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B. *Approved Programs* Criteria

The Approved Programs component of the SPL are transportation programs that have been approved by the Metro Board, a subregional COG board, or another body on behalf of multiple jurisdictions.

Criteria:

1. Approved Programs must be submitted by a COG on behalf of multiple jurisdictions. This includes the Metro Board, a subregional COG board, or another entity representing multiple jurisdictions.
2. The program must be related to transportation, by increasing the mobility of people or goods, reducing conflicts and increasing safety, or eliminating the need for travel.
3. The programs must result in future capital projects. For example, a subregion-wide Vision Zero Program is eligible so long as it includes multiple capital projects aimed at increasing safety.

4) Submissions

Please submit a letter from the sponsoring agency affirming that the projects meet all of the approved criteria, including approval a transportation program (if applicable), along with a completed form that includes the following information:

1. Project/program title

Attachment 1

2. Name of requesting COG and project sponsor (if different)

[As previously stated, the COG Entity must be one of the 9 designated areas from the 2020 LRTP – Arroyo Verdugo; Central Los Angeles; Gateway Cities; Las Virgenes/Malibu; North Los Angeles County; San Fernando Valley; South Bay Cities; and/or Westside Cities.]

3. Mode(s)

4. Indicate whether this is a major project or approved program

5. Brief description (2-3 sentences) to describe how this fits the eligible criteria. For approved programs, please provide the name and date of the approved policy or program.

6. Is this project included in the RTP as a strategic project, either from your agency or another project sponsor?*

7. Is the project included in any existing planning document or study? If so, please indicate the study.

Email strategic project submissions to metroplan@metro.net by June 30, 2021.

** Inclusion in SCAG's RTP is not a requirement for SPL projects. Metro's strategic project list is not intended to be submitted to SCAG for inclusion in the RTP strategic projects list.*

Form Attachment – See attached Word document for single project submissions or Excel form for multiple projects.

Questions? Email metroplan@metro.net

Call Kalieh Honish at 213.948.1810 or Mark Yamarone at 213. 418.3452

Attachment A: Strategic Project List

The City of Los Angeles presents a selective Strategic Project List for Metro's consideration and inclusion in the 2020 LRTP.

- Deliver a world-class bus rapid transit (BRT) network including upgraded Tier 1 NextGen bus priority corridors and BRT Vision and Principles Study corridors
- Full implementation of the final NextGen Bus Plan, through Scenario C, "Future Funding" (Metro Board File 2019-0853)
- Metro B/D (Red/Purple) Line Arts District/6th Street Station (Metro Board File 2018-0360)
- Metro D (Purple) Line extension to Wilshire/Bundy and City of Santa Monica (2009 LRTP Strategic Plan)
- Metro B (Red) Line Extension: North Hollywood to Hollywood Burbank Airport (2009 LRTP Strategic Plan)
- Metro rail corridor between Hollywood Burbank Airport, Glendale, and Downtown Los Angeles (2009 LRTP Strategic Plan)
- Metro C (Green) Line Extension from the Airport Metro Connector-96th Street Station to City of Santa Monica (2009 LRTP Strategic Plan)
- Vermont Avenue rapid transit improvements beyond the Vermont Transit Corridor project (per Measure M Expenditure Plan note o., or other new funding)
- LAX to DTLA Express Corridor (study per Measure M Expenditure Plan line 48, Visionary Project Seed Funding)
- Metro C (Green) Line extension to the City of Long Beach (study per Measure M Expenditure Plan note g.)
- Rail conversion of BRT corridors, including but not limited to the G Line (Orange), J Line (Silver), and NoHo to Pasadena BRT (per Measure M Expenditure Plan note o., or other new funding)
- Metro West Santa Ana Branch Extension beyond Downtown Los Angeles
- Rapid transit corridor from Century City to San Gabriel Valley via Hollywood and Union Station (2009 LRTP Strategic Plan "Silver Line")
- Other future extensions of Metro Rail lines
- Future core capacity improvements to Metro Rail lines, including traction power and signal optimization, platform improvements, Communications-Based Train Control, and subway/light rail junction improvements
- Zero Emission Bus vehicle and division investments (Metro Board File 2017-0524)
- Additional Metro and other Bus and Rail Capital System Improvements, including transit vehicles, divisions, etc. (2009 Strategic Plan)
- Metrolink SCORE program, infill stations, and expansion beyond funded plan
- Regional Congestion Pricing Program
- Build out the contiguous 51-mile Los Angeles River Multi-Use Path with multi-benefit features and first/last mile connections, including opportunities for greening, stormwater capture and percolation, and placemaking
- Establish a Countywide Vision Zero Program and implement safety improvements

- Establish a Countywide Safe Routes to School program for safety improvements
- Build-out of First Last Mile connections to all rail and BRT stations enhanced by expanded and coordinated pedestrian, bicycle, and transit information and amenities
- Regionally significant active transportation corridor projects (per Metro Active Transportation Strategic Plan)
- Support related to build out of the City of Los Angeles' Mobility Plan 2035 networks including the Bicycle Enhanced Network, Neighborhood Enhanced Network, Pedestrian Enhanced District, Transit Enhanced Network, Goods Movement Network, and Vehicle Enhanced Network
- Investment in on-demand and micro mobility programs including Mobility Hubs, Metro Bike Share, EV car share, and more
- Coordination with Caltrans to plan new and retrofit wildlife over/under freeway crossings and culverts
- Regionally significant goods movement projects and programs to improve air quality, reduce Vehicle Mile Traveled, and reduce emissions (per Metro Goods Movement Strategic Plan)
- Build-out of the Metro ExpressLanes Strategic Plan (Metro Board File 2016-0999)
- Countywide Transportation Demand Management incentive program, with seed funding for subregional or activity-center based transportation management organizations
- Additional Sub-regional and other projects not included in Metro's performance evaluation (2009 LRTP Strategic Plan)

SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS – CITY OF BURBANK / GLENDALE
PROJECTS FOR INCLUSION IN THE METRO SHORT RANGE TRANSPORTATION PLAN
Projects of Regional or Subregional Significance

AGENCY	PROJECT	PROJECT DESCRIPTION	ESTIMATED COST (IF KNOWN)
BURBANK	Downtown Burbank Magnolia Blvd Bridge Rehab Project	Rehabilitate Magnolia Bridge over I-5 and Metrolink to improve seismic resiliency and add protected bicycle and pedestrian paths as identified in the Burbank Complete Streets Plan	\$25,000,000
	Downtown Burbank Olive Avenue Bridge Rehab and BRT Station Project	Rehabilitate Olive Avenue Bridge over I-5 and Metrolink to improve seismic resiliency and add expanded pedestrian connection to Downtown Burbank Metrolink Station. Provide expanded NoHo-Pasadena BRT station with direct connection to Downtown Burbank Metrolink Station including bus platform and elevator	\$30,000,000
	Downtown Metrolink Station Rehabilitation	Rehabilitate the Downtown Burbank Metrolink Station, which is over 20 years old.	\$4,000,000
	Downtown Burbank Metrolink Station Pedestrian Underpass Project	Grade Separate (via underpass) the two pedestrian crossings at the Downtown Burbank Metrolink Station to improve safety and accommodate 15-minute Metrolink Service and future High Speed Rail service	\$10,000,000
	Downtown Burbank First-Last Mile Complete Streets Improvements	Construct First-Last Mile Bicycle and Pedestrian Improvements identified in the Complete Streets Plan that improve access to the Downtown Burbank Metrolink Station <i>(Includes the following Projects: 10% of Citywide Sidewalk Project, First Street Bikeway Phase 2, Downtown Magnolia Phase 2, Front-Verdugo Phase 2)</i>	\$6,400,000
GLENDALE	Victory Blvd Complete Streets Project	Would complete a regional gap in the off-street Class I bike path network between the Chandler Bikeway and the LA River via the Burbank Western Channel and Victory Boulevard, focusing on the section within the Glendale City limits. The project would improve transit and pedestrian connectivity in the corridor. The project limits are anticipated to be along Victory Boulevard from the Burbank city limit to the River Walk bikeway entrance in the City of Glendale, along the LA River.	Project Cost: \$12,000,000 Funding Shortfall: \$6,048,413
	Foothill Blvd.	This project includes selective removal and repair of broken and damaged curbs and gutters, driveway and alley approaches, sidewalks, and deteriorated pavements; Installation and/or reconstruction of curb ramps meeting current ADA guidelines; buffered Class II bike lane installation, landscaped median installation, street resurfacing, traffic signal upgrades at the existing intersections, installation of pavement striping, pavement markings, and signage on Foothill Boulevard between Lowell Avenue to Pennsylvania Avenue within the City ROW.	Project Cost: \$15,000,000 Funding Shortfall: \$15,000,000

Attachment 3

OTHER SUBREGIONAL PROJECTS	Arroyo Verdugo Transit Operators Fleet Electrification Phase 1	Electrify the Arroyo Verdugo transit providers local transit fleet in concert with AQMD mandates for zero-emission transit vehicles	\$80,000,000
	Accelerate NoHo-Pasadena BRT Project Conversion to Light Rail	Accelerate conversion of the NoHo-Pasadena BRT project to Light Rail. Current Measure M Expenditure Plan projects conversion to light rail in 2067. Project would move this date up to 2037. (Assume 18-mile corridor at 200,000,000 per mile LRT cost)	\$3,600,000,000
	Metrolink Antelope Valley Line 15 Service Improvements	Increase Metrolink frequency and reliability in concert with the Antelope Valley Line Double Track capital improvements. Annual funding needed to implement 15-minute, bi-directional, all-day service on the Antelope Valley Line	\$20,000,000 (annual operating costs)
	Arroyo Verdugo Transit Providers Tier 2 Operational Funding	The Metro Tier 2 Transit Providers in Arroyo Verdugo (BurbankBus, Glendale Beeline, and Pasadena Transit) do not receive state and regional transit operations funds through the Metro Formula Allocation Procedure. This annual funding is needed to provide operations funding equivalent to the funding received if these agencies were Municipal Operators	\$7,300,000 (annual operating costs)
	Regional Transit Connection to Hollywood Burbank Airport Regional Transit Connection to Hollywood Burbank Airport	Construct a high-capacity, frequent transit connection between the Metro Rail system and the Hollywood Burbank Airport via one of four options:	
		Option 1: Upgrade BurbankBus to Airport Upgrade existing BurbankBus Orange Route Service to provide frequent, all-day, 7-day service. Includes capital and operational costs.	\$1,600,000 + \$500,000 (annual operating cost)
		Option 2: NoHo-Pasadena Bus Rapid Transit Extension to Airport Construct an in-street dedicated bus lane BRT between the North Hollywood Orange Line Station and the Hollywood Burbank Airport Regional Intermodal Transit Center.	\$22,500,000
		Option 3: Red Line Extension to Airport Extend the Red Line subway from the North Hollywood Red Line Station to the future Burbank Airport Terminal and High Speed Rail Station including two additional stations between North Hollywood and the Airport.	\$2,900,000,000
		Option 4: Light Rail from Downtown Burbank to Airport Construct a Light Rail Line between the NoHo-Pasadena Transit Corridor Project Station in Downtown Burbank and the future Burbank Airport Terminal and High Speed Rail Station (Project would extend from the upgraded NoHo-Pasadena BRT Conversion to Light Rail project)	\$1,200,000,000

THE CITY OF
SAN FERNANDO

CITY COUNCIL

April 6, 2021

MAYOR
SYLVIA BALLIN

VICE MAYOR
MARY MENDOZA

COUNCILMEMBER
CINDY MONTAÑEZ

COUNCILMEMBER
HECTOR A. PACHECO

COUNCILMEMBER
CELESTE T. RODRIGUEZ

John Bwarie, Executive Director
San Fernando Valley Council of Governments
10945 Burbank Blvd.
North Hollywood, CA 91601

SUBJECT: Potential List of City of San Fernando Projects for Inclusion on Metro's Strategic Project List (SPL)

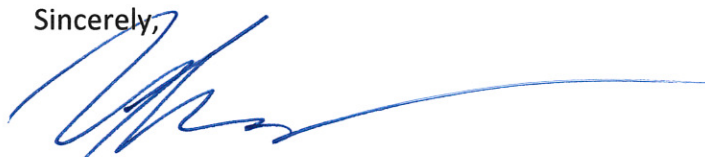
Dear Mr. Bwarie:

The City is providing the following short list of projects that may qualify to be on Metro's SPL:

- ***City of San Fernando Fixed Trolley Service*** (Major Project, Transit, Tier 2)
- ***City of San Fernando – Safe and Active Streets Implementation Projects*** (Approved Programs)
- ***City of San Fernando – First/Last Mile Project Planning*** (Approved Programs)

I have attached the submission forms for your review and consideration.

Sincerely,



Matt Baumgardner
Director of Public Works

cc: Nick Kimball, City Manager
Mary Mendoza, Vice Mayor/Board Member of SFVCOG

PUBLIC WORKS
DEPARTMENT

117 MACNEIL STREET
SAN FERNANDO
CALIFORNIA
91340

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Metro 2021 Strategic Project List Submission Form

Please submit one form for each project you want considered for the Strategic Project List. If you have multiple projects to submit, you may also use the excel template.

Email this form to metroplan@metro.net by June 30, 2021.

1. Project/Program Title – City of San Fernando – First Last Mile Planning
2. Name of requesting COG and project sponsor (if different) – San Fernando Valley COG
3. Major Project or Program ☐ Major Project ☒ Approved Program
4. Mode(s): ☒ Transit ☐ Highways ☒ Active Transportation ☐ Goods Movement
5. Brief description (2-3 sentences) to describe how this fits the eligibility criteria. For approved programs, please provide the name and date of the approved policy or program. The City would like to study and begin conceptual design of First/Last Mile options to connect our Community with regional rail (San Fernando/Sylmar Station) and MTA bus lines. This is particularly critical in the southern portion of the City where Cal EnviroScreen 4.0 shows a higher level of poverty and experience of health issues related to air quality.
6. Is this project included in the RTP as a strategic project, either from your agency or another project sponsor?* This project would tie in to Metro's current First/Last Mile draft guidelines currently under review.
7. Is the project included in any existing planning document or study? If so, please indicate the study and provide link or attach report if applicable. The City received a copy of Metro's draft FLM guidelines for review on April 5, 2021.
8. Is there anything else you would like to share about the project/program? Increasing mobility and connecting our disadvantaged community to regional transportation options is part of our City Council's strategic goals for the next 5-year period. Studying these options is currently unfunded, but it is vital to our City that we begin looking at these measures now so that we are prepared for the future Light Rail planned to connect the San Fernando/Sylmar station with its connection in Van Nuys along a shared Metro/Metrolink corridor running through the City of San Fernando. FLM projects could also help the City satisfy its 3% commitment to the Light Rail project

Metro 2021 Strategic Project List Submission Form

Please submit one form for each project you want considered for the Strategic Project List. If you have multiple projects to submit, you may also use the excel template.

Email this form to metroplan@metro.net by June 30, 2021.

1. Project/Program Title – City of San Fernando – Safe and Active Streets Implementation Projects
2. Name of requesting COG and project sponsor (if different) – San Fernando Valley COG
3. Major Project or Program ☐ Major Project ☒ Approved Program
4. Mode(s): ☐ Transit ☐ Highways ☒ Active Transportation ☐ Goods Movement
5. Brief description (2-3 sentences) to describe how this fits the eligibility criteria. For approved programs, please provide the name and date of the approved policy or program. The City's is currently developing 8 conceptual plans for active transportation projects with our City's corridors. Many of these projects will improve safety and promote biking and walking along corridors that connect San Fernando with City of LA such as Brand Blvd, 4 th /5 th Streets, San Fernando Mission Blvd, San Fernando Road, and Truman Street.
6. Is this project included in the RTP as a strategic project, either from your agency or another project sponsor?* The plan is consistent with state and regional SCS/RTP goals of reducing VMT and GHG emissions, maximizing mobility/accessibility, preserving/ensuring a sustainable regional transportation system, and protecting the environment/health of those in the region.
7. Is the project included in any existing planning document or study? If so, please indicate the study and provide link or attach report if applicable. The City Council adopted its Safe and Active Streets Plan in 2018. The plan can found at: https://ci.san-fernando.ca.us/safe-and-active-streets-plan/
8. Is there anything else you would like to share about the project/program? The implementation design phase of the project is funded through a Sustainable Communities Grant through Caltrans. Future projects identified in this phase are currently unfunded.

Metro 2021 Strategic Project List Submission Form

Please submit one form for each project you want considered for the Strategic Project List. If you have multiple projects to submit, you may also use the excel template.

Email this form to metroplan@metro.net by June 30, 2021.

1. Project/Program Title – City of San Fernando Fixed Trolley Service
2. Name of requesting COG and project sponsor (if different) – San Fernando Valley COG
3. Major Project or Program ☒ Major Project ☐ Approved Program
4. Mode(s): ☒ Transit ☐ Highways ☐ Active Transportation ☐ Goods Movement
5. Brief description (2-3 sentences) to describe how this fits the eligibility criteria. For approved programs, please provide the name and date of the approved policy or program. The City's current trolley service is not being managed using zero-emission buses. It is the desire of the San Fernando City Council to look at cleaner options for providing this service to our community and help reduce extreme heat impacts in the region.
6. Is this project included in the RTP as a strategic project, either from your agency or another project sponsor?* No. The City has discussed the need to purchase new trolley cars for several years, but has not been in a financial position to do so. This has frozen any planning, but it is the desire to revive this project and look at a study of viable options for the trolley service going forward.
7. Is the project included in any existing planning document or study? If so, please indicate the study and provide link or attach report if applicable. There is no existing planning document or study. However, the future East San Fernando Valley Transit Corridor project will have light rail stations at Maclay Avenue and Hubbard Avenue. The City's fixed trolley service has stops along Maclay Avenue and brings riders very close to the San Fernando/Sylmar Station near Hubbard Avenue/San Fernando Road. This vital microtransit route is integral to a complete First/Last Mile option for the region.
8. Is there anything else you would like to share about the project/program? The City's trolley service was originally managed through use of two CNG-fueled trolley cars purchased over ten years ago. There have been routine shutdowns of these vehicles since the beginning

Attachment 4

and the trolley program has mostly been supplemented by using small shuttle buses using standard fuel.

** Inclusion in SCAG's RTP is not a requirement for SPL projects. Metro's strategic project list is not intended to be submitted to SCAG for inclusion in the RTP strategic projects list.*



San Fernando Valley Council of Governments

DATE: June 14, 2021

TO: SFVCOG Transportation Committee Members

FROM: John Bwarie, Executive Director

RE: **SFVCOG'S Role with Regard to Metro's Better Bu Program**

RECOMMENDATION

Discussion and possible action related to additional information on funding sources, providing a safe/comfortable street furniture design, and considering developing a funding plan or Better Bus Experience plan for the SFVCOG Board to adopt.

BACKGROUND

At its April 2021 Board meeting, the SFVCOG heard [a presentation](#) from Metro about their Better Bus Program. The board discussed the ways in which the COG region could address issues around the bus riding experience based on the presentation and Metro's stated goals. The Board voted to refer the discussion back to the Transportation Committee to discuss additional information on funding sources, providing a safe/comfortable street furniture design and bring a funding plan or Better Bus Experience plan for the SFVCOG Board to consider for adoption and advancement.

Member Jurisdictions have responsibility for the amenities and improvements around bus stops, with each addressing it in its own way. Metro buses cross through multiple jurisdictions, and the riders' experiences are different based on the jurisdiction.

This item will have presentations and experts present from the City of Los Angeles, Metro, and other jurisdictions to answer questions on what could be done together. This discussion would make recommendations back to the full board for adoption.

CURRENT POSITIONS

The SFVCOG's current [Transportation Priorities](#) guide our positions on transportation, and the adopted priorities don't currently address physical space beyond that called out in the "First/Last Mile Improvements," which is more about getting to a bus versus the experience waiting for one.