



CITY OF PICO RIVERA, CA Initiative Brief



For questions, please contact:

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**WHITTIER NARROWS DAM
PROJECT**



**ROSEMEAD/LAKWOOD
BOULEVARD
COMPLETE CORRIDOR**



MICRO EV TECH HUB

DOWNTOWN PICO RIVERA



510 acres
Industrial/Commercial



570 acres
Parks & Open Space

1080 total acres

Parks, Trails, Open Space & Recreation Area



Sports & Entertainment Complex



Micro EV Tech Hub



Metro Gold Line & Downtown Zocalo



Rosemead Blvd. Complete Street & BRT



Commuter Rail Station





ROSEMEAD / LAKEWOOD BOULEVARD COMPLETE CORRIDOR PROJECT

Recommendation/Request

The City of Pico Rivera is seeking \$12M - \$20M to master plan and fully design a 26-mile, north-south multi-modal corridor to accommodate a dedicated transit guideway, active transportation facilities, and transit oriented development.

Introduction

The impacts of climate change have compelled aggressive actions and policies to reduce global greenhouse gas (GHG) emissions, reduce vehicles miles traveled (VMT), reduce energy demands, and reduce waste. National transportation policy is shifting from vehicle-dominated roads and highways to Complete Streets that prioritize people and emphasize mass transit (commuter rail, light rail, BRT), active transportation (Class-I & IV bikeways), micro electric vehicles, and that facilitate transit-oriented development. Similarly, Los Angeles County is divesting from highway expansion and now prioritizing multimodal and Complete Streets elements in all highway projects. The SR-710 North, the I-710 South, and the I-605 freeway projects are chief examples. Aside from much needed operational improvements on the I-605 freeway, it's safe to assume that the grander highway expansion project is unlikely to advance. Nevertheless, the need to address north-south mobility for people, vehicles, and goods movement remains. Converting Rosemead/Lakewood Boulevard to a Complete Street with BRT while jointly improving the flow of traffic on the I-605 can serve as a combined strategy to improve regional mobility and to stimulate transit-oriented community and economic development in the southeastern quadrant of Los Angeles County.

Project Description

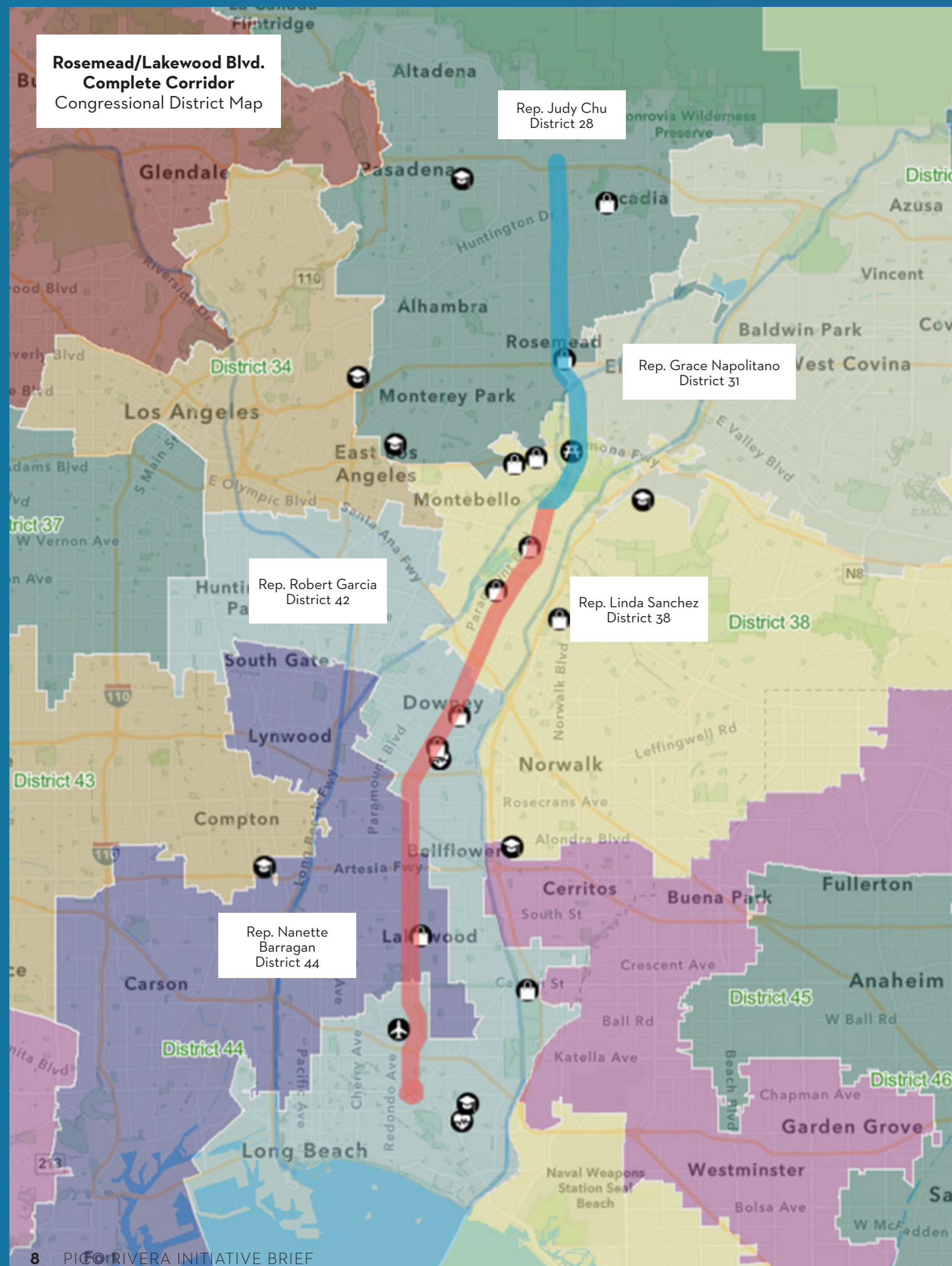
The concept for a unified, regional north-south bus rapid transit corridor arose from various Complete Streets plans and projects along Rosemead/Lakewood Boulevard that are generally related but largely planned independently city by city. Nevertheless, the common denominator and shared goal is to convert the boulevard into a multimodal corridor. For example, the Gateway COG led an effort to develop a Complete Streets Master Plan from Pico Rivera to Long Beach that explored the introduction of active transportation facilities. Also, the SGVCOG is finalizing phase one of the San Gabriel Valley Transit Feasibility Study, which identifies and proposes Rosemead Boulevard from East Pasadena to Pico Rivera's planned Metro light rail station on Washington Boulevard as a high-priority, north-south alternative for bus rapid transit.

The Rosemead/Lakewood Boulevard Complete Corridor Project aims to build synergy and streamline ongoing efforts in the San Gabriel Valley and the Gateway Cities to plan and build a 26-mile multimodal corridor that incorporates, where feasible, high-quality active transportation facilities and dedicated bus guideways to improve regional mobility, improve safety for vulnerable road users, and stimulate transit-oriented community and economic development. As the linchpin city between the San Gabriel Valley and Gateway Cities sub-regions, the City of Pico Rivera is spearheading efforts to facilitate early coordination until a regional, better-equipped planning entity such as Metro, a dedicated JPA, or a COG can undertake the project in full. The project is subject to approval by each city and jurisdiction within the corridor.

Corridor Cities

San Gabriel Valley	Miles	Gateway Cities	Miles
East Pasadena (unincorporated)	1.2	Pico Rivera	4.3
East San Gabriel (unincorporated)	1.1	Downey (0.6 miles shared with Bellflower)	4.6
Temple City	1.9	Bellflower	1.4
Rosemead	1.2	Paramount (shared Bellflower)	0.9
El Monte	0.7	Lakewood (1.5-miles shared with Long Beach)	2.5
South El Monte	0.9	Long Beach	3.0
Whittier Narrows (unincorporated)	2.6		
Total miles in the San Gabriel Valley = 9.6		Total miles in the Gateway Cities = 16.7	
Total Corridor Miles		26.3	

**Rosemead/Lakewood Blvd.
Complete Corridor
Congressional District Map**



Rep. Judy Chu
District 28

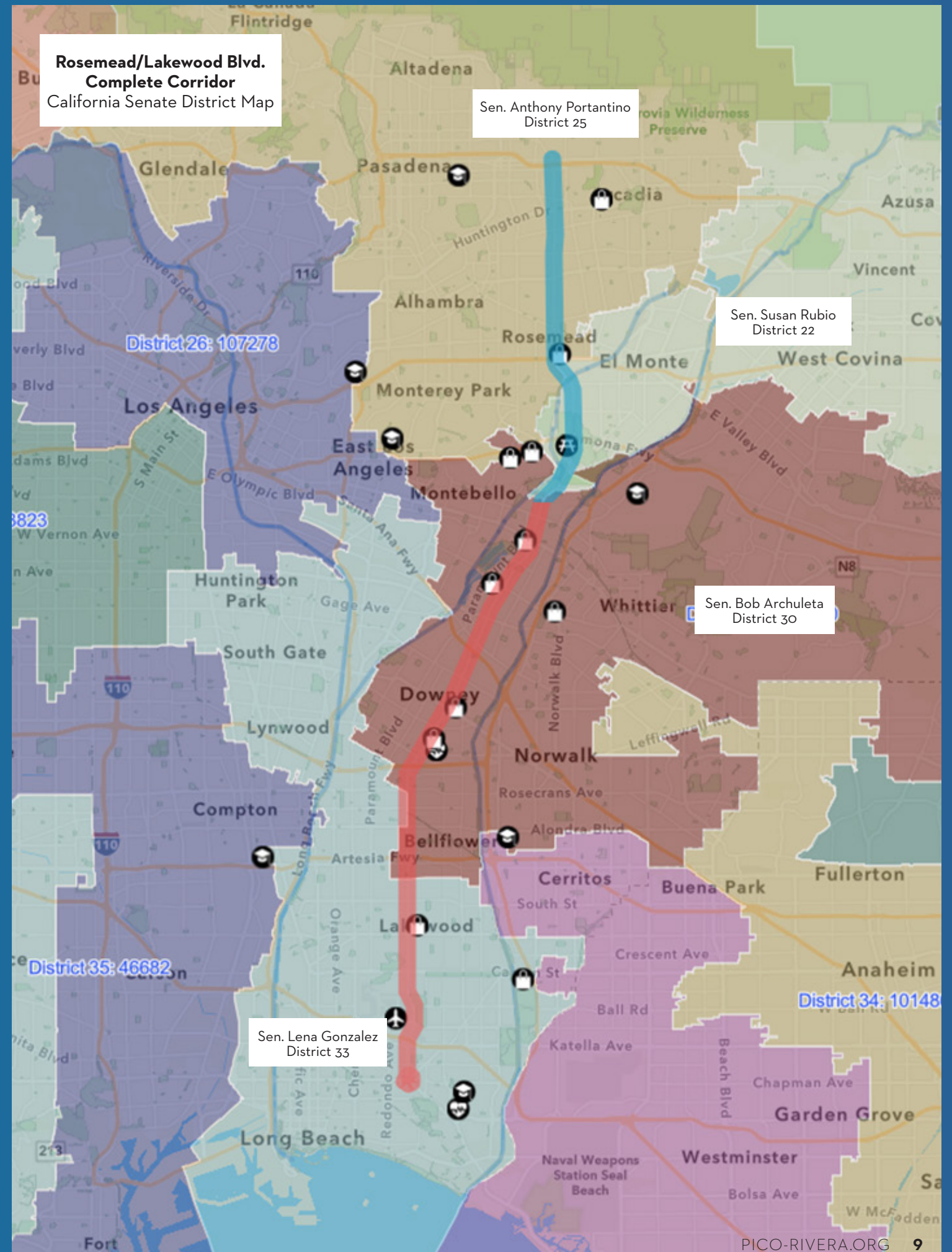
Rep. Grace Napolitano
District 31

Rep. Robert Garcia
District 42

Rep. Linda Sanchez
District 38

Rep. Nanette
Barragan
District 44

**Rosemead/Lakewood Blvd.
Complete Corridor
California Senate District Map**



Sen. Anthony Portantino
District 25

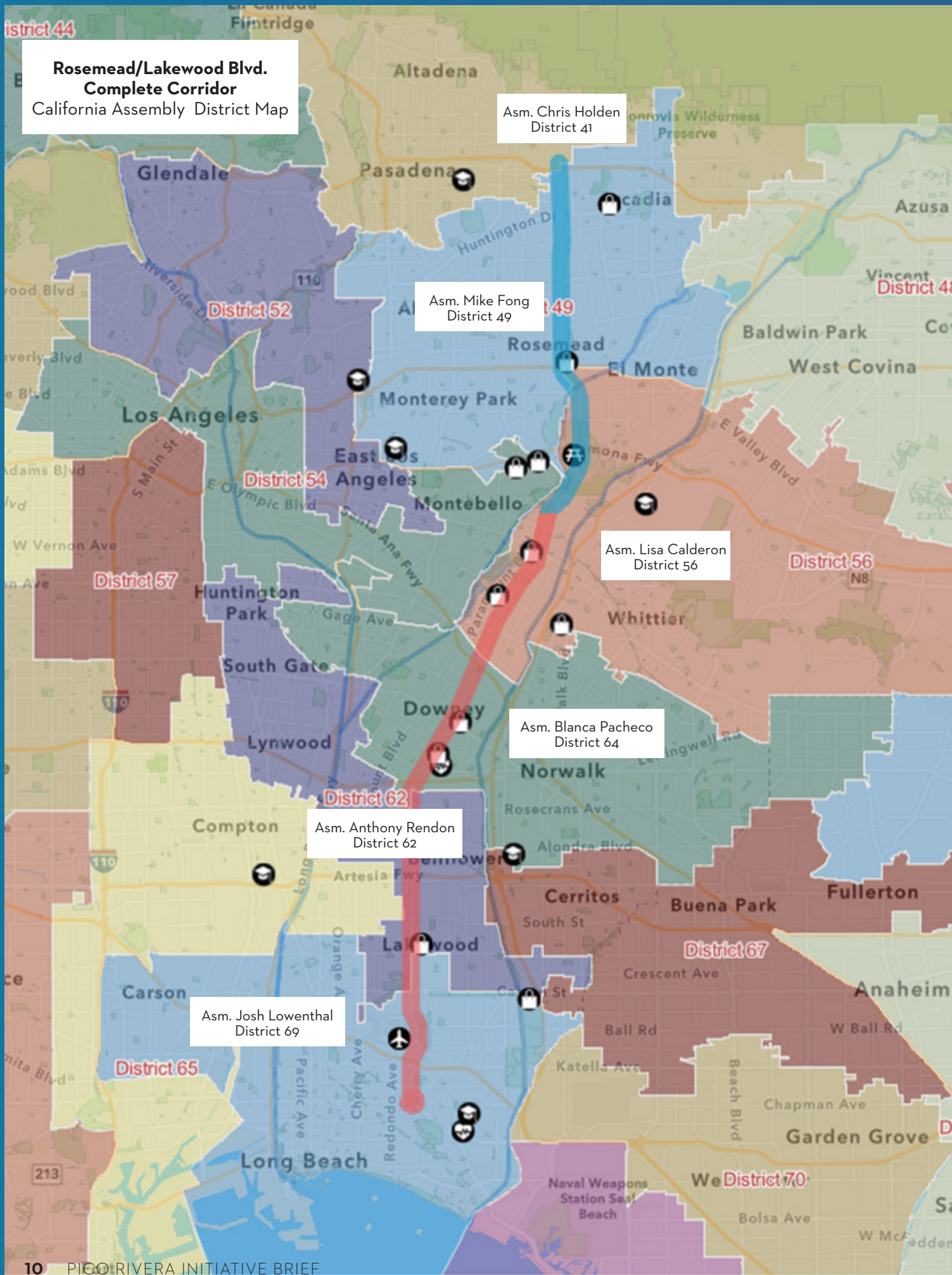
Sen. Susan Rubio
District 22

Sen. Bob Archuleta
District 30

Sen. Lena Gonzalez
District 33

District 35: 46682

District 34: 10148

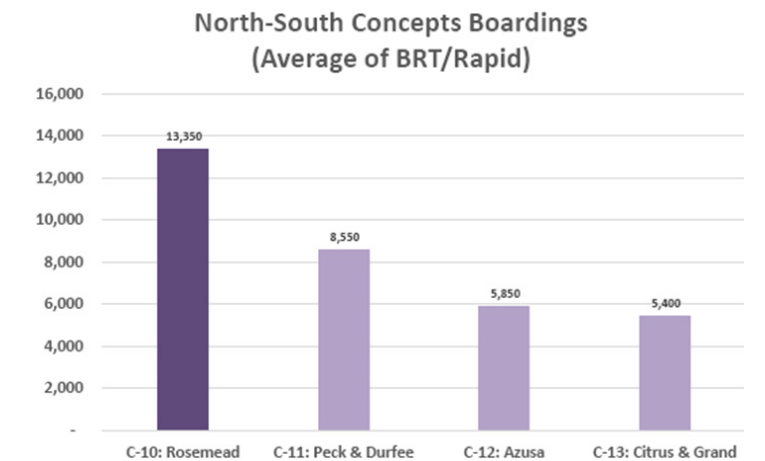


Initial Feasibility & Outreach

The City of Pico Rivera fully recognizes that a regional project of this nature requires engagement, collaboration, and approval from each respective city in the corridor. Pico Rivera is currently serving as the lead agency due to the direct coordination with the San Gabriel Valley COG's BRT plans to connect with the Eastside Gold Line station on Washington Blvd. As such, Pico Rivera has formally engaged Mark Christoffels of HDR to develop a high-level feasibility study; support outreach efforts to corridor stakeholders; and to draft a white paper regarding a possible joint-powers planning and construction authority. At this stage, Pico Rivera is aiming to secure additional seed funding to update the GWCOG's Rosemead/Lakewood Boulevard Complete Streets Master Plan with a comprehensive vision and preliminary design (5%) for a bus rapid transit line within the corridor. During this initial planning phase, staff will establish a formal technical advisory committee comprised of members from each city to inform and fully vet the preliminary vision plan. The scope of work will also include public outreach and engagement along with presentations to each city council, appropriate commissions, and other jurisdictional authorities as necessary. Pico Rivera will also engage Metro and the GWCOG to determine the most appropriate project management strategy beyond the initial vision planning stage.

Ridership Projections

Based on preliminary ridership analysis resulting from the San Gabriel Valley Transit Feasibility Study, a short-term BRT service on Rosemead/Lakewood Boulevard is estimated to generate over 13,000 boardings and new transit trips. Ridership projections would only escalate as local cities proceed in bolstering job/work centers, producing new housing inventories, and developing transit-oriented communities along the transit corridor.



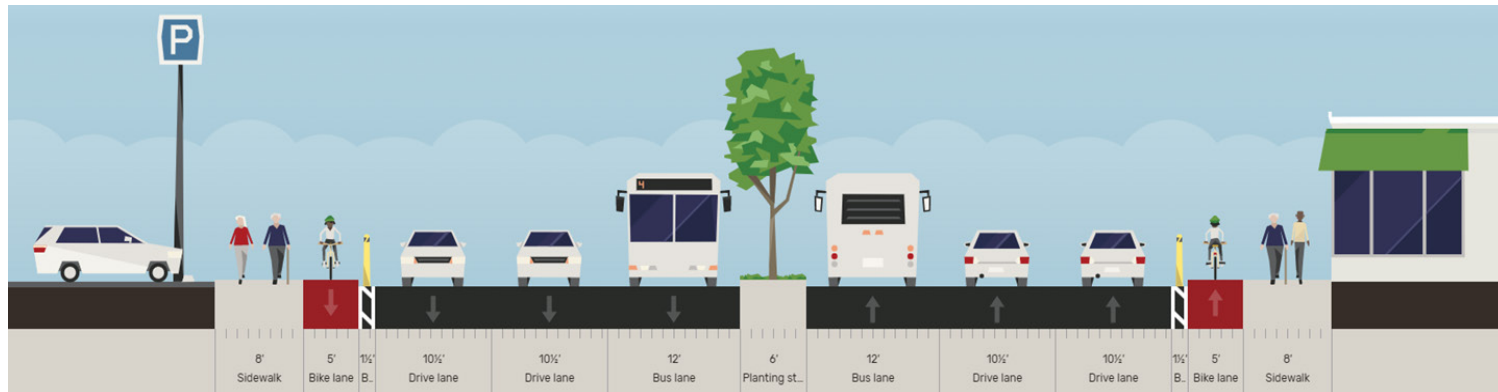
Estimate Timeline

	2021	2022	2023	2024	2025	2026	2027	2028	2029/32
			★ Initial Funding	★ Grants + Earmarks		★ Additional Funds TBD			★
Initial Analysis & Outreach									Revenue Service
		Feasibility Study							
			5%	15%	30%	60%	100%	Construction	
					CEQA / NEPA				

Cost Estimates & Funding Pursuits

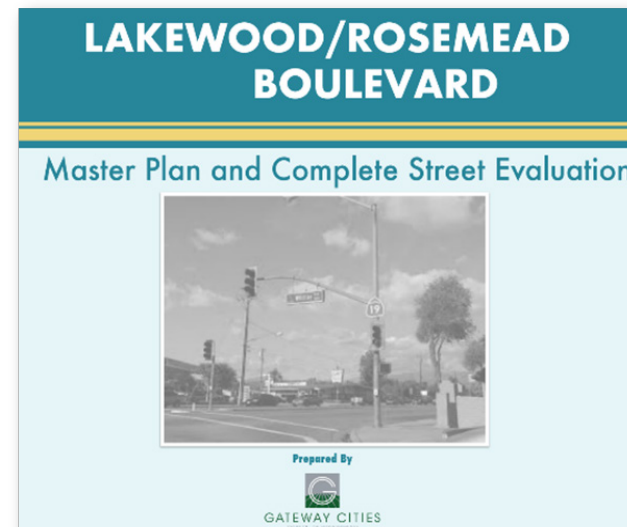
Based on early analysis, it is estimated to cost approximately \$12,000,000 to complete design and secure environmental clearances and to get the project to a shovel ready state within 2 years. This cost estimate only applies to the 16.7-mile southern segment within the Gateway Cities sub-region. Approximately \$8,000,000 would be necessary to include the 9.6-mile northern segment in the San Gabriel Valley.

Identified Program	Date	Amount	Notes
FUNDED			
City of Pico Rivera	October 2022	\$50,000	Initial feasibility, JPA white paper
Metro I-605 CIP	January 2023	\$250,000	Early Technical Assessment
		\$300,000	TOTAL
PENDING			
CalTrans Sustainable Transportation	March 2023	\$700,000	Complete Corridor Vision Plan
U.S. Senator Padilla - Federal Earmark	April 2023	\$3,000,000	15% design + Env. Scoping
		\$370,000	TOTAL
OTHER FUNDING			
State and Federal Funding	October	\$8,000,000	Final Design + NEPA / CEQA



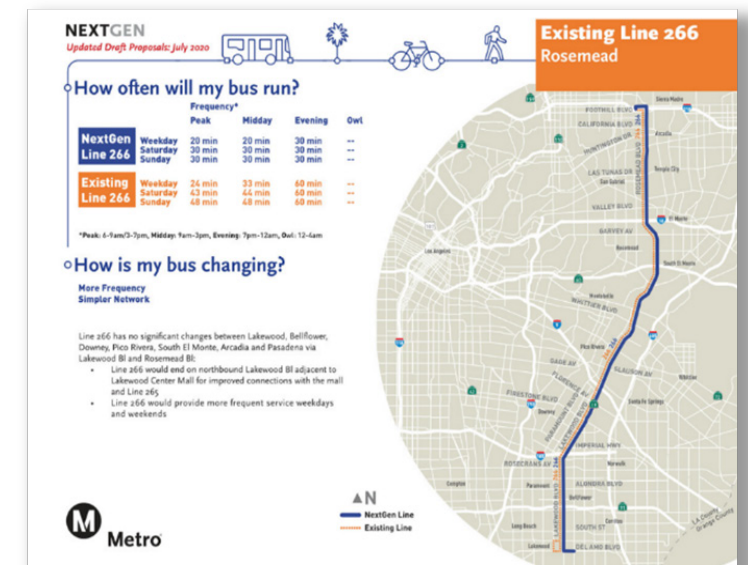
Existing Projects Within the Corridor

Area: San Gabriel Valley
Project: [San Gabriel Valley Transit Feasibility Study](#)
Status: Phase I Feasibility - Complete
Overview: The study will evaluate short- and long-term transit options designed to enhance communities and the lives of residents, commuters and visitors, with a focus on our most vulnerable populations: transit-dependent populations and equity-focus communities constrained by existing transportation systems. Rosemead Boulevard running from between the L Line's Sierra Madre Villa Station and a future rail stop at Washington Boulevard was recommended for implementation over the 10-15 years.



Area: Gateway Cities - Corridor Cities
Project: [Lakewood/Rosemead Boulevard Master Plan](#)
Status: Vision Plan - Complete
Overview: A guide for creating a more attractive, livable, and pedestrian and bike friendly environment that operates effectively and efficiently for all modes of transportation along Lakewood/Rosemead Boulevard within the Gateway Cities. Specific goals are to: 1) improve the multimodal mobility and access, 2) promote and preserve multimodal transportation system, 3) improve safety and security, 4) foster livable and healthy communities, 5) promote social equity and environmental justice, 6) improve the air quality, and 7) support economic vitality and quality of life of its communities.

Area: Los Angeles County
Project: [Metro's NextGen Bus Plan](#)
Status: Approved - In Implementation
Overview: A reimagined bus system that focuses on providing fast, frequent, reliable and accessible service to meet the needs of today's riders. The proposed improvements would: improve and expand midday, evening and weekend service, creating an all-day, 7-day-a-week service; create a more comfortable and safer waiting environment. The plan calls for 20-minute peak frequency service on Rosemead Blvd. from the Foothill Gold Line - Sierra Madra Villa Station to Del Amo Blvd. in Lakewood.





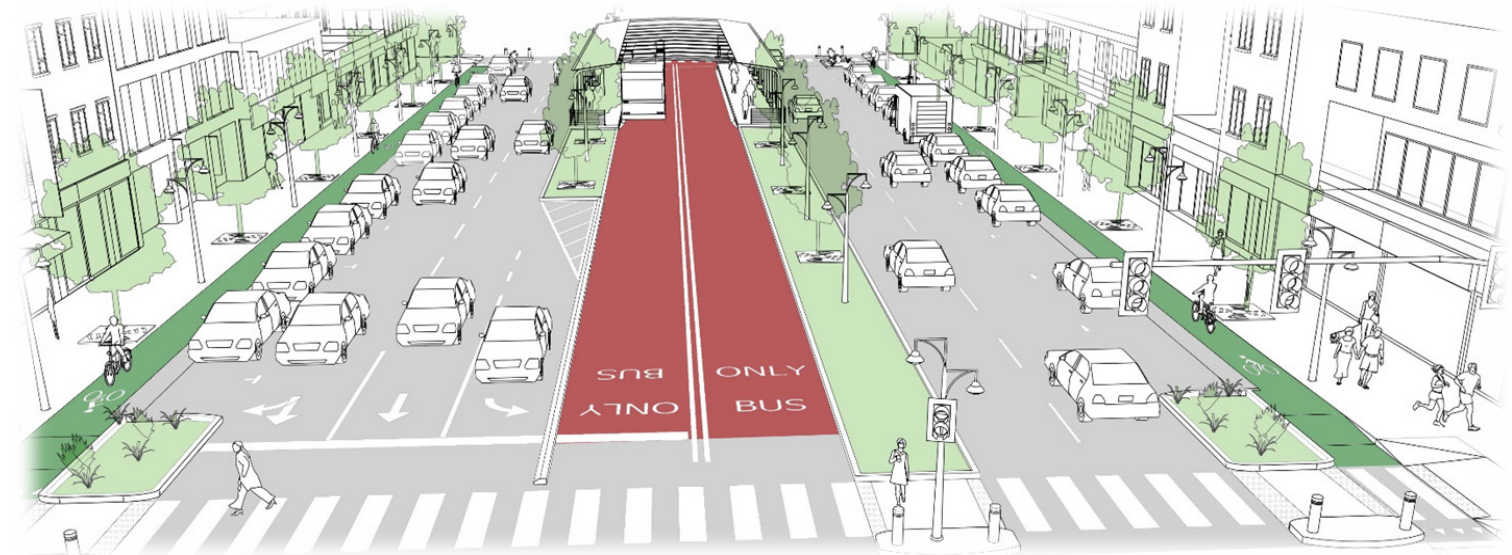
Area: Whittier Narrows - Unincorporated Los Angeles County
Project: Rosemead Boulevard Complete Street Improvements Phase I
Status: Planning/Environmental - Complete
Overview: Reconfigure 2.6-miles of Rosemead Boulevard to accommodate new bicycle and pedestrian facilities that separate users from vehicular traffic; provides a continuous pedestrian network connecting Pico Rivera and South El Monte; wayfinding signage; enhanced transit facilities; improve access and connectivity to surrounding trail networks in the greater Whittier Narrows Recreation Area; and improve pedestrian and ADA safety at the on/off ramps to the SR-60 freeway.

BRT Guideway Alternatives

Bus rapid transit can take many forms and is largely dependent on local conditions, roadway constraints, and community input. BRT can be a combination of mixed-flow lanes, priority bus lanes, dedicated bus guideways, side- or center-running lanes and stations, and include a wide range of complimentary amenities, features, and elements. No specific treatments, configurations or improvements are being recommended at this stage. The project team is striving to generate a united vision and general implementation strategy for the corridor. Specific designs are subject to additional analysis, advanced planning and design, environmental clearance, and input from each city/jurisdiction within the corridor. The project team will establish a technical advisory committee to explore the range of alternatives and ultimately develop a consensus-driven recommendation for the corridor. Examples of BRT guideway alternatives are as follows:

Center-Running Lanes

The dedicated bus guideways are separated from general flow vehicle traffic by landscaped medians, vertical elements, curbs, etc. Transit movements are prioritized at intersections via light synchronization. Stations/stops can be configured for right-side median or center-median boarding.

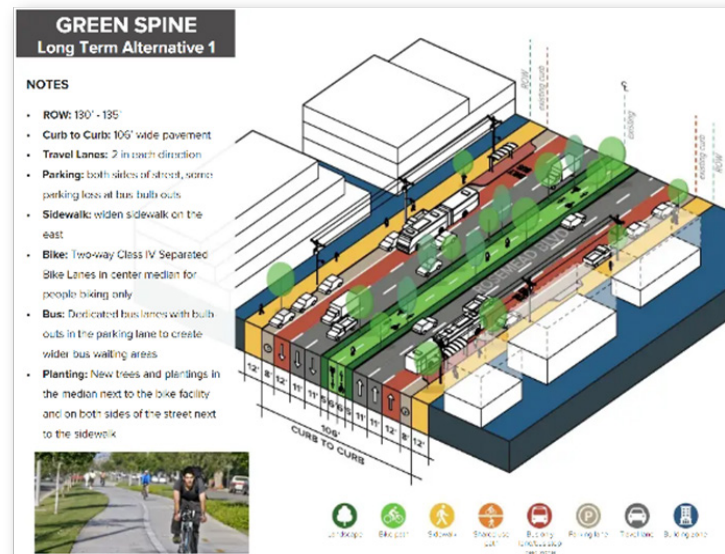


Side-Running Lanes

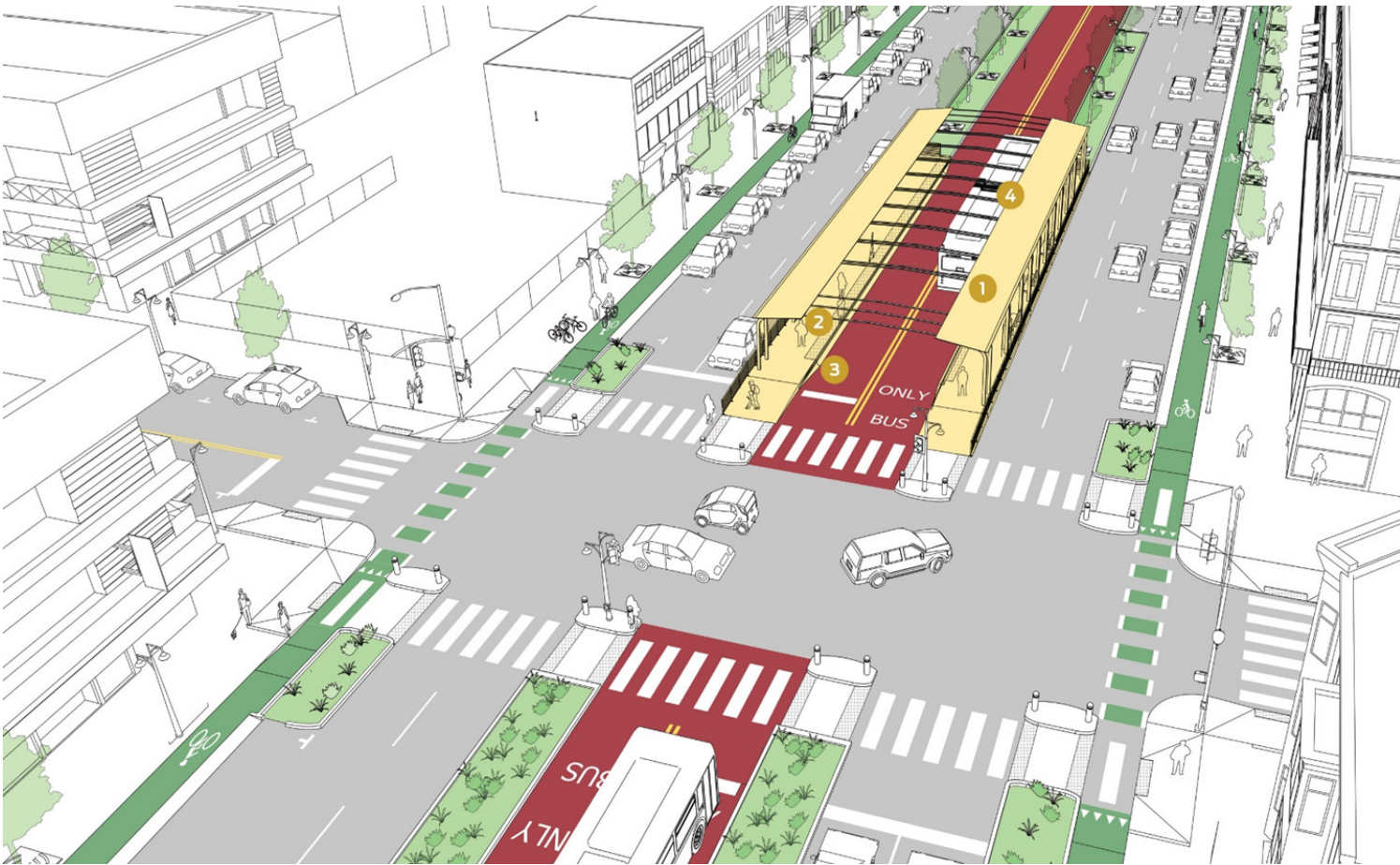
The dedicated bus guideways are separated from general flow vehicle traffic and run adjacent to the curb where passengers board directly from the sidewalk. Side-running lanes can also be designed to complement a Class-IV bikeway.



Area: City of South El Monte
Project: Reimagine Rosemead Blvd.
Status: Early Planning - Complete
Overview: A planning study that will identify opportunities to enhance the corridor to better support residents and businesses, set the stage for the future development, enhance safety and create a lively and connected street for neighbors and visitors to stop, walk, bike, and shop. This street provides bus connections, and access to Whittier Narrows Park, Rio Hondo Trail, and Lashbrook Park.



Area: Temple City
Project: Rosemead Blvd. Complete Street Project
Status: Implementation Complete
Overview: Two miles of protected Class-IV bikeways; landscaped bioswales and center medians (500 trees and 60,000 plants); public art; wider sidewalks with pedestrian and ADA safety features; new pedestrian street lighting; new street branding; street repaving and restriping; enhanced bus shelters; and bicycle facilities such as parking, fix-it stations, wayfinding signage, and intersection detection signals.



Downtown Pico Rivera

The City of Pico Rivera is developing a Downtown Master Plan to reposition approximately 1,080-acres of land with four primary districts: The Downtown Zocalo (blue), the Micro EV Tech Hub (yellow), the Sports and Entertainment Complex (dark green), and the River Park District (light green). The full area is being planned as a mixed-use, live-work-play community and a dynamic regional destination that thoroughly embraces transit-oriented development and a multimodal future. The success of this area hinges on the integration of Metro's Eastside Gold Line extension; a new commuter rail station along the LA-to-Anaheim rail corridor; and a network of parks, trails, and active transportation paths connecting to the Rio Hondo and the San Gabriel River Class-I bikeways. A BRT along Rosemead/Lakewood Boulevard would introduce a vital 26-mile, north-south, high-quality transit line that runs parallel to the I-605 freeway from end-to-end. A BRT line would also enable the corridor cities to expand upon their ability to develop new transit-oriented communities and therefore further contribute to housing and economic development goals.



Public Investments	Est. Value*	Private Investments	Est. Value*
Metro Eastside Gold Line (9-miles)	\$6B	Downtown Zocalo	\$5 - \$8B
Rosemead Bl. CS & BRT (26-miles)	\$150 - \$200M	Sports & Entertainment District	\$1 - \$2B
Commuter Rail Station	\$30 - \$250M	Micro EV Tech Hub	\$1 - \$2B
River, Parks, Trails, Open, & Recreation	\$50 - \$80M		
Roads, bridges, utilities, etc.	\$50 - \$75M		
Total Public Investments=	\$6.3 - \$6.6B	Total Private Investments=	\$7 - \$12B

* Estimates are based on a high-level, rough order of magnitude cost comparison with similar development programs nationwide.



City of Pico Rivera
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 City Manager

City Council
 Erik Lutz
Mayor
 Andrew C. Lara
Mayor Pro Tem
 Gustavo V. Camacho
Councilmember
 John R. Garcia
Councilmember
 Dr. Monica Sanchez
Councilmember

LETTER – 03.02.2023: ROSEMEAD/LAKEWOOD BOULEVARD COMPLETE CORRIDOR PROJECT – FEDERAL FUNDING REQUEST
 Page 2 of 2

March 2, 2023

Honorable Alex Padilla
 United States Senator for California
 112 Hart Senate
 Office Building
 Washington, DC 20510

RE: ROSEMEAD/LAKEWOOD BOULEVARD COMPLETE CORRIDOR PROJECT – FEDERAL FUNDING REQUEST

Senator Padilla,

We the undersigned cities, agencies, and organizations are pleased to submit this letter to express staunch support for the **Rosemead/Lakewood Boulevard Complete Corridor Project**. In direct alignment with the federal and California state vision for converting car-dominated highways into place-based, multimodal boulevards that reconnect disadvantaged communities with major destinations, this Project will integrate a high-quality bus rapid transit (BRT) line with state-of-art active transportation (ATP) facilities along Rosemead/Lakewood Boulevard (California Highway 19) for a stretch of 16.7-miles from the City of Pico Rivera to Long Beach.

The full 26-mile corridor travels north-south from the Angeles National Forrest to the Pacific Ocean and traverses 13 cities/communities within the San Gabriel Valley and Gateway Cities sub-regions of Los Angeles County. The Project will facilitate convenient access to significant points of interest, such as:

- San Gabriel Mountains National Monument
- Multiple mass transit lines:
 - Metro Foothill & Eastside Gold Line
 - Metro West Santa Ana Branch
 - Metrolink’s OCL, 91/PVL, & SBL
 - Amtrak Pacific Surfliner
- Whittier Narrows Regional Recreation Area
- Kaiser Permanente Regional Medical Center in Downey
- Long Beach Airport
- Long Beach Veterans Affairs Medical Center
- California State University, Long Beach

The Project will also enable local cities to develop mixed-use, transit-oriented communities and economic empowerment zones along the corridor, which greatly contribute to regional, statewide, and national goals related to housing, mobility, climate and environmental sustainability, economic resilience, and safe conditions for vulnerable road users.

This project represents a strategic yet holistic approach to thoroughly embrace a multimodal future. The degree of synergy and local leadership illustrates the united front required to streamline the planning process and expedite implementation.

As members of this project alliance, we understand and fully recognize this project is subject to thorough public engagement, stakeholder collaboration, and approval from each respective city in the corridor. We look forward to being active participants throughout the life of this project and we stand ready to support however possible. Thank you for your attention and consideration of this significant project.

Sincerely,

The undersigned cities, agencies, and organizations:

Enclosure:
 1) Signature Page

We, the undersigned cities, agencies, and organizations support the **Rosemead/Lakewood Boulevard Complete Corridor Project** and the pursuit of funding for the planning stages of the project.



X

Steve Carmona
City Manager
City of Pico Rivera



X

Thaddeus McCormack
City Manager
City of Lakewood



X

Tom Modica
City Manager
City of Long Beach



X

Jesus M. Gomez
City Manager
City of Norwalk



X See Attached Letter

Linda T. Sanchez
US Representative
38th District, California



X See Attached Letter

Bob Archuleta
CA Senator
30th District



X See Attached Letter

Lena Gonzalez
CA Senator
33th District



X See Attached Letter

Lisa Calderon
CA Assembly Member
56th District



X See Attached Letter

Kome Ajise
Executive Director
Southern California Association
of Governments



X See Attached Letter

Janice Hahn
Supervisor, District 4
Los Angeles County



X See Attached Letter

Nancy Pfeffer
Executive Director
Gateway Cities Council of
Governments



X See Attached Letter

Jane Close Conoley,
President
California State University,
Long Beach



X

Chris Hannan
Executive Secretary
LA/OC Building & Construction
Trades Council AFL-CIO



X

Kenneth A. McDonald
President & CEO
Long Beach Transit



X

Daniel Andrade
Executive Director
Pico Rivera Chamber of
Commerce



X

Michael Schneider
CEO
Streets for All



X

Jesse Flores
Coordinator
Norwalk Unides



X

David Diaz, MPH
Executive Director
ActiveSGV



X

Alex Contreras
Executive Director
Happy City Coalition



X

Eli Akira Kaufman
Executive Director
Bike LA



X See Attached Letter

Eli Lipmen
Executive Director
Move LA

MICRO EV TECH HUB

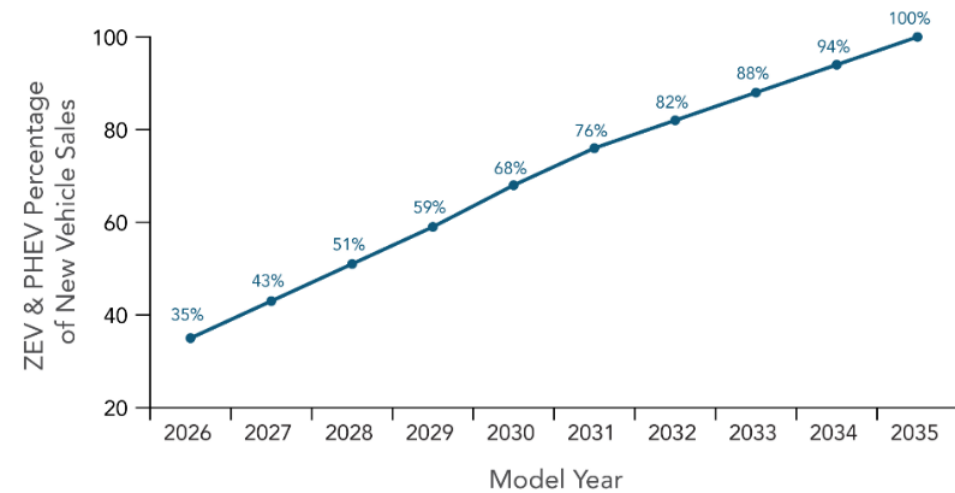


Recommendation/Request

Designate the City of Pico Rivera (nucleus) and the Gateway Cities as a national Micro EV Tech Hub through the US Economic Development Administration.

Overview

As part of a broader effort to embrace an electric multimodal future while promoting economic prosperity, the City of Pico Rivera and the Gateway Cities sub-region of Los Angeles County are striving to establish, attract, support, and sustain an agglomeration economy (business cluster) dedicated to the full product lifecycle of micro electric vehicles (mEVs), a subsector of the EV industry



Introduction

The impacts of climate change have compelled aggressive actions and policies to reduce global greenhouse gas (GHG) emissions, reduce vehicles miles traveled (VMT), reduce energy demands, and reduce waste. Prompted by the high levels of pollution in the transportation sector, California Governor issued Executive Order N-79-20 in September of 2020, requiring the sale of all new passenger vehicles to be zero-emission vehicles (ZEVs) by 2035. The California Air Resources Board (CARB) has since

adopted new rules and regulations to accelerate the production and sales of ZEVs. The combination of supportive policy, robust funding programs, and lucrative incentive packages for both consumers and manufacturers have sparked a market frenzy for ZEVs. As of April 2023, California has surpassed its 2025 goal with over 1.5 million ZEV sales, where 21% of all new cars sold in California this year have been ZEVs, and 40% of ZEVs sold in the U.S. are sold in California.

Based on California's leadership, in 2021, President Biden signed an Executive Order on Clean Car and Trucks establishing 2030 as the target date where half of all new vehicles sold in the US will be ZEVs. Investments through the Build Back Better Agenda and the Bipartisan Infrastructure Deal will expand manufacturing, create good paying union jobs, reduce the cost of ZEVs in the US, and enable worldwide exports.

Driving down GHG and VMT via ZEVs is only part of the solution. Investments in multimodal transportation systems that emphasize mass transit (commuter rail, light rail, BRT) and promote transit-oriented development is also vital to achieving environmental and societal goals. Connecting transit stations to origin and final destinations through first/last mile solutions and active transportation networks is paramount to maximizing the success of multimodal systems. To encourage more walking, biking, and transit, local and regional authorities are proactively developing safe and desirable Complete Streets capable of supporting a meaningful shift in travel modes toward active mobility.











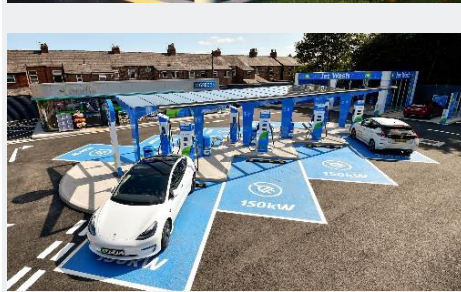

Private industry has identified and expanded upon a niche submarket of micro-EVs (mEVs) (e.g., e-bikes, e-scooters, e-wheelchairs, etc.) as a popular first/last mile solution. In fact, from June 2019 to June 2020, the sale of e-bikes increased by over 190%, a clear indication that mEVs are a convincing jump-off point into the world of active mobility for many people. Local jurisdictions and transportation authorities are now integrating and promoting micro-EVs as public ride-share systems. LA Metro introduced a bike share program comprised of 150 docking stations and over 1,500 bikes in Downtown and Central LA, and North Hollywood alone. From March 2019 to April 2020, the City of Los Angeles ran a pilot program that permitted over 37,000 mEVs to operate on city streets, which produced 10.3 million rides, 8.4 million miles traveled, and saved over 202,000 gallons of gasoline. Cities such as San Francisco, Sacramento, San Diego, Santa Barbara, Long Beach, Santa Monica, Culver City, and many others have also implemented similar ride share programs using mEVs. Unfortunately, the majority of the mEVs are manufactured and produced in China.

The micro-EV submarket presents a fascinating opportunity to explore new economic and workforce development potential while improving urban mobility and achieving outcomes related to public health and environmental resilience.

Transportation Electrification

In 2018, the EV industry in Southern California employed over 119,000 people, had over 200,000 registered EVs, and supplied over 2,400 charging stations. Although light-duty passenger EVs such as the Nissan Leaf have been in production well-before state and federal EV mandates, it was Tesla's ability to disrupt the passenger vehicle market and truly attract the masses to EVs. In 2019, Tesla sold over 365,000 EVs worldwide and represented 20.3 percent of the EV registrations in California. Ambitious government directives combined with strong incentives and greater consumer demand, is driving traditional car companies such as Hyundai, Toyota, BMW, Ford, Chevy, and others to expand their EV product offerings. The strong demand has also enabled new EV manufacturers such as Rivian, Polestar, and Lucid to enter the market.

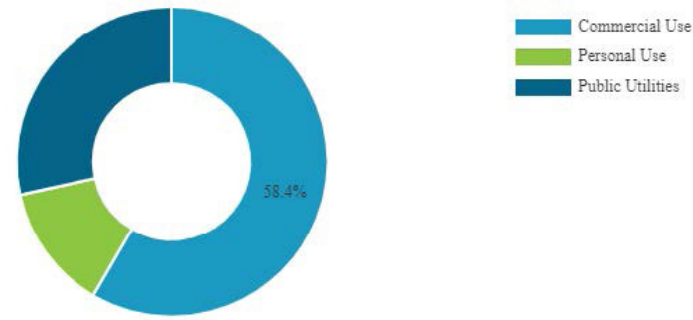
Thanks in large part to climate-oriented government policy, medium- and heavy-duty EVs (e.g., buses and delivery vans) are also poised to see steady growth in sales. As a result, Southern California has given rise to clusters of EV companies producing three primary products:

LIGHT-DUTY EVS	MEDIUM & HEAVY-DUTY EVS	SUPPORTIVE INFRASTRUCTURE
<p>Passenger cars, trucks, vans & SUVs</p> <p>Ex: Tesla, Volkswagen, Ford, Honda, Toyota, Hyundai</p>    	<p>Utility trucks, delivery vans, buses, trams, and freight trucks</p> <p>Ex: BYD, Proterra, New Flyer, Mercedes, Volvo</p>    	<p>Power distribution, charging ports, solar panels</p> <p>Ex: So Cal Edison, EVgo, Charge Point</p>    

Micro EVs

While demand for light-, medium-, and heavy-duty EVs continues to grow, micro-EVs as a subsector of the broader EV industry is largely overlooked but also growing at a rapid pace. The global market for mEVs is anticipated to grow from \$8.91 billion in 2021 to \$24.3 billion in 2031 with a Compound Annual Growth Rate (CAGR) of 10.8% where 58% of the mEVs are used for commercial applications. Electric golf carts, for example, are widely used for large campuses and areas such as theme parks, airports, colleges and universities, stadiums, military bases, downtown districts, etc. Public utility applications refer to ride-share programs provided by local cities or transportation agencies. Although lagging in competitive sales, personal ownership appears to be a segment ripe for growth.

Global Micro Electric Vehicle Market Share, By Application, 2021



Be it for personal ownership, public utility, or commercial uses, mEVs are proving to be effective, convenient, low-cost modes of transport that integrate well with multimodal systems and urban environments. Based on growing demand, reasonable price points, and ever-growing climate concerns, mEVs are an eco-friendly mobility alternative with ample potential for economic growth. Recognizing the opportunity to drive sales and usage of mEVs introduces the prospect of creating an ideal, centralized geographical area that focuses on the full product lifecycle and workforce needs of mEV production including:

PRODUCTION LIFECYCLE			COMPLIMENTARY SUPPORT SERVICES
PRE-PRODUCTION	PRODUCTION	POST-PRODUCTION	
<ul style="list-style-type: none"> Ideation & conceptualization Research & Development Design & Engineering 	<ul style="list-style-type: none"> Materials sourcing Manufacturing & assembly Sales, finance & incentives Warranties & insurance 	<ul style="list-style-type: none"> Recycling & parts recovery Secondary battery usage & supplemental power storage Maintenance & service 	<ul style="list-style-type: none"> Charging infrastructure Accessories & customizations Social encouragement programs Encouragement & Education Programs Marketing & advertising

Personal mEVs - Electric devices that are primarily designed to transport a single individual. They can be sold individually to end users or in bulk to supply mEV ride-share programs within a city. Examples include e-scooters, e-mopeds, e-bicycles, e-one wheels, e-wheelchairs, etc.

