



# San Gabriel Valley Council of Governments

## AGENDA AND NOTICE

### OF THE **SPECIAL** MEETING OF THE SGVCOG PUBLIC WORKS

#### TECHNICAL ADVISORY COMMITTEE

**Monday, February 27, 2017 – 12:00 PM**

#### 2016/2017 OFFICERS

Chair: Rene Guerrero

Vice Chair: David Liu

Treasurer: Chino Consunji

Member-at-Large: Daniel Bobadilla

Immediate Past Chair: Phil Doudar

#### Voting Members:

Arcadia

Azusa

Claremont

Diamond Bar

El Monte

Irwindale

Pomona

San Dimas

West Covina

LA County DPW

Thank you for participating in today's meeting. The Public Works Technical Advisory Committee encourages public participation and invites you to share your views on agenda items.

**MEETINGS:** *Regular Meetings of the Public Works Technical Advisory Committee are held on the third Monday of each month at 12 PM at the Upper San Gabriel Valley Municipal Water District-602 E. Huntington Dr., Suite B, Monrovia, CA 91016.* The Public Works Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, [www.sgvkog.org](http://www.sgvkog.org). Copies are available via email upon request ([sgv@sgvkog.org](mailto:sgv@sgvkog.org)). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

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

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

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

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



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



## **PRELIMINARY BUSINESS**

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

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

5. Review Public Works TAC Meeting Minutes: 1/9/2017  
*Recommended Action: Review and approve.*

## **PRESENTATIONS**

6. Metro Long Range Transportation Plan  
*Recommended Action: for information.*
7. California Conservation Corps  
*Recommended Action: for information.*

## **ACTION ITEMS**

### **INFORMATION ITEMS**

8. CA Natural Resources Urban Greening Grant Program  
*Recommended Action: for information.*
9. Measure M Local Return Update

### **UPDATE ITEMS**

10. ACE Ad Hoc Committee update.  
*Recommended Action: For Information*

## **EXECUTIVE DIRECTOR'S COMMENTS**

## **ANNOUNCEMENTS**

- The next PW TAC meeting will be on March 20, 2017

## **ADJOURN**



## SGVCOG **SPECIAL** Public Works TAC Meeting Minutes

Date: January 9, 2017

Time: 11:30 a.m.

Location: Upper San Gabriel Valley Municipal Water District  
602 E. Huntington Dr., Monrovia, CA 91016

### PRELIMINARY BUSINESS

1. Call to Order. The meeting was called to order at 11:39 A.M.
2. Pledge of Allegiance. R. Guerrero led the TAC in the Pledge of Allegiance.
3. Roll Call

#### Members Present

P. Wray, Arcadia  
D. Bobadilla, Azusa  
D. Liu/K. Young, Diamond Bar  
N. Syed, El Monte  
D. Co, Irwindale  
T. Cherry/S Sullivan, Monrovia  
B. Janka, Pasadena  
R. Guerrero, Pomona  
S. Garwick, K./Patel, San Dimas  
C. Consunji, West Covina  
H. Hsing/ M. Adhami, LACDPW

#### Members Absent

Alhambra  
Claremont  
Duarte

#### Guests

C. Palmer, NCE	B. Stracker, Simplex Construction Mngmt
J. Martinez, NCE	S. Ahmad, SA Associates
A. Mousavi, South El Monte	K. Garcia, Rosemead
M. Forbes, Temple City	F. Lao, SCST, Inc.
B. Jong, LACMTA	V. Sedagat, Geo-Advantec
K. Cordy, So. Pasadena	S. Ariannia, Geo-Advantec
	S. Forster, Infrastructure Engineers Inc.

SGVCOG Staff  
E. Wolf

4. Public Comment. There were no public comments.

### CONSENT CALENDAR

5. There was a motion to approve minutes from the 10/17/2016 meeting with correction to include El Monte in attendance (M/S: C. Consunji/D. Liu).

#### **[Motion Passed]**

Ayes	P. Wray (Arcadia), D. Bobadilla (Azusa), D. Liu (Diamond Bar), N. Syed (El Monte) D. Co (Irwindale), T. Cherry (Monrovia), B. Janka, (Pasadena), R. Guerrero (Pomona), K. Patel (San Dimas), C. Consunji (West Covina), H. Hsing (LACDPW)
Noes	
Abstain	
Absent	Alhambra, Duarte, Claremont

## **PRESENTATIONS**

6. Envision Sustainable Planning and Design: Dr. Youn Sim, LACDPW  
Dr. Sim presented on the Envision Sustainable Planning scoring system. He stated that LACDPW and LAC Metro have both adopted the system for use in scoring the sustainability of horizontal construction projects.

## **ACTION ITEMS**

### **INFORMATION ITEMS**

7. CA Natural Resources Urban Greening Grant Program  
E. Wolf discussed this grant program to be initiated in the Spring of 2017 by the CA Natural Resources division. The program will provide grants for projects that turn paved surfaces into green space, increase the amount of foliage, reduce energy use, and capture stormwater for reuse.
8. Fastlane Grant Application  
The Fastlane grant application was submitted by SCAG and includes four projects, two of which are in SGV. D. Liu discussed the 57/60 interchange project and SR-71 widening project.

## **UPDATE ITEMS**

9. ACE Ad Hoc Committee update.  
D. Liu updated the TAC on the recommendations of the ACE Ad Hoc committee and the draft report. Staff invited the TAC members to the joint CM/PW/Planners meeting on Wed, Jan 11<sup>th</sup>, where the recommendations and implications will be discussed more thoroughly.

## **EXECUTIVE DIRECTOR'S COMMENTS**

### **ANNOUNCEMENTS**

- It was noted that the next PW TAC meeting date, February 20<sup>th</sup>, is President's Day holiday. Accordingly, the meeting date will be changed.
- J. Martinez announced the APWA dinner scheduled on February 4, 2017.

## **ADJOURN**

The meeting adjourned at 12: 44 P.M.



# Measure M Implementation & LRTP Update

– San Gabriel Valley COG: Public Works/City Engineers

February 27, 2017





# Measure M Update

- How Measure M was developed
- Benefits to Los Angeles County and the San Gabriel Valley
- Measure M Implementation
  - Master Guidelines Development
  - Taxpayer Oversight Committee
  - Policy Advisory Council
- Metro Long Range Transportation Plan Update



# Measure M Update

- 71.15% approval by LA County voters
- Tax goes into effect July 2017





## Elements of Measure M

- New rail and bus rapid transit projects
- New highway projects
- Enhanced bus and rail service
- Local street, signal, bike/pedestrian improvements
- Affordