Title

San Gabriel Valley Council of Governments (SGVCOG)

2025 ATP Large Infrastructure Application

ATP: Previously Submitted Applications

Score	n/a
Has this project been submitted in a previous ATP cycle?	No
If there are any changes in the scope of work from the previous cycle, please provide a brief description.	1. Correct, we have not previously submitted an ATP application for Palomares and Main St. 2. No changes, the project has NOT been previously submitted for ATP funding. Cycle 6 included 2 RR crossings and bike pathways: Hamilton and Park Ave. These are two separate projects located within the City of Pomona.

ACTION REQUIRED: ATP Cycle 7 Project Application 7-San Gabriel Valley Council of Governments-1

11/20/20

Score	n/a

Inconsistencies within the application and attachments:

Location_Map_and_Cross-section_Main_Paromares_V4__11.2024.pdf

Deliverability/Constructability:

Project_Schedule_Template-_v6_revised.pdf

Please update Funding Table Allocations Years:

C7.atp-adopted-funds-template.xlsx

ACTION REQUIRED: ATP Cycle 7 Project Awardee Application

11/20/2024

Score	n/a

REQUIRED: Update Funding Years and ATP Totals

C7.atp-adopted-funds-template.xlsx

Original Submission

06/17/2024

Score	n/a
	Part A: General Application Questions
	Part A1: Applicant Information
Implementing Agency Name	San Gabriel Valley Council of Governments (SGVCOG)
Implementing Agency's LOCODE	6303, San Gabriel Valley Council of Governments
Implementing Agency's Address	1333 S. Mayflower Ave. Suite 360 Monrovia CA 91016 US 34.13724 -118.01024
Implementing Agency's Primary Contact Person	Gary Cardamone
Primary Contact Person's Title	Senior Project Manager
Primary Contact Person's Phone Number	+14244001360
Primary Contact Person's Email Address	gcardamone@sgvcog.org
Implementing Agency's Secondary Contact Person	Vanessa Guerra
Secondary Contact Person's Title	Management Analyst
Secondary Contact Person's Phone Number	+16262145574
Secondary Contact Person's Email Address	vguerra@sgvcog.org

Does the implementing agency currently have a Master Agreement with Caltrans?	Yes
Implementing Agency's Federal Caltrans Master Agreement Number	07-0630R
Implementing Agency's State Caltrans Master Agreement Number	00363S
Does this project have a Project Partnering Agency?	Yes
Project Partnering Agency Name	City of Pomona
Project Partnering Agency's Contact Person	Ronald Chan
Contact Person's Title	Senior Civil Engineer
Contact Person's Phone Number	+19096202286
Contact Person's Email Address	Ronald.chan@pomonaca.gov

Attach a letter of intent or other documentation:

Part_A1_Partner_Letter_of_Intent..pdf

	Part A2: General Project Information
Project Name:	SAFE PATHS POMONA: AT-GRADE PEDESTRIAN AND BIKE SAFETY

Summary of Project Scope:	This project meets all the goals of the ATP, with a focus on critical safety improvements to mobility and reducing barriers for people walking, biking, and rolling in two key locations in Downtown Pomona. This area is classified as an SB 535 Disadvantaged Community and is in the 10.9 percentile of the Healthy Places Index (HPI). This project will create a more livable community by focusing on improving street safety and access for people of all ages and abilities. Currently, the northern and southern segments of the city are separated by the freight-heavy Union Pacific Railroad (UPRR) that also hosts Metrolink commuter rail and Amtrak Sunset intercity passenger rail service. The community is concerned with the at-grade rail crossings at Main and Palomares Streets due to lack of separation between trains and people walking and biking. Current conditions also include narrow sidewalks, missing or outdated ADA ramps, and only one crosswalk on one side of the crossing. The proposed project creates new, safe connections across the railroad at Main and Palomares Streets with Class II and III bike lanes, new crosswalks, pedestrian swing gates, widened/reconstructed sidewalks at the crossing, new ADA ramps, landscaping, and signage. This project is part of a larger project consisting of active transportation improvements at five intersections along the rail alignment to create a network of safe railroad crossing routes. They connect residents to critical destinations such as schools, institutions of higher education, civic services, parks, and employment areas between the northern and southern segments of the city. Main and Palomares Street are the two remaining intersections needing funding. Their design plans are 95% complete for the railroad crossings portion of the project. The project will improve active transportation opportunities for the 31,109 DAC residents in the area who walk, bike, or roll in Pomona.
Summary of Outcomes/Outputs:	Construct 8 Railroad crossing Gates; 14,153 LF of Class II and III bike lanes; 20 shortened crosswalks with 2 roundabouts and bulb-outs; 2178 LF of improved sidewalks; 45 reconstructed ramps; improved drainage at pedestrian crossings.
Federal Transportation Improvement Program (FTIP) Project Description:	Construct RR crossing safety gates, new Class II & III bike lanes, shorten crossing distances with roundabout and bulb-out intersection improvements, improved sidewalks & ramps.
Project Location:	Two downtown Pomona UPRR crossings: Main St. & Palomares St., New Class II & III bike lanes from Holt Blvd to Mission Blvd (Main) & McKinley Ave to Franklin Ave (Palomares).

Attach a project location map

Attachment_C_Project_Location_Map3.pdf

List all cities that the project will affect. All cities must be located within the State of California.

Cities.xlsx

Infrastructure Project Coordinates - Latitude	34.0589
Infrastructure Project Coordinates – Longitude	-117.7525
Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)?	No

Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXX) for each census tract that the project benefits.

2010 Census Tracts.xlsx

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXX) for each census tract that the project benefits.

2020 Census Tracts.xlsx

Caltrans District:	7
Congressional Districts (Select all that apply):	35
State Senate Districts (Select all that apply):	20
State Assembly Districts (Select all that apply):	52
County	Los Angeles
Metropolitan Planning Organization (MPO)	SCAG
Regional Transportation Planning Agency (RTPA)	None
Urbanized Zone Area (UZA) Population:	Project is located within one of the ten large MPOs

Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?	No
	Part A3: Project Type
Select the plans your agency currently has (select all that apply):	Bicycle Plan Pedestrian Plan Active Transportation Plan Safe Routes to School Plan
Is the proposed project in a current plan?	Yes
Select project sub-types (select all that apply):	Safe Routes to School Pedestrian Transportation Bicycle Transportation Safe Routes for Seniors
Bicycle Transportation - % of Project	50
Pedestrian Transportation - % of Project	50

Please complete the table below for all schools that the project benefits:

SRTS List.xlsx

Attach school documentation here. See below for requirements.

Part_A3-SRTS.pdf

	Part A4: Project Details
Indicate the project improvement types included in the project/program/plan:	Bicycle Improvements Pedestrian Improvements Crossing & Intersection Improvements Vehicular-Roadway Traffic-Calming Improvements

	Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.
	Bicycle Improvements
What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure?	00
Please complete the table below: **Bicycle Improvements.xlsx**	
	Pedestrian Improvements
What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?	00
Please complete the table below: **Pedestrian Improvements.xlsx**	
	Crossing and Intersection Improvements
Please complete the table below: **Crossing Improvements.xlsx**	
	Vehicular-Roadway Traffic-Calming Improvements
Please complete the table below: **Traffic Calming.xlsx**	
	Right-of-Way (R/W) Impacts

Is 100% of the project within the Implementing Agency's R/W and/or is within their control at the time of application?	No
Select all that apply:	Project will likely require R/W, easements, encroachment and/or approval involving governmental agencies (excluding Caltrans), environmental, or railroad owner's property.
	Project will require R/W or easements from governmental agencies (excluding Caltrans) or railroad companies: Note: See application instructions for more details on the required coordination and documentation from these agencies.

Attach a letter of support or neutrality from each separate agency. Combine all letters in one attachment:

Part_A4_UP-ACE_Master_Agreement.pdf

Number of additional months needed (all project phases) for all of these agencies to complete their required oversite responsibilities and to complete any required actions that are necessary based on the expected R/W impacts?	0
Has the project schedule been developed to account for this time?	Yes
	Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration of the project delivery tasks below, applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff. 3. The proposed CTC Allocation dates must be between July 1, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.

	Project Approval & Environmental Document (PA&ED) Project Delivery Phase:
Will ATP funds be used in the PA&ED phase of the project?	Yes
Proposed CTC PA&ED allocation date:	7/1/2025
Notice to Proceed with Federally Reimbursable ATP Work:	9/1/2025
Expected or past start date for PA&ED activities:	10/1/2025
Number of months to complete CEQA and NEPA studies and approval:	6
Expected or past completion date for the PA&ED phase:	4/1/2026
Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:	
	Plans, Specifications, and Estimates(PS&E) Project Delivery Phase:
Will ATP funds be used in the PS&E phase of the project?	Yes
Proposed CTC PS&E allocation date:	5/15/2026
Notice to Proceed with Federally Reimbursable ATP Work:	8/1/2026

Expected or Past Start Date for PS&E Activities:	9/15/2026
Number of months to complete PS&E:	9
Expected or past completion date for the PS&E phase:	6/15/2027
	Right-of-Way (R/W) Project Delivery Phase:
Will ATP funds be used in the R/W phase of the project?	Yes
Proposed CTC R/W allocation date:	5/15/2026
Notice to Proceed with Federally Reimbursable ATP Work:	7/15/2026
Expected or past start date for R/W activities:	8/15/2026
Number of months to complete the R/W engineering, acquisition, and utilities:	9
Expected or past completion date for the R/W phase:	5/15/2027
Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:	
	Construction (CON) Project Delivery Phase:
Will ATP funds be used in the CON phase of the project?	Yes
Proposed CTC CON Allocation Date:	7/15/2027

Notice to Proceed with Federally Reimbursable ATP Work:	11/15/2027
Expected start date for construction activities:	1/15/2028
Number of months needed to complete construction activities:	16
Expected completion date for the CON phase:	5/15/2029
	Part A6: Project Funding
Total Project Cost	26158
Total ATP Request	20162

Please complete the table below in thousands:

Funding Table.xlsx

	ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of $1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.
Do you believe your project warrants receiving state-only funding?	No
	ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

Part_A6-LAPG_25i_v9.pdf

	Part A7: Screening Criteria The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?	No
Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?	No
Are adjacent properties undeveloped or under-developed where standard “conditions of development” could be placed on future adjacent redevelopment to construct the proposed project improvements?	No
Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?	Yes

Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

Part_A7-Project_Consistency.pdf

Is the implementing agency Caltrans?	No
	Part B: Narrative Questions

	QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)
Does this project qualify as benefitting a Disadvantaged Community?	Yes
	A. Disadvantaged Community Map (0 points)
Attach a map of the project boundaries, disadvantaged community access points, and destinations: **Part_B_Q1A-DAC_Area.pdf**	
	B. Identification of Disadvantaged Community (0 points)
Select one of the following tools to identify the disadvantaged community:	Healthy Places Index (HPI) 3.0
	Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website.
Healthy Places Index 3.0 **HPI.xlsx**	
Lowest HPI Percentile from table above:	7.4
HPI percentile for the census tract(s) that the project benefits (cell B38 in table above):	14.771863018187778
Attach a copy of the HPI page for each census tract listed above. **Part_B_Q1B-HPI_Scores.pdf**	
	C. Direct Benefit (0-4 Points)
C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the	The project area is defined as a disadvantaged community based on Healthy Places Index 3.0. The project will impact an area of 31,000+ people that is bisected by the east-west UPRR tracks which is used by frequent freight, commuter, and passenger rail services. The tracks create an unsafe physical barrier for disadvantaged community residents who need to cross every day at Main and Palomares to connect to essential daily services such as schools, employment, transit, parks, and public services on either

improvements meet an important need of the disadvantaged community.	side of the railroad tracks. Travel along Main and Palomares is also unsafe due to lack of non-compliant curb ramps, unmarked crossings, and bike facilities. Both Main and Palomares are major north-south pathways connecting the residential areas north and south of the tracks to destinations including schools, the Pomona Transit Center, City and County courts, LA County Health Services, City Hall, Pomona Public Library, Civic Center Park, the Arts Colony and its walkable entertainment district, the American Museum of Ceramic Art, and the Glass House Concert Hall which hosts and promotes local artists. According to the Healthy Places Index (HPI), the project area has among the least healthy conditions in the state. The tracts collectively have an HPI percentile ranking less than 11, and PM 2.5 emissions concentrations at the lower 8% percentile statewide. Both crossings lack bicycle facilities and adequate safety measures for pedestrians. The new bike facilities and safety improvements will close improve the active transportation network and connect this disadvantaged community to the many destinations in downtown Pomona. People living in these census tracts commute by transit, walking, or cycling more than 57.2% of other census tracts statewide while having greater automobile access than just 24.8% of other census tracts statewide. This highlights the importance of access to the Pomona Transit Center just north of the east-west and new and improved active transportation facilities railroad tracks. Of concern is the number of 6th to 12th grade students at the School of Arts and Enterprise. Approximately 90% of the 1000+ student body are eligible for free/reduced-price lunches. They walk on Main Street across the tracks during arrival and dismissal from school. In addition, nearly 300 of the 9th to 11th-grade high school students use the crossings throughout the day in groups of 30-40, every 90 minutes changing classes. As train volumes grow, there will be more instances of students tempted to "beat the train" to make it to their class on time. Western University of Health and Sciences, located on Palomares just south of the tracks, enrolls 28,000 students and offers low-cost healthcare clinics. Older residents and people with disabilities walk in from the neighborhood to access their clinics. They deserve improved safety measures at the crossings as they are less likely to see or hear the trains. As evidenced by an HPI automobile access score of 24.8%, many of these low-income individuals and families don't have vehicles and need a safe non-motorized mobility option. All the crossings in downtown Pomona require traversing three or four tracks.

C2. Explain how disadvantaged community residents will have physical access to the project.	The city is well known as the home of the LA County Fairplex, that welcomes more than a million visitors every year to the County Fair, among many other cultural and learning events. It is also home to two prestigious universities – California Polytechnic University at Pomona (one of two polytechnic universities in the California state system) and Western University of Health Sciences (one of the largest graduate schools for health professions in California). Main Street and Palomares Street are fully accessible from every segment and intersection and located on either side of the LA Metro Riverside Line - Pomona Downtown Station. They are major north-south routes connecting disadvantaged communities across the railroad crossing, which is currently a physical east-west mobility barrier separating communities from educational opportunities (School of Arts & Enterprise, Western U.), City and County courts, LA County Health Services, the Arts Colony and its walkable entertainment district, and the other county and city civil services. The buildout of the bike/pedestrian network in Downtown Pomona helps this transit-dependent community gain safer access to the Pomona Transit Center through additional north-south pathways on Main and Palomares. From there, access to the entire region is possible via Metrolink Commuter Rail and local and regional buses. The new Class II bike facilities on Palomares and Class III facilities on Main will aid cyclist safety as they navigate the multiple at-grade railroad tracks. Additionally, children, families, teens, and students (after school) in the Project Area, especially those just north of the tracks, must cross Main Street to access Memorial Park. According to the California Healthy Places Index, the tracts within the project area are ranked at the 36.4 percentile for park access. As such, disadvantaged communities need safe routes to the few parks within the City of Pomona. Main and Palomares also provide north-south access to Ganesha Community Center (at 1575 N. White Ave.) and Gente Organizada, a community-led social action non-profit organization that promotes equity in Pomona, focusing on the largely Spanish speaking immigrant population in Pomona. Two affordable housing units (Veterans Park and the Myrtle Ave. apartments) have direct access to the improved facilities. The roadways are more likely to be used by those living in the five census tracts in which they are located because more of these residents participate in active commuting, and fewer have automobile access than other California census tracts. This also makes the complete bicycle and pedestrian facilities through the two multi-track railroad crossings more important for this community, creating new safer routes through town.

C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.	The need for safety improvements at rail crossings in the downtown area was initially identified in 2014 because of the growing number of trains traveling through the city. Increasing congestion and collision risks to the surrounding businesses and neighborhoods necessitated a solution. Based upon an evaluation of then current and predicted rail traffic compared with observed vehicular, cycling, and pedestrian use, preliminary project concepts were developed. As part of the early planning and public engagement process, a community meeting was held on July 14, 2014, in the Pomona City Council Chambers. A total of 562 notifications regarding the community meeting were mailed to property owners in and around the impact area. Twelve members of the community signed in, however there were 18 people present at the meeting. Rail/roadway grade separation concepts were rejected after extensive public review due to concerns voiced by local community members on issues with safety, visual aesthetics, and traffic circulation impacts. At a future City Council Special Session in 2014, a fourth new option was identified: five at-grade crossing improvements, including pedestrian crossing gates, fencing, wider sidewalks, and ADA improvements. The community supported the at-grade railroad crossing improvements because they addressed public safety and minimized negative impacts to nearby residents and businesses. On April 26, 2022, the public engagement process was refreshed with an online workshop. At that time, the project engineering and planning team provided a background on the four crossings (two have since been improved), the proposed improvements, and the benefits in terms of safety, ADA access and increased mobility and connectivity. During this workshop, the public outreach coordinator for the School of Arts and Engineering (SAE), a PUSD charter school, expressed concern about increased train frequency and the number of students who must cross the railroad tracks each day to attend classes in several buildings north and south of the tracks. The proposed Project is supported by the community, documented by outreach by the SGVCOG and the City of Pomona over many years. Neither the SGVCOG nor the city anticipates any of the proposed safety and mobility improvements will lead to displacement as all are within the City or Union Pacific right-of-way areas.

Attach documentation to show disadvantaged community support:

Part_B_Q1C3-CommunitySupport.pdf

	D. Project Location (0-2 Points)
Select the option that best describes the project location:	Project is fully in a disadvantaged community
	D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.

	QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-38 POINTS) Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users.

Safe Routes to School Data:

SRTS Summary.xlsx

	A. Statement of Project Need (0-19 points)
Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?	The two at-grade crossings at Main Street and Palomares Street are important north-south connections that link the City of Pomona across a high-volume, multi-track, railroad right-of-way. Nearly 31,000+ residents live in the five census tracts that comprise the Project Area representing some of the most economically disadvantaged and environmentally burdened in the State of California. As evidenced by a HPI Automobile Access score of only 24.8%, and 57.2% Active Commuting score, these residents have low auto access while they engage in significantly higher levels of active commuting. The need for this Pedestrian and Bicycle Safety Improvement Project with the direct safety benefits it provides will encourage disadvantaged residents to walk and roll in their communities. The City of Pomona is striving to revitalize the area, improve the quality of life, and knit the community back together by creating a walkable downtown that is connected via safer passages across the railroad tracks that now divide the city. Safer routes for pedestrians and bicyclists will encourage even more Pomona residents to use active transportation. This Project creates a new route in the active transportation network identified in the City's 2012 Pomona Active Transportation Plan, as well as the walkability goals of the City's Downtown Pomona Specific Plan. It supports safe and active non-motorized mobility and access to and from a variety of affordable housing units including the Mayfair Apartments, a 32-unit multifamily transit-oriented apartment community, and the Sienna Residences which offers flexible lease rates based on qualifying income. The Project also connects communities to the Pomona Transit Center which is a hub for high-quality transit including Metrolink commuter rail, Amtrak intercity rail, as well as Foothill Transit bus service and the Bronco Link Shuttle to Cal Poly Pomona. Building out the community-level active transportation network is a regional strategy to provide first/last mile connections to major bus and rail service. The Pomona Vista Care Center and the Country Oaks Care Center just north of the project area are accessible via Main St. These centers provide services to older adults and people with disabilities. Many of these individuals are not able to operate motorized vehicles, and as such must rely on active transportation to access the services they need. This project will increase safety and comfort for these users as they traverse to and from the care centers along Main St and across the tracks to civic, healthcare, recreational, and entertainment destinations. Of particular concern are the needs of students from the two-campus School

	of Arts and Enterprise, who must cross the railroad tracks each day to get between classes at the different campuses. Approximately 90% of the total student body of approximately 1000+ come from the area, with over 95% eligible for free/reduced price lunches. Many students walk across the crossings at Main and Palomares daily and nearly 300 of the 9th to 11th-grade high school students use the crossings throughout the day in groups of 30-40, every 90 minutes. As train volumes grow, there are more instances when students are tempted to "beat the train" to make it to their class on time. These students need safe access across the railroad tracks and this project will also encourage more students to use active transportation modes when completed. According to the California Healthy Places Index, the project area has healthier healthcare access (insured adults) than just 10.9% of other California tracts. According to the Pomona Local Profile Report, only 31.9 percent of Pomona residents are physically active, compared to the county rate at 39.2 percent. Therefore, it is important for the project to help increase access to affordable healthcare and create more opportunities for physical activity as preventative healthcare. The Western University of Health Sciences has a 22-acre campus, including their Health teaching hospital, just south of the tracks on Palomares St in eastern downtown Pomona. More than 1,100 employees, 3,900 students, and hundreds of monthly clinic patients (including older adults and people with disabilities) are coming from the lower-income areas around the school, from the neighborhoods, or making their last-mile journey across the tracks from the Pomona Transit Center. Many of these patients do not have a vehicle and they need a safe nonmotorized mobility option, thus heightening the need for improved mobility and safety infrastructure for pedestrians and bicyclists in the Project Area. To address the needs of students, seniors, and other residents and visitors to the project area, the project will make improvements at the rail crossings and along Main St and Palomares to improve overall connectivity across the railroad. Improvements at the rail crossings include ADA ramps, pedestrian gates (that impede hasty entrance into the railroad right-of-way), fencing to prevent trespasser strikes, and clear signage. Widened sidewalks will help keep the students, older adults, people with disabilities, and residents who are waiting on the sidewalks as they wait to cross the tracks instead of standing in the street.
	B. Describe how the proposed project will address the active transportation need: (0-19 points)
Does the proposed project close a gap?	No
Does this project create new routes?	Yes

Please provide a map of the new route location:

Part_B_Q2-1NewRoutes.pdf

Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate.	Mobility and ADA access across the track is a need for this area. There is currently no safe pathway for people to cross the railroad tracks. Existing sidewalks at both crossings are narrow, and do not meet current standards. There are missing or inadequate ADA ramps at the crossings. Many curb ramps in the area are older apex style ramps that may not conform with current ADA standards and best practices. In addition, there are no pedestrian gates to separate pedestrians from rail or vehicle traffic. Currently, there are no crosswalks on either side of the railroad track at Main Street. On Palomares Street, there is no crosswalk on the northern side of the track. Both streets lack bicycle facilities and traffic calming, making it unsafe for cyclists to traverse the corridors.
Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including, but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destination must be identified.	The proposed bikeways create new routes on both Main Street and Palomares. These routes connect surrounding DAC neighborhoods to critical destinations and essential daily services. They also connect to existing and proposed segments of the City's active transportation network expanding connectivity for cyclists. Specifically, the bikeways will connect to the recently completed Monterey Avenue bike lanes, an east-west route linking Downtown north of the tracks, from Hamilton Blvd to San Antonio Ave. This extends connectivity to the entire City, including the 3.5-mile-long Orange Grove Ave bike lane/path leading to CalPoly Pomona. Upon completion of the ATP network, the Palomares and Main Street bikeways will provide connectivity between disadvantaged residences and a wide variety of destinations including educational opportunities, City and County courts, LA County Health Services, affordable housing units, Pomona Transit Center, and Glass House Concert Hall.
Does this project remove a barrier to mobility?	Yes
Type of barrier(s) (select all that apply):	Railroad tracks Safety

Please provide a map identifying the barrier location(s) and improvement(s):

Part_B_Q2-2Barrier.pdf

Describe the existing negative effects of the barrier(s) to be removed and how the project addresses the existing barrier(s).	The railroad tracks are a safety barrier to mobility. Residents and student need to cross the tracks for daily needs and services. A safety barrier exists due to no facilities to address safety for pedestrians. Three sets of wide-open railroad tracks with no signals or fencing. Having no physical barrier for pedestrians only encourages the idea “I can make it.” Uneven pavement and curbs discourage wheelchair access. The planned increased frequency of rail traffic in the future will exacerbate unsafe situations. The project constructs pedestrian fenced off areas to funnel pedestrians only to the gates. Warning signs and the physical pedestrian gates convey the idea it’s not safe to cross if closed. The physical barrier influences pedestrians to wait until it's safe to cross much like elementary students wait behind a crossing guard and don't step out into traffic. New ADA curbs and upgraded sidewalks improve the crossings for wheelchairs.
Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destination must be identified.	By improving the safety facilities at both crossings, this project will remove the current barrier and create safe access to increase mobility for people walking, biking, and rolling in the community. Users will feel comfortable using active transportation as they travel to the many destinations within Downtown Pomona including educational opportunities, LA County Health Services, affordable housing units, Pomona Transit Center, Glass House Concert Hall, Museum of Ceramic Art, Pomona Vista Care Center, and Country Oaks Care Center By addressing and reducing these barriers, this project meets the goals of the ATP, with a particular focus on safety. Once completed, this project will allow a safer crossing and mobility for people walking, biking, and rolling connecting disadvantaged communities to vital services. By improving safety and mobility on these pathways, active transportation use will increase and enhance public health outcomes in the area.
Does this project add improvements to other existing routes?	Yes

Please provide a map of the new improvement location:

Part_B_Q2-3ImprovedRoutes.pdf

Explain the improvement:	This project greatly enhances mobility for people walking with improvements to sidewalks, ramps, crosswalks, new bulb-outs, and converting two intersections into roundabouts. Having smoother and wider sidewalks helps with rolling mobility for the ADA community. They will improve the entire network connecting surrounding DAC neighborhoods to critical destinations. The new bike lanes help to remove bicyclists from the sidewalks making it safer for pedestrian and rolling mobility users of the sidewalks. ADA compliant ramps make transitioning from sidewalks to streets easier, and high visibility crosswalks and traffic calming measures increase safety for crossing streets. The bulb-outs reduce the crossing distances while the roundabouts slow traffic, putting pedestrian and wheelchair users at less risk when crossing streets.
Describe how the project links, connects to, or encourages the use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, inducing but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail system, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.	The current pedestrian and rolling network in the city are incomplete and limiting. The project advances the City's 2012 ATP Plan as well as the goal of the City's Downtown Pomona Specific Plan. These project improvements will increase mobility for those walking or rolling. The project will help to connect communities to high-quality transit including Metrolink Riverside Line commuter rail service, the Amtrak intercity passenger rail service, regional bus service (Foothill Transit), and the Cal Poly Pomona shuttle. Building out this community-level ATP network is a regional strategy to provide First/Last Mile connections to major destinations such as the Western University of Health Science campus, Pomona Arts District, and four major affordable housing complexes, the Pomona Transit Center, City and County courts, LA County Health Services, City Hall, Pomona Public Library, and Civic Center Park.
	QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-10 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applicants using the TIMS ATP tool, attach the items listed below:

Part_B_Q3A1_TIMS_ATP_Pomona.pdf

2a. For applicants using another data source, attach relevant documents below:

Part_B_Q3A2_FRA-AccidentData.pdf

2b. Data and corresponding methodologies in written form can be included here (optional):	Federal Railway Administration - Accident Prediction Reports, crossing profile, and accident history forms. These accident statistics are additive for the RR crossings at Main and Palomares Streets.

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

Collision Summary.xlsx

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.	The project area is a priority for the SGVCOG and City of Pomona because of the historical collision rates, and the potential for more collisions. The area has high pedestrian and cyclist use with an average of 1,013 pedestrians and 322 bicyclists daily. Collision rates have been high due to the broad 100-foot railroad right-of-way, substandard and unclear pedestrian path delineation, high train counts with mixed UPRR freight train and Metrolink commuter train traffic. A total of 118 collisions occurred within the project area from 2017-2022. Of these collisions, 46 involved cyclists, and 72 involved pedestrians. Three of the pedestrian collisions were fatal. This is especially concerning with the proximity to the railroad crossing points and the many students and older adults that use those intersections in the community. There is a high potential for future collisions due to inadequate railroad crossing devices. According to the Federal Rail Administration (FRA) Accident Prediction System the Palomares Street crossing is ranked first for average predicted accidents per year within Pomona and the Main Street crossing is ranked seventh out of 23 crossings in Pomona. The FRA Crossing Inventory expects a daily average of 81 trains to cross Main and Palomares. The frequency of trains causes long delays which causes motorists, pedestrians, and cyclists to circumvent the crossing gates and create safety issues for all. By 2025, rail traffic through Pomona is projected to increase by 400%. The risk of deaths and injuries has grown significantly in recent years with increases in the number of trains and train car lengths. As a result, improving the safety of these crossings through the proposed

project is a high priority.

The goal of this project is to provide safer access to key locations, such as the School of Art and Enterprise, the American Museum of Ceramic Art, Pomona Civics hub, Downtown Pomona, Glass House Concert Hall, Pomona Transit Center, and Western University of Health Sciences, a medical school with an enrollment of 3,800 students.

According to TIMS data, 25% of all collisions were due to pedestrian right of way (see attachment Part BQ3A1_TIMS). Looking even further into the TIMS data shows that 40% of the pedestrian collisions occurred while pedestrians were crossing in the crosswalk at an intersection. The proposed high visibility crosswalks will improve visibility between motorized and non-motorized users, decreasing the risk of collisions. Additionally, the shortening of crossings will lessen pedestrian exposure while crossing, making it safer for all.

TIMS data shows that 22% of all collisions were caused by pedestrian violations. When analyzing the pedestrian collisions, data shows that 34% of crashes occurred while pedestrians were crossing while not in a crosswalk (page 16 of TIMS data). The upgraded pedestrian push buttons along with high visibility crosswalks will encourage pedestrians to use the upgraded crosswalks and adhere to the safety guidelines while crossing the busy streets. The reconstruction of ramps to meet ADA standards will also improve pedestrian compliance and safety. Furthermore, the construction of new sidewalks as well as the enhancement of existing sidewalks will create more comfortable routes for pedestrians and decrease pedestrian violations.

The new pedestrian gates, and medians will prevent both motorized and non-motorized users from circumventing the crossing gates, mitigating future collisions. According to the US Department of Transportation, raised medians or pedestrian refuge areas reduces the risk of pedestrian crashes by 46 percent. The pedestrian gates will provide a clear boundary in the path of users, preventing them from stepping out onto the tracks. Advanced warning signals will alert both cyclists and pedestrians of an oncoming train.

This project will make the crossings safer for students. Students attending the School of Arts and Enterprise use the Main Street crossing multiple times a day to attend classes located on either side of the tracks. Students attending the Western University of Health and Sciences (located 500 feet from the crossing) use the Palomares Street crossing daily. Currently, there are no alternative routes besides crossing the railroad. There is only one crossing gate on each side for vehicles and nothing preventing students from walking straight out onto the train tracks. The new pedestrian gates will create a clear boundary directly in the path of students as they walk to and from school. The addition of ADA compliant ramps and new high visibility crosswalks will also improve the safety of pedestrians as they traverse the railroad crossings.

The current conditions also pose significant safety issues for older adults, people experiencing homelessness, and those with disabilities. These vulnerable groups may fail to hear or see the current crossing signals, and there is nothing stopping them from crossing the railroad tracks as trains

	approach. The new pedestrian gates will provide clear physical boundaries as they approach the crossing. The addition of high visibility crosswalks, ADA compliant ramps, new sidewalks, improved signal timing, and lighting will also provide safer routes along the streets. Many senior residents living within the project area or making their last-mile journey segment across the tracks from the Pomona Transit Center travel to the healthcare clinics located at the Western University of Health and Sciences. The proposed safety improvements at the crossings would encourage senior and disabled persons to use active transportation to travel to the many downtown destinations located on either side of tracks including the historical rebuilding of the Palomares Adobe, the Glass House Concert Hall, the Fox Theatre, and Memorial Park.
	B. Safety Countermeasures (0-10 points) Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.
1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?	Yes
1a. Current speed and/or volume:	The posted speed limit on Main and Palomares is 35 mph, however due to the frequency of trains crossing, motorized users often speed along the streets and through the crossings to avoid having to stop when trains pass.
1b. Anticipated speed and/or volume after project completion :	The motorized vehicle speed is anticipated to decrease with the proposed traffic calming features including roundabouts on Palomares St, curb extensions, and raised medians. These improvements will prevent drivers from speeding in the area. Improved advanced warning signaling and high visibility crosswalks will also aid in the reduction of vehicular speed. Additionally, new speed feedback signs will encourage drivers to decrease their speed and adhere to the posted speed limit. As the volume of traffic and trains is expected to increase in the coming years, this project will provide safety for the many non-motorized users throughout the area.
2. Improves sight distance and visibility between motorized and non-motorized users?	Yes
2a. Current sight distance and/or visibility issue:	Motor vehicles parked at corners present a threat to pedestrian safety, as they obscure drivers' visibility of pedestrians preparing to cross the street. Drivers' visibility of pedestrians is also reduced when drivers speed into making turns. Low visibility crosswalks create sight distance and visibility issues between motorized and non-motorized users.

2b. Anticipated sight distance and/or visibility issue resolution:	Curb extensions significantly improve visibility at pedestrian crossings by bringing pedestrians out into the line of sight of drivers. Curb extensions also help reduce the speed of turning vehicles, which improves the ability of pedestrians and motorists to see each other. Proposed high visibility crosswalks will improve sight distance and visibility between motorized and non-motorized users.
3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?	Yes
3a. Current conflict point description:	Existing sidewalks at both crossings are narrow forcing pedestrians to stand in the road in conflict with cars. There are missing or inadequate ADA ramps at the crossings which force wheelchair users on a path into traffic. Many curb ramps in the area are outdated apex style ramps that do not conform with current ADA standards and best practices. In addition, there are no pedestrian gates to separate or prevent pedestrians from trying to cross the tracks as trains approach/pass. There are no bike facilities on Main or Palomares so bicyclists must ride in the road in conflict with cars.
3b. Improvement that addresses conflict point:	Enhanced wider sidewalks on the approach and through the tracks will provide pedestrians extra space to put distance between them and vehicles or passing trains. Clear signage, pedestrian swing gates and extended ROW fencing will impede hasty entrance into the railroad ROW and mitigate trespasser strikes. Additionally, new and upgraded ADA curb ramps provide safe accommodation for users with disabilities, enabling secure mobility for all Pomona residents. Cyclists can also enjoy low-stress, safer bike transport with new Class II and III bike lanes on Palomares and Main Streets. These new bicycle facilities along with traffic calming features such as roundabouts, curb extensions, and raised medians will increase safety for all users. Class II and III bike facilities were chosen based on current conditions and constraints of Main and Palomares and will provide continuity with the existing bike network.
4. Improves compliance with local traffic laws for both motorized and non-motorized users?	Yes
4a. Which law(s)? (Select all that apply)	Other Failure to yield
4ai. List any other laws here:	Vehicular Code, Div.11, Chp. 8, #22451 (b) No driver/pedestrian shall proceed through…rail transit crossing gate while the gate is closed.

4b. Describe how the project will improve compliance:	Clear signage, pedestrian swing gates and extended ROW fencing will impede hasty entrance and jaywalking into the railroad ROW and mitigate trespasser strikes. At the Main and Palomares crossings specifically, there have been 6 deaths since 1976 and at least one attempted suicide. Pedestrian and bicyclist trespassing into the railroad right of way is a major component of these incidents, partly due to the lack of ROW fencing surrounding tracks. Train frequency is expected to grow drastically in the coming decade, and incident risk will increase accordingly if safety is not addressed. Additionally, the proposed high visibility crosswalks will decrease jaywalking while curb extensions can reduce failure to yield by improving visibility of pedestrians crossing.
5. Addresses inadequate vehicular traffic control devices?	No
6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks, and/or sidewalks?	Yes
6a. List bicycle facilities, trails, crosswalks, and/or sidewalks that are inadequate:	Both Main and Palomares streets currently lack bicycle facilities. Cyclists must share the road with the motorized users traveling in this high traffic stress area. Existing sidewalks at both crossings are narrow, and do not meet current standards or guidelines. There are missing or inadequate ADA ramps at the crossings. Many curb ramps in the area are older apex style ramps that may not conform with current ADA standards and best practices. Currently, there are no crosswalks spanning the railroad tracks at Main Street. On Palomares Street, there is no crosswalk on the northern side of the track, and there is one crosswalk 50 feet on the southern side of the track that connects two public parking lots. At the cross streets along Main St and Palomares St, there are low-visibility crosswalks.
6b. How are they inadequate?	The lack of bicycle facilities creates extreme safety hazards for cyclists as they must share these heavily trafficked routes with motorized users. Main and Palomares both have posted speed limits of 35 mph. The daily volume of traffic at each crossing combined with an average of 81 trains per day creates safety issues for cyclists and pedestrians as drivers are tempted to speed through the crossing to beat the oncoming trains. Existing sidewalks at both crossings are narrow, cracked, and uneven, and do not meet ADA standards or guidelines. On Palomares Street, there is no crosswalk on the northern side of the track, and there is one crosswalk 50 feet on the southern side of the track that connects two public parking lots. There are missing or inadequate ADA ramps at the crossings. Many curb ramps are older (non-ADA) apex style ramps. Faded or low visibility crosswalks reduce driver awareness that there are pedestrians present.