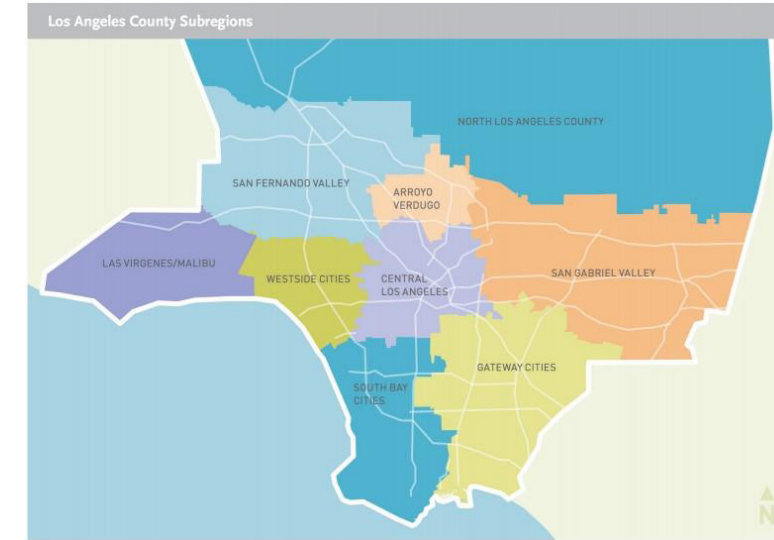


Passenger/Delivery mEVs - Small-sized vehicles designed to transport several passengers, goods, food, and/or parcels. These devices are largely designed for commercial purposes such as electric cab services within a downtown community, security and maintenance mEVs on large campuses (stadiums, colleges/universities, airports), and delivery of small parcels (UPS, FedEx, Amazon) and goods/food (Postmates, GrubHub, DoorDash) in urban areas. Examples may include micro e-cars and e-buses, regular and extended e-golf carts, small delivery e-vans,



Gateway Cities Micro EV Cluster

Although the US has given rise to new mEV companies and experienced an uptick in mEV sales, China and Japan continue to dominate the mEV market. The large demand among prospective individual owners, public transportation agencies, and commercial applications presents a unique opportunity to establish a centralized mEV cluster within the United States or more specifically in southeast Los Angeles County, otherwise known as the Gateway Cities sub-region.



The aggressive expansion of mass-transit systems in LA County combined with a shift toward safer *Complete Streets* and active transportation networks, and a push to develop denser, mixed-use, transit-oriented communities forms the ultimate foundation capable of attracting, supporting, and sustaining an agglomeration economy focused on mEVs. Beyond contributing to goals associated with mobility, public health, and climate resilience, a strong mEV cluster can also elevate economic prosperity in communities that are historically disadvantaged, underserved, and economically depressed.

The Gateway Cities are comprised of 27 cities and 9 unincorporated communities that span nearly 203 square miles in the southeast quadrant of Los Angeles County with a population over 2 million.

Based on the following factors, the Gateway Cities is geographically well positioned within the greater Southern California Metropolitan Region to capitalize on the full product life cycle of mEVs:

Ports & Freight Railroads

The Gateway Cities is home to the Port of Long Beach, which is immediately adjacent to the Port of Los Angeles. Together they represent the largest ports in the US. The 20-mile, north-south Alameda Corridor rail expressway connects both ports to large intermodal transfer yards and the transcontinental railroad mainlines operated by BNSF and Union Pacific Railroad, which transect the Gateway Cities.

Freeway Access & Industrial Core

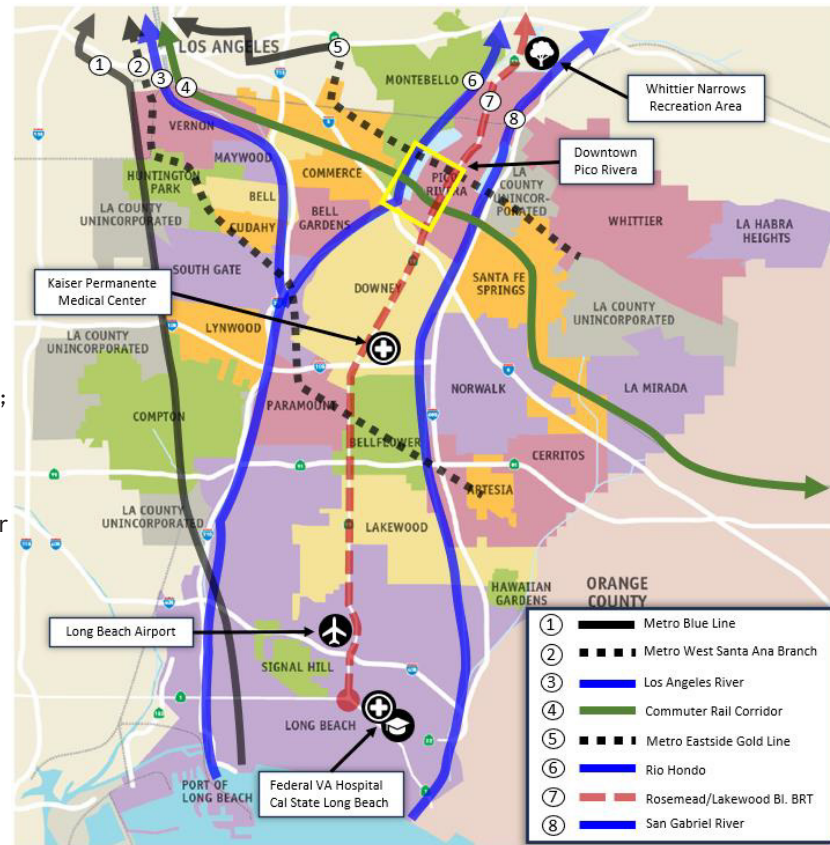
Significant interstate highways such as the I-710, I-405, I-605, and the I-5 also traverse the Gateway Cities connecting the ports and major transfer yards to regional industrial centers in the cities of Long Beach, Commerce, Vernon, Santa Fe Springs, Norwalk, Downey, and Pico Rivera.



Mass Transit, Active Transportation & TOD

Voter approved Measure R (2008) and Measure M (2016) has generated a wealth of local resources to expand the mass transit system throughout LA County. Building on the existing Metro Green and Blue Lines, the Gateway Cities are working collaboratively to advance the following major transit lines:

1. West Santa Ana Branch - A 14.8-mile light rail that is expected to travel from LA Union Station to Artesia. Stations are planned in the cities of Vernon, Huntington Park, South Gate, Downey, Paramount, Bellflower, and Artesia.
2. Eastside Gold Line Extension - This Metro light rail line will travel over 9-miles from the existing Atlantic station in East LA with stations planned in East LA, Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier.
3. Rosemead/Lakewood Blvd. Complete Corridor Project - Cities along former State Highway 19/164 are uniting to advance a 26-mile, north-south bus rapid transit (BRT) line that would connect the Angeles National Forest, the San Gabriel Mountains National Monument, and the Pacific Ocean. It will also connect 13 cities/communities, 13 major transit lines, 7 regional destinations, including the Long Beach Airport and the Federal VA Medical Center.
4. River Revitalization & Active Transportation - Cities within the Gateway Cities are pioneering efforts to establish two special assessment districts: a) the Lower Los Angeles River & Rio Hondo Recreation & Parks District, and b) the Lower San Gabriel River Recreation & Parks District. River revitalization efforts will focus on enhancing water conservation; creating new parks, open, and recreation spaces; and expanding access and connections to the Class-I bikeway network.
5. LA-to-Anaheim Commuter Rail Corridor - The commuter rail corridor that travels through the Gateway Cities is serviced by Metrolink's Orange County Line and the 91/Perris Valley Line, Amtrak's Pacific Surfliner and the Southwest Chief, and eventually California High Speed Rail will connect LA Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC). LA Metro is currently advancing plans for a new commuter rail station in City of Pico Rivera to compliment the Eastside Gold Line, the Rosemead Blvd. BRT, and the active transportation network along the Rio Hondo and San Gabriel River.
6. Transit Oriented Community Development - Revitalization efforts along 3 major rivers, 15 new light rail stations, 1 new commuter rail station, and multiple BRT stations enables Gateway Cities to comprehensively plan for new, denser, transit-oriented community development and holistic urban growth.



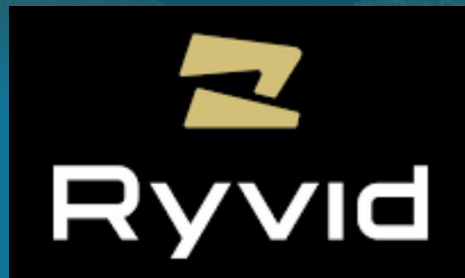
Downtown Pico Rivera

The City of Pico Rivera is developing a Downtown Master Plan to reposition approximately 1,080-acres of land with four primary districts: The Downtown Zocalo (blue), the Micro EV Tech Hub (yellow), the Sports and Entertainment Complex (dark green), and the River Park District (light green). The full area is being planned as a mixed-use, live-work-play community and a dynamic regional destination that thoroughly embraces transit-oriented development and a multimodal future. The success of this area hinges on the integration of Metro's Eastside Gold Line extension, a BRT on Rosemead/Lakewood Boulevard, and a network of parks, trails, and active transportation paths connecting to the Rio Hondo and the San Gabriel River Class-I bikeway, and a new intercity commuter rail station along the LA-to-Anaheim corridor that connects Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC). The yellow zone is currently being planned as the initial nucleus of a Micro EV Tech Hub in the Gateway Cities. Pico Rivera is prepared to work collaboratively with regional, State, federal, and private-sector partners to create robust incentive programs designed to attract, support, and sustain the full product lifecycle of mEVs as a niche sub-market of the broader EV industry.



Public Investments	Est. Value*	Private Investments	Est. Value*
Metro Eastside Gold Line (9-miles)	\$6B	Downtown Zocalo	\$5 - \$8B
Rosemead Bl. CS & BRT (26-miles)	\$150 - \$200M	Sports & Entertainment District	\$1 - \$2B
Commuter Rail Station	\$30 - \$250M	Micro EV Tech Hub	\$1 - \$2B
River, Parks, Trails, Open, & Recreation	\$50 - \$80M		
Roads, bridges, utilities, etc.	\$50 - \$75M		
Total Public Investments=	\$6.3 - \$6.6B	Total Private Investments=	\$7 - \$12B

* Estimates are based on a high-level, rough order of magnitude cost comparison with similar development programs nationwide.



Founded in 2020, Ryvid is a new California-based company that produces lightweight, aerospace-inspired electric motorcycles. In November 2022, the California Governor’s Office of Business and Economic Development (GO-Biz) announced a \$20 million grant award to help Ryvid establish its headquarters in the City of Hawaiian Gardens (in the Gateway Cities), a manufacturing facility in San Bernadino for electric motorcycles, and a lithium battery manufacturing facility in El Cajon. Collectively, RYVID intends to create more than 900 new, full-time jobs.

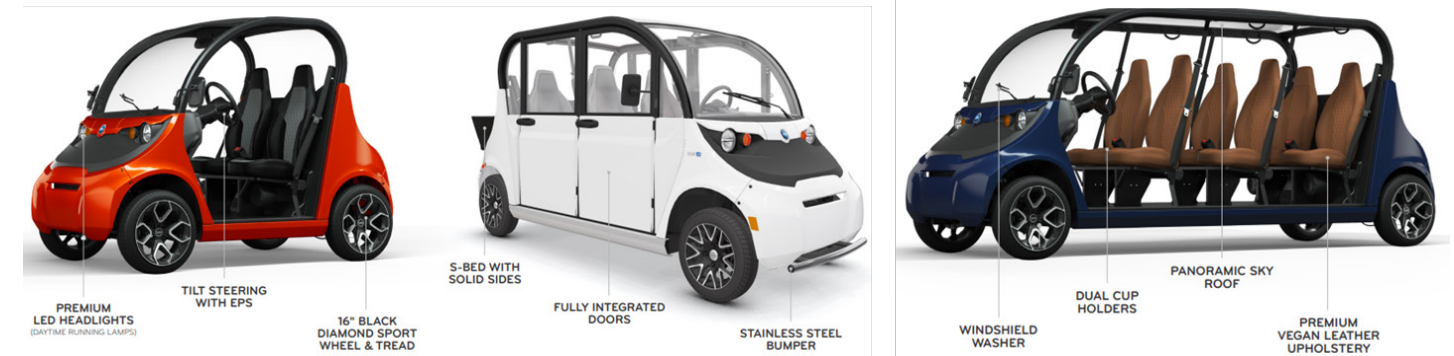
Starting \$7,800, the Anthem is Ryvids signature product that will undoubtedly rival Harley-Davidson’s sub-brand e-motorcycle, the LiveWire One, which has a starting price north of \$20,000. Designed for urban commutes, the Anthem gets up to 75 miles on a full charge and reaches speeds over 75mph. The Anthem has a removable 4.3 kWh batter pack that takes 3.5 hours to fully charge using a 110V or 2 hours using a 220V charging supply.



Manufactured in Anaheim, California, GEM vehicles have been changing the way we think about EVs for 25 years. Long before “going electric” was a trend, GEM was introduced as a new vehicle that would drive the world of mobility into the future. GEM produces electric vehicles (EVs) engineered for local streets. Unlike golf carts, GEM is street legal on most roads 35 mph (50 kmh) or less and travels at a maximum speed of 25 mph (40 kmh). Additionally, GEM is engineered to exceed low-speed vehicle (LSV) federal safety standards.

We live in a car-dependent nation, yet nearly 50% of all car journeys are under three miles. That percentage is even higher in cities. Consumers need mobility solutions that fit their needs. We envision a future where GEMs are used for localized mobility, full-size cars are used for highways and high speeds, and golf carts are used for golf courses. GEM vehicles serve the following use cases:

- Colleges & universities
- Government & Municipalities
- Hospitality & Tourism
- Parks & Recreation
- Manufacturing & Warehousing
- Commercial & Residential
- Conventions & Events
- Aviation
- Industrial Parks
- Urban Mobility





CANOO DELIVERS CREW TRANSPORTATION VEHICLES TO NASA FOR ARTEMIS MISSIONS

Based in Torrance, Canoo's mission is to bring EVs to Everyone. Canoo has designed a modular electric platform purpose-built to deliver maximum vehicle interior space that is customizable across all owners in the vehicle lifecycle to support a wide range of vehicle applications for consumers and businesses.

— C A N O O —

Canoo has a track record of securing prominent government contracts. In 2022, the National Aeronautics and Space Administration (NASA) selected Canoo to provide Crew Transportation Vehicles (CTVs) for crewed Artemis lunar exploration launches. That same year, the U.S. Department of Defense contracted with Canoo to deliver Light Tactical Vehicles (LTVs) to the U.S. Army.



NEW COMMUTER RAIL STATION IN DOWNTOWN PICO RIVERA

LOS ANGELES-TO-ANAHEIM COMMUTER RAIL CORRIDOR

Downtown Pico Rivera

Introduction

The City of Pico Rivera is developing a Downtown Master Plan to reposition approximately 1,080-acres of land with four primary districts: The Downtown Zocalo (blue), the Micro EV Tech Hub (yellow), the Sports and Entertainment Complex (dark green), and the River Park District (light green). The full area is being planned as a mixed-use, live-work-play community and a dynamic regional destination that thoroughly embraces transit-oriented development and a multimodal future. The success of this area hinges on the integration of Metro's Eastside Gold Line extension, a BRT on Rosemead/Lakewood Boulevard, and a network of parks, trails, and active transportation paths connecting to the Rio Hondo and the San Gabriel River Class-I bikeways. The intercity commuter rail corridor that connects Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC) is serviced by three commuter railroads: Metrolink, Amtrak, and eventually California High Speed Rail. Metro has initiated a feasibility study and strategic plan to develop a new commuter rail station in Downtown Pico Rivera.



Public Investments		Private Investments	
	Est. Value*		Est. Value*
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Estimate Timeline

2021	2022	2023	2024	2025	2026	2027	2028	2029/30
Initial Research, Analysis & Outreach		Motion	Feasibility Study	5%	30%	60%	100%	★ Revenue Service
				CEQA / NEPA		Construction		

Corridor Stakeholders

BNSF Railway

BNSF is an international freight and goods movement railroad that owns the vast majority of rail right-of-way along the LA-to-Anaheim corridor. Through a regional operating agreement, BNSF provides approximately 80 freight trains and 50 passenger trains per weekday.

Metrolink - Southern California Regional Railroad Authority (SCRRRA)

The Metrolink commuter rail system is comprised of 65 stations along seven lines that connects the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and San Diego. Metrolink only owns and operates the trains and does not own, plan, fund, or maintain railroad stations and infrastructure. Within the LA-to-Anaheim corridor, the Orange County Line and the 91/Perris Valley Line extends from Los Angeles Union Station to Oceanside and South Perris, respectively. SCRRRA is a JPA comprised of five transportation authorities, including LACMTA, OCTA, RCTC, SBCTA, and VCTC.

Amtrak - Los Angeles, San Luis Obispo, and San Diego (LOSSAN) Agency

Amtrak is a federal intercity passenger rail service that operates two rail lines within the LA-to-Anaheim corridor. The Pacific Surfliner travels along the southern California coast connecting the cities of San Luis Obispo and San Diego. The Southwest Chief provides daily round-trip service from Los Angeles to Victorville, Flagstaff (Grand Canyon), Albuquerque, Kansas City, and Chicago among other cities. The Pacific Surfliner is largely funded by the State of California, administered by a locally appointed joint-powers authority (LOSSAN), and operated by Amtrak.

California High Speed Rail Authority (CAHSR)

CAHSR is responsible for planning, designing, building, and operating an 800-mile system of high-speed rail that will connect the mega-regions of the state. CAHSR will environmentally clear (CEQA/NEPA) and optimize the 30-mile rail corridor from LAUS to ARTIC by adding a dedicated high-speed rail track, eliminating system bottlenecks, streamlining rail operations, and improving signal technology.

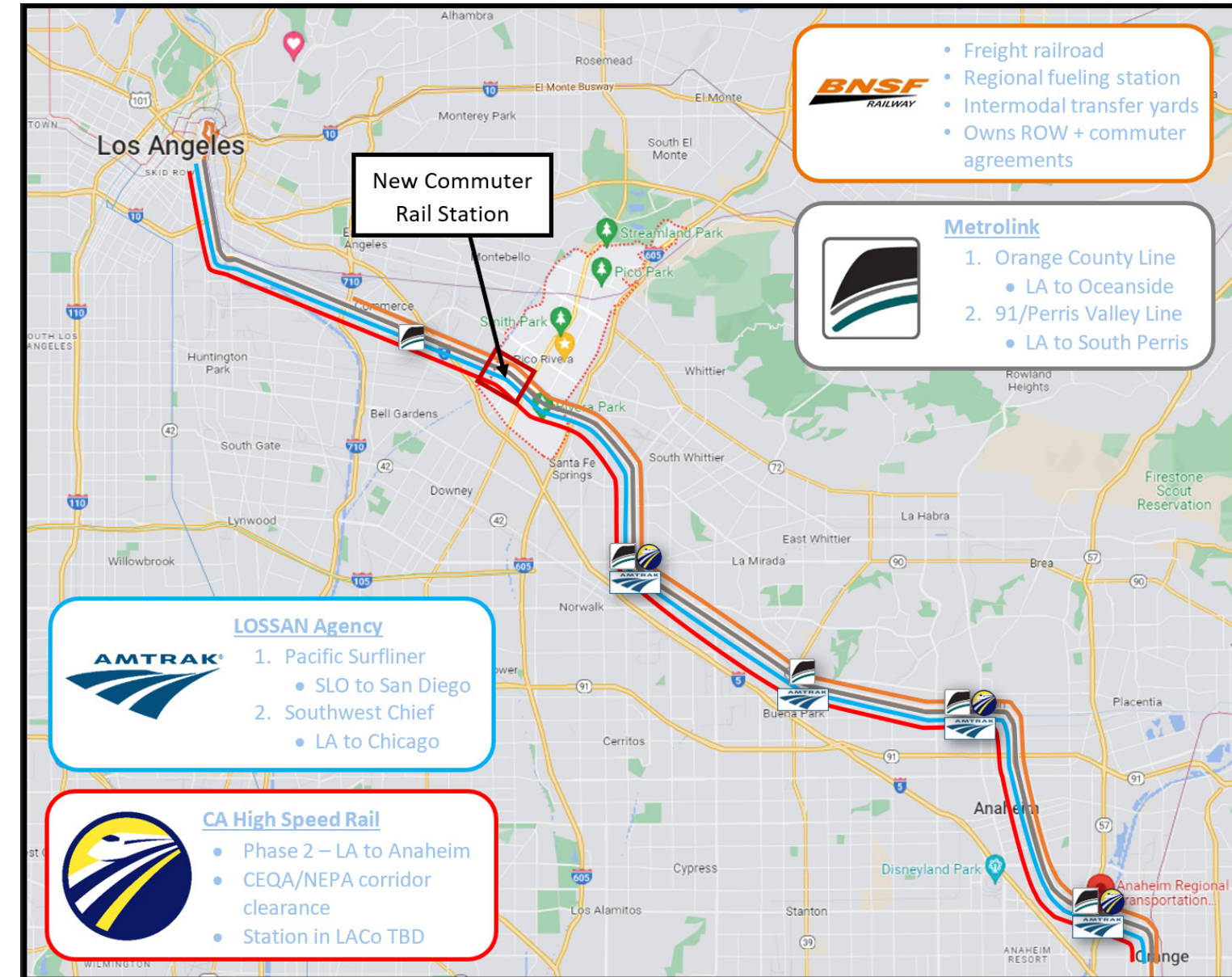
LA Metro

Metro is the metropolitan transportation authority for the County of Los Angeles and serves as a member agency of SCRRRA and LOSSAN. Metro's Regional Rail Division supports coordination efforts related to all commuter rail services, infrastructure, stations, and agreements within Los Angeles County. Metro is therefore the most appropriate agency to lead planning efforts for a new station in the City of Pico Rivera.

Corridor and Station Cities

Corridor cities are those with some level of jurisdictional authority or responsibility within the railroad corridor. Some cities may share ownership of railroad infrastructure such as bridges, under/overpasses, adjacent roadways and/or utilities. Cities with a commuter rail station typically own and are therefore responsible for funding, maintaining, and operating a station including parking lots, fencing, landscaping, lighting, sidewalks, and other facilities (buildings, restrooms, etc.) leading up to the station platform and railroad tracks. Although Metro will plan and design a new station with input from the respective station city, station development and improvements are typically the full responsibility of that station city.

Corridor Map



Station Advancement Strategy

Based on initial analysis, the city recommends the following course of action to advance a new station in the City of Pico Rivera:

1. Initial research and assessment

The city has completed a preliminary analysis of the corridor, including major challenges and operational inefficiencies; opportunities to optimize passenger service; prospective ridership growth, rough order of magnitude cost estimate, and identified a suitable location for a new station. Based on the findings, the city is developing a specific plan to ensure complimentary land uses, multimodal mobility, and corresponding transit-oriented development.

2. Professional advice and political strategist

The city has engaged Jaime de la Vega, a former Metro Board Deputy, Metrolink Board Member, and General Manager of LADOT to provide professional validation, insight, advice, and to help develop a political strategy to advance the project.

3. Initial outreach and engagement

The City of Pico Rivera has conducted outreach and briefed critical regional stakeholders regarding the general intent to develop a new station in Pico Rivera. Outreach to date includes:

- Staff of Janice Hahn - LA County Supervisor & Metro Board Member
- Staff of Fernando Dutra - Whittier Councilmember & Metro Board Member
- Ara Najarian - Metro Chairman & Metrolink Board Member
- Darren Kettle, CEO & Roderick Diaz, Planning Director - Metrolink, SCRRRA
- Ernie Camacho, Board Member, CA High Speed Rail
- LaDonna DiCamillo - Southern California Regional Director, CA High-Speed Rail
- Nancy Pfeffer, Ex. Director, & executive staff - Gateway Cities Council of Governments

The city is also targeting the following community groups and stakeholders with a history of supporting transit-forward initiatives and/or broader community and economic development:

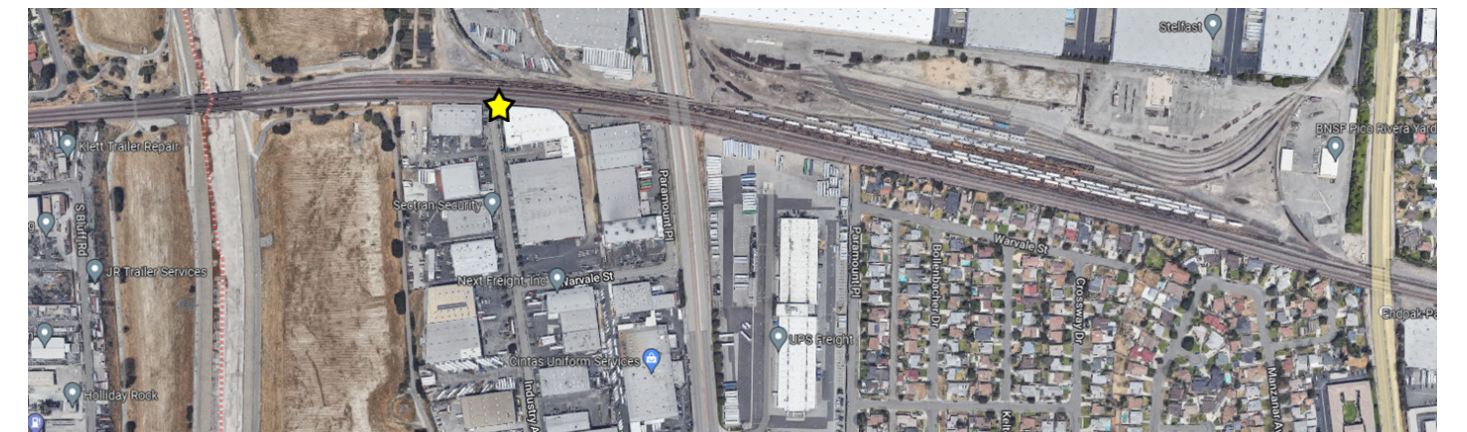
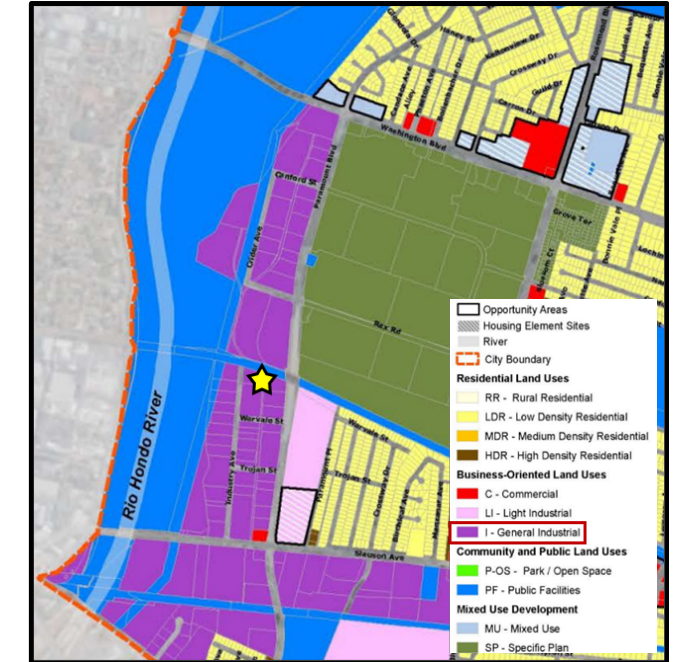
- Los Angeles County Economic Development Corporation
- Building Trades
- Rail Passengers Association of CA & NV (RailPAC)
- Sierra Club - California
- Happy Cities Coalition
- Center for Environmental Health and Justice (CEHAJ)
- Los Angeles County Bicycle Coalition
- Alliance for Community Transit (ACT-LA)
- Streetsblog LA
- Urbanize LA
- People for Mobility Justice

4. Board-Approved Motion at Metro

- Motion authored by Supervisor Hahn, Director Dutra and Najaarian. The motion was approved unanimously by the full Metro Board.
- Metro is now undertaking a comprehensive feasibility study and developing strategic plan

Station Location Area

Downtown Pico Rivera is being planned to include transit-oriented land uses, mixed-use zoning, development standards, art and design guidelines, and to accommodate multimodal alternatives. The station location would be appropriately positioned on the south side of the rail corridor to ensure commuter rail access. The site is immediately adjacent to the Rio Hondo Class-I bikeway thereby facilitating connectivity to the regional active transportation network. The new station would also be near a regional north-south bus rapid transit line that is currently under study. The area is currently zoned General Industrial with aging buildings soon to meet their life expectancy.



Concept Station Designs



Metro

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



Board Report

File #: 2023-0103, File Type: Motion / Motion Response

Agenda Number: 15.

EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 16, 2023

Motion by:

DIRECTORS HAHN, NAJARIAN, AND DUTRA

Creating a Commuter Rail Station in the City of Pico Rivera

The 2018 California State Rail Plan (Plan) calls for an integrated, state-of-the-art railroad system to transform mobility, invigorate economic activity, and enhance quality of life. The Plan seeks to increase passenger rail trips more than tenfold by 2035, to 1.3 million per day across the state. To do this, the Plan emphasizes investing in and delivering capital improvements, such as Metrolink's Southern California Optimized Rail Expansion (SCORE), which prioritizes major capital improvements systemwide and includes the Burbank-to-Anaheim rail corridor, which is also significant for the future California High Speed Rail project.

In addition to passenger commuter rail, the Burbank-to-Anaheim corridor serves both Union Pacific Railroad and Burlington Northern Santa Fe freight railroads. Between Downtown LA and Anaheim, approximately 80 freight trains and 50 passenger trains use the Burbank-to-Anaheim corridor every day, including the nation's second-busiest Amtrak route: the Pacific Surfliner.

The City of Pico Rivera is pursuing a community revitalization program that seeks to position the city as a regional destination and includes a plan for a transit-rich community incorporating the future Eastside Gold Line Extension on Washington Boulevard; improvements to the Rio Hondo and LA River bike paths; a Complete Street and Bus Rapid Transit corridor on Rosemead Boulevard; and the Burbank-to-Anaheim commuter rail corridor.

The downtown area of Pico Rivera is uniquely situated along the Burbank-to-Anaheim rail corridor, which would be well-served by a new commuter railroad station for Metrolink, the Amtrak Pacific Surfliner, and a future California High-Speed Rail. A new commuter station would enable Pico Rivera to offer long-term equitable community development, environmental resilience, and sustained economic growth, in support of the State's Rail Plan to increase passenger rail ridership.

SUBJECT: CREATING A COMMUTER RAIL STATION IN THE CITY OF PICO RIVERA MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Najarian, and Dutra that the Board direct the Chief Executive

Officer to work with the Cities of Pico Rivera and Commerce, the Southern California Regional Rail Authority (Metrolink), California High Speed Rail Authority (HSR), Amtrak (LOSSAN), and freight rail operators to conduct a feasibility study and strategic plan for a new commuter rail station within the City of Pico Rivera along the Los Angeles-to-Anaheim rail corridor. The study shall include, but not be limited to the following elements:

- A. Existing and planned land-use and transportation conditions that would best support a new commuter rail station in Pico Rivera;
- B. A rough order of magnitude cost estimate and potential funding sources for a new station in Pico Rivera including elements such as planning and design, right-of-way, environmental, construction, and maintenance costs; and,
- C. The mechanism to include a new commuter rail station in Pico Rivera within the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Community Strategy.

We, further, move that the CEO report back to the Board within 90 days with initial findings and next steps for the above-requested items.



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