6c. How does the project address the inadequacies?	The project proposes new pedestrian and bike facilities, as well as additional safety features to provide improved and safe access across these two well-traveled routes. Crosswalks adjacent to crossings and wider sidewalks on the approach and across the tracks will provide pedestrians extra space between them and vehicles or passing trains. New and upgraded ADA curb ramps provide safe accommodation for users with disabilities, enhancing secure mobility for all Pomona residents. Cyclists can also enjoy low-stress, safer bike transport with new Class II and III bike lanes on Palomares and Main Streets. Traffic calming features include roundabouts, curb extensions, and raised medians.
7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?	Yes
7a. List of behaviors:	The frequency of trains results in long delays which causes motorists, pedestrians, and cyclists to circumvent the crossing gates and create safety issues for all.The posted speed limit on Main and Palomares is 35 mph, however due to the frequency of trains crossing, motorized users often break this speed limit as they speed through the crossings to avoid having to stop when the crossings close. Drivers also veer into pedestrian right of way to attempt to u-turn to go back in the opposite direction when gates come down. Due to the lack of pedestrian gates and facilities there have been collisions involving pedestrians trying to cross as the train approaches.
7b. How will the project eliminate or reduce these behaviors?	Raised medians will prevent drivers from u-turning as the crossings gates are closing, thus avoiding veering into the pedestrian right of way. Clear signage, pedestrian swing gates and extended ROW fencing will impede hasty entrance into the railroad ROW and mitigate trespasser strikes.
8. Does this project propose new or improved bike facilities?	Yes

8a. Describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).	The proposed bikeways not only connect surrounding DAC neighborhoods to critical destinations, but they also connect to existing and proposed segments of the City's active transportation network, expanding connectivity for cyclists. Specifically, the proposed bikeways will connect to the recently completed Monterey Avenue bike route, an east-west link linking Downtown north of the tracks, from Hamilton Blvd to San Antonio Ave. This extends connectivity to the entire City, including the 3.5-mile-long Orange Grove Ave bike lane and bike path leading to Cal Poly Pomona. Upon completion of the ATP network, the Palomares and Main Street bikeways will provide connectivity between disadvantaged residences north of the tracks to the many amenities located within downtown Pomona (see attachment Part BQ1A). The National Association of City Transportation Officials suggests the use of protected bicycle lanes or bicycle paths where posted speeds are above 26 mph. Main and Palomares both meet this requirement as posted speed limits are 35 mph. Protected bicycle lanes cannot be installed on either street due to street width and curbside parking. Class II was selected in addition to traffic calming like curb extensions and roundabouts to create a more low stress environment within the limitations of the street. Class III was only selected when the street width or existing street-side downtown parking areas would not allow for Class II lanes.
	QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS) Describe the community-based public participation process that culminated in the project.

A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (0-3 points)	When the project was first conceived, project managers immediately sought community engagement and feedback to analyze the alternatives and impacts these options would have on the transportation system. On July 14, 2014, a Community Meeting was held in the Council Chambers. Options to improve safety at the railroad crossings were presented. A total 562 notifications were mailed to property owners near each location. Community members raised concerns about the three options that would have negative impacts on the community due to at-grade crossing closure plans. At a City Special Study Session, a new Option 4 was presented and approved because it addressed both public safety and minimized potential negative impacts by proposing improvements to the crossings instead of closures. It maintained the crossings as at-grade facilities with additional improvements to include pedestrian crossing gates and fencing to channel pedestrians to the gates and encouraging the use of active transportation. Bicycle facilities on Main and Palomares Streets are identified recommendations in the 2012 Active Transportation Plan, (See Attachment Part B Q4E1-ATP Plan). The City of Pomona is exercising its practice of upgrading bike routes to bike lanes whenever roadway width permits. More recently, on April 13, 2022, SGVCOG-sponsored a virtual webinar that included collision data analysis, intersections of concern, areas with bicycle and pedestrian issues, recommended programs to increase safety, outreach, and next steps. SGVCOG staff highlighted the importance of railroad crossing safety improvements and project details. 16 participants joined, including a representative of the SAE who mentioned hundreds of her students who needed to walk across the tracks 5 times a day. Several attendees spoke to the importance of the project. Another virtual webinar took place on April 20, 2022. In addition to these meetings, surveys were distributed to the public. Survey results concluded that residents reported aggressive drivers and cars speeding and want safer routes for their children, specifically traffic calming facilities such as stop lights, stop signs, and speed bumps (see attachment Part BQ1C3). The most recent virtual outreach session took place on January 31, 2023, with the plan to improve the downtown crossings. This presentation included details about the need for the safety improvements with the goal to increase active transportation. Project members shared their contact information, established social media sites, and a city website to ensure continued communication with community members.
B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach	The City of Pomona conducted extensive public engagement for the development of the 2012 Pomona Active Transportation Plan. Three public workshops were held between April and September 2012, and the city hosted a public website, broadcasting the latest news related to the Plan and providing an additional forum for public dialogue about the Plan. The Bicycle Master Plan (BMP) Stakeholder Committee was actively involved in that Plan, which forms the basis of this application. Members of the community were able to comment and give feedback on a number of suggested lanes, paths, and bike friendly routes being considered for the city. This early community outreach helped to identify critical safety issues in the project location and prioritized the need for this project.

and engagement conducted with relevant stakeholders. Describe any unique engagement challenges that the community faced and how they were addressed. (0-3 points)	The city has since received ongoing phone calls from residents with concerns about speeding. The inclusion of the traffic calming elements of this ATP grant proposal is in part a response to that. Notifications for the 2014 meetings that originally determined the project concept for all five grade crossings (Hamilton, Park, Main, Palomares and San Antonio) were mailed to all those residences or businesses within a 400-foot radius from the crossing (between Holt Avenue and Mission Boulevard) which constituted 562 notifications. Note that the city initiated the decision to add the pedestrian swing gates at the railroad crossings as a proactive "best practices" safety countermeasure to help improve the grade crossings. This added part of the project was for the benefit of surrounding disadvantaged communities, senior residents that live nearby, and residents experiencing homelessness who make these crossings daily. RECENT RAILROAD CROSSING ENGAGEMENT (2022/2023) With COVID-19 restrictions, the City and SGVCOG moved to more virtual strategies for public engagement. In 2020-2021, the city reached out to the community via social media (English/Spanish) and virtual webinars. More recently, on April 26, 2022, SGVCOG-sponsored a virtual webinar to revisit the railroad crossing projects and refresh community input. The meeting was attended by the City of Pomona's Mayor, Tim Sandoval, who expressed the importance and need of the Project. SGVCOG staff highlighted the importance of railroad crossing safety improvements and presented on the Project's details. 16 participants joined, including a representative of the SAE who mentioned her students (hundreds of them) who needed to walk across the tracks 5 times a day. Several attendees spoke to the importance of the project. Another virtual community outreach session took place on January 31, 2023. The plan to improve the downtown crossings was presented by the project team. This presentation included details about the need for the safety improvements as well as the goal to increase active transportation within the city. Project team members shared their contact information to ensure continued communication with community members. Contact options included email, Instagram, Facebook, twitter, and the Pomona public works website. The San Gabriel Valley Council of Governments updated the project fact sheet for their website and will be distributing it to their key stakeholders. The online website surveys forms have also been updated. The SGVCOG staff also distributed the project information on their Nextdoor website to obtain feedback from the residents of Pomona.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (0-2 points)	On July 14, 2014, a Community Meeting was held in the Council Chambers. Various options to improve safety at the downtown railroad crossings were presented. A total 562 notifications were mailed to property owners at and around each alternate location. Only 12 people signed in, but approximately 18 people were present for the meeting. Property owners in attendance, and UPRR raised concerns about three of the options that would have negative impacts on the community, creating a barrier between south Pomona and north Pomona, hindering residents from walking and bicycling throughout the city. Consequently, these options did not move forward. At a City Council Special Study Session, a new Option 4 was presented and approved because it addressed public safety and also minimized potential negative impacts to the surrounding residential and business property owners: Option 4: Maintain the crossings as an at-grade facilities with additional improvements to include pedestrian crossing gates and attractive fencing to channel pedestrians to the gates, therefore providing safer routes for pedestrians and bicyclists, encouraging the use of active transportation. During the virtual community outreach session on April 26, 2022. a representative of the School of Arts and Enterprise mentioned her students (hundreds of them) who needed to walk across the tracks 5 times a day, and the importance of providing student with a safe route across the tracks. More recently, their Head of School, has provided key feedback and submitted a letter of support (See SRTS Attachment: Part A3-SRTS.pdf) noting the safety concerns of the school and parents: "At all the crossings in downtown Pomona, pedestrians and bicyclists, and those in wheelchairs or using other mobility assistance devices must traverse three or four sets of tracks where three active operators share the right-of-way. Signage is confusing and there are no warning horns, as the area is already part of a Quiet Zone. The Middle School at 375 S. Main Street is self-contained, however, many use these roadways to/from school each day. Our 9th to 12th-grade students also cross the tracks to arrive at their primary facilities from all around the area. Approximately 250-300 of our 9th to 11th graders use these crossings throughout the day from 7:30 am to 4:00 pm, not including arrival and dismissal from school. These students are making multiple crossings to attend classes, traveling between the Main Campus and The Downtown Center, in groups of 30-40, every 90 minutes."

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (0-1 points)	SGVCOG and the City of Pomona will continue to be engaged with the development of a Community Participation Plan .Identifying the affected communities and focusing the outreach specific these communities with flyers, social media, websites, and public event is key to public awareness and engagement. Goals and Objectives: This part of the Plan will include a background description of the project, scope of work, and the level of engagement that will be utilized to solicit and secure participation by the local community. Identification of Affected Communities: This section will detail the social and economic characteristics of the project area as well as any other demographic information related to disadvantaged and underserved community status. Focused Outreach: SGVCOG and the City of Pomona already have established contacts with various community-based groups and organizations through previous community outreach efforts that will build on existing relationships to work with various key stakeholders. Meaningful Education: Since SGVCOG and the City have well documented communication channels to engage the community with multilingual materials so educational information is disseminated in an accessible, fair, and equitable manner. Diverse Communications: SGVCOG and the City recognize that Pomona is a diverse community with residents and businesses utilizing multiple methods of communication including social media, print and digital media, mailings, websites, and public meetings. Identified staff will be able to answer questions about the project from the community. Comprehensive Engagement: SGVCOG and the City will from previously effective practices to solicit and maximize community member participation. Meaningful Participation: SGVCOG and the City will ensure public engagement is documented using staff reports, SGVCOG committee meeting agendas, City Council meetings, public meetings and any other modes to gather input and public comments. Accessibility: SGVCOG and the City will draw from existing best practices to ensure public participation is not impeded by linguistic, cultural, economic or historical barriers that will prevent effective community participation. Reported Outcomes: As the main applicant, SGVCOG will develop a narrative that will summarize compliance with the Community Participation Plan requirement. Recordkeeping: SGVCOG will work with the city to ensure any records or written documentation from engagement and input from the public is maintained for the purpose of this project as part of satisfying requirements for Title VI Assessment and Title VI Plan.

E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan. (0-1 points)	The Project is listed in the 2012 Pomona Active Transportation Plan (Plan). The Plan's goals, policies, recommendations, and action items are the outcome of a substantial public outreach effort by the City of Pomona. Between April and September 2012, the city and consultant team sought public input to the Plan at three public events. Additionally, a public website (www.pomonaatp.org) broadcast the latest news related to the Plan and provided a forum for public dialogue about the Plan. Based on analysis of existing conditions and the public input received, the Plan includes a proposal for bike improvements on Palomares as a mix of Class 3 bike routes and Class 2 bike lanes from McKinley Ave to Franklin Ave. The current project actually improves upon the project in the Plan by implementing mostly Class 2 bike lanes. The Project is also included in Metro's 2023 Active Transportation Strategic Plan (ATSP) which is a comprehensive, countywide active transportation network comprised of first/last mile (FLM) areas, pedestrian districts, and regional bikeways. The ATSP engagement included four key phases – Goals and Objectives, Network Development, Implementation Strategies, and Draft and Final Plan – each supported by rich community engagement programs that included a total of seven Zoom webinars and workshops attended by 336 participants, 33 in-person events across the nine LA County subregions, and a community survey that garnered over 1,800 responses. In addition, Metro convened a Technical Working Group including City of Pomona and San Gabriel Valley COG to guide the overall planning approach and review draft plan components at each stage. The ATSP identifies the project area as both a FLM area (ranked first among all FLM areas in the San Gabriel Valley subregion) and a pedestrian district (ranked second among all pedestrian areas in the San Gabriel Valley subregion).

Attach the applicable plan page with the project highlighted:

Part_B_Q4E1-ATP_Plan.pdf

Attach any applicable public participation & planning documents:

Part_B_Q4E2B-PublicParticipation.pdf

	QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)
A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?	Posted Speed Limits and Actual Speed While the posted speed limit at both crossings is 35 mph., motorized vehicles often travel 40+ mph, creating safety concerns for cyclists and pedestrians. With 81 trains crossing by day, drivers become impatient and often speed to cross the intersection before the train gates close. This behavior creates safety issues for cyclists as they share the lanes with motorized vehicles. As cyclists are slowing down to stop and wait for trains to pass, drivers are speeding up behind them to cross. For pedestrians, installing medians is one of the recognized best solutions to prevent collisions, calm traffic, and prevent drivers from going around the crossing gates. According to the US Department of Transportation, providing raised medians or pedestrian refuge areas at crossings has demonstrated a 46 percent

reduction in pedestrian crashes. This Project installs a 150-foot raised median north of the tracks on Main, and a 130-foot raised median north of the tracks on Palomares, to channelize vehicular traffic and prevent illegal and risky manuevers of both motorists and bicyclists. Additional improved signage, signals, and alerts will help to reduce traffic speed.

Traffic Volume and Stress Levels
Currently, the crossings at Main Street and Palomares are utilized by over 30,000 vehicles per day as of 2016. Both crossings are located within downtown Pomona and act as main north/south bound routes throughout the city. The multimodal traffic near the crossing has contributed to an above-average rate of safety incidents (118 collisions within the last five years) and abnormally high levels of traffic stress. There are currently an average of 81 trains that cross per day and by 2025, rail traffic through Pomona is projected to increase by 400%. Considering the immense volume of vehicular and rail traffic, this project plans to utilize the recognized best solutions including clear signage, raised medians, and improved signaling to maximize user safety and comfort and reduce traffic stress levels.

New Bicycles Facilities
Currently, there are no striped or marked bicycle facilities on Main Street or Palomares within the Project Area, creating high stress levels for cyclists as they travel through the heavily congested crossings. Considering that 46 of the 118 collisions within the project area involved cyclists, this project proposes the best solutions of installing bike lanes on both Main Street and Palomares Street. FHWA indicates that Bike Lanes reduce crashes 30% (2-lane roads) to 40% (4-lane roads.)

Improving Pedestrian Safety and Comfort
The combination of pedestrian quad gates, pedestrian-directed alerts, right-of-way fencing, raised medians, new ADA ramps, and clear signage are the best ways to reduce collisions, short of a full grade separation. This is the new standard for the Southern California Regional Rail Authority, which also operates on these tracks. The pedestrian gates on this Project are swing gates, that force pedestrians to pause and pull them open to enter the track area. This project adds important high-visibility new crosswalks across Main and Palomares, including a pedestrian refuge, which will also serve to calm traffic. The city will develop customized signs for Main and Palomares to alert motorists to the potential of pedestrians or bicyclists in the crosswalk or bike lanes. All these layered treatments are known to reduce driver failure to yield right-of-way to pedestrians, and decrease pedestrian violations, both of which cumulatively caused 46 percent of the collisions within the project area.

Creating Safe Walking/Biking Neighborhoods
This Project advances and even improves upon the network identified in the 2012 Pomona Active Transportation Plan as well as the goals of the City's Downtown Pomona Specific Plan. It supports safe and active non-motorized mobility and access to new affordable housing areas. The Veterans Park, a 61-unit multifamily transit-oriented apartment community, and a 36-unit affordable apartment complex at 203 N. Myrtle. The Project connects communities to high-quality transit including Metrolink's commuter rail, Foothill Transit, and the Bronco Link Shuttle to Cal Poly Pomona. This

	supports the regional strategy to provide first/last mile connections to these major bus and rail systems.
B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.	The City of Pomona has taken the initiative to upgrade planned Class 3 Bike Routes on Palomares to a Class 2 Bike Lane with bulbouts and roundabouts, neither of which have been commonly implemented on the City's streets. This project shows innovation through the combination of specific project features in a complex location. The project not only addresses mobility and safety issues in the immediate area of the railroad crossings, but also ensures that there are north/south spines of new and safer biking and walking facilities to serve important destinations that are bisected by the railroad tracks. As such, the Project also addresses an inequity in that this low-income community with poor health outcomes is suffering from a high-volume railroad severing neighborhoods and imposing barriers to mobility. In particular, area residents are bearing the burden of the high volumes of freight trains that contribute noise and diesel particulates as they move from the Ports of Long Beach and Los Angeles through the Alameda Corridor to points east. This Project addresses at least some of the negative externalities of that goods movement pattern.
	QUESTION #6: TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment:	This project will transform the non-motorized environment in downtown Pomona. Once completed, this project will extend the City's bike network, revitalize neighborhoods, improve quality of life, reduce social isolation, and connect disadvantaged communities to vital services in the downtown area. This project supports existing affordable housing within the area. The Veterans Park Apartments and Myrtle Ave. apartments will have direct access to the improved facilities. Many community members residing in these affordable housing complexes lack access to automobiles. According to the Healthy Places Index, the project area is ranked at only the 24.8 percentile for automobile access. This means many disadvantaged community members walk or use bicycles to get to their destinations or walk to a bus stop or train station - where they must cross the railroad tracks and busy streets of Pomona. Residents living at these affordable housing complexes need safe routes to the many employment opportunities within the city. Both Main Street and Palomares are the main north/south routes connecting residents to the many destinations on either side of the tracks. This project will transform the area as non-motorized users will be encouraged to travel across the rail corridor to their places of employment. This low-income community is bearing the burden of the high volumes of freight trains that contribute noise and diesel particulates as they move from the Ports of Long Beach and Los Angeles through the Alameda Corridor to points east. The pedestrian improvements as part of this project will allow the City of Pomona to apply to the Federal Railroad Administration for a Quiet Zone designation, resulting in the cessation of routine locomotive horn-blowing and creating a more livable community in the project area According to the California Healthy Places Index, the project area census tract has low housing habitability conditions when compared to all tracts in the State of California, ranking at only the 28th percentile. The project area is ranked at only the 6.4 percentile for Low-Income Renter Severe Housing Cost Burden, meaning many renters within the area pay more than 50% of their income on housing costs. The severe housing cost burden combined with the low automobile access rate creates a high need for transit-dependent residents in this area to use public transportation and active transportation for daily travel needs. This project will transform the area and provide these residents with the safe and comfortable routes that they deserve.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will contribute to the transformative nature of this project.	This project is part of a larger at-grade crossing improvements project consisting of 5 intersections along the freight-heavy Union Pacific Railroad (UPRR) alignment that also hosts the Metrolink's Riverside Line commuter rail service and the Amtrak Sunset Limited intercity passenger rail service. Design plans for the project are 95% complete. The Main and Palomares St. projects are the two remaining crossings in need of funding. Once this project is completed, all five crossings within downtown Pomona will provide safe and comfortable routes for non-motorized users. The City's 2012 Active Transportation Plan notes "the lack of a safe, well-connected, and accessible network of bikeways, sidewalks and pedestrian crossings presents an obstacle to active transportation in Pomona." The outlined bike/ped network is slowly coming to life, with many projects already completed and more in the works. The bike and pedestrian facilities included in this project are located at the core of the entire proposed Active Transportation Network and will provide critical links between larger arterials for optimized connectivity throughout the city. The Pomona–Downtown station (also called Pomona station and Pomona Transit Center), is the train station located in the heart of the city. It is served by Metrolink's Riverside Line commuter rail service and Amtrak long-distance inter-city rail service. Foothill Transit buses also stop at the station. The half-mile travel shed around the station is identified in the LA Metro 2023 Active Transportation Strategic Plan as a priority First/Last Mile Area and Pedestrian District. The Main Street first/last mile improvements around the Downtown Pomona Station will allow safer and more non-motorized access to this station that opens the entire Los Angeles greater areas using rail transit.

Please attach documentation that supports the transformative nature of the project:

Part_B_Question_6-TransformativeProject_.pdf

	QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0-7 POINTS)
	The evaluators will consider the following: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer's Checklist and cost effectiveness Complete project schedule
	QUESTION #8: LEVERAGING FUNDS (0-5 POINTS)
A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?	No
B. Does the applicant have any leveraging funds?	Yes

C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding:

Leveraging 1.xlsx

D. Please complete the table below:

Leveraging 2.xlsx

Leveraging Letter of Commitment

Part_B_Question_8_LeverageCommitment.pdf

Other leveraging documentation (optional)	
Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.	

QUESTION #9: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)
Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website

Please select one of the following:	Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC:

Part_B_Question_9_CCC_Request.pdf

Attach submittal email, response email, and any attachment(s) from the CALCC:

Part_B_Question_9_CALCC_Request.pdf

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable):	
	Step 2: Use of Corps
The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:	No corps can participate in the project (0 points)
	QUESTION #10: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.
	Part C: Application Attachments Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C. Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page

Attachment_A-_Signature_Page.pdf

Attachment B: Engineer's Checklist

Attachment_B-Engr-Checklist_v2.pdf

Attachment C: Project Location Map

Attachment_C_Project_Location_Map3.pdf

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

Attachment_D_ProjectPlansv4.pdf

Attachment E: Photos of Existing Conditions

Attachment_E-Existing_Conditions_v2.pdf

Attachment F: Project Estimate

Attachment_F-Project-estimate-V4.pdf

Attachment G: Non-Infrastructure Work Plan	Not applicable to this application type.
Attachment H: Plan Scope of Work	Not applicable to this application type.

Attachment I: Letters of Support (10 maximum) and Support Documentation

Attachment_I_-_LettersOfSupport.pdf

Attachment J: State-Only Funding Request (if applicable)

Attachment K: Additional Attachments

Attachment_K.pdf

Internal Form

Score	n/a
CTC Application ID	7-San Gabriel Valley Council of Governments-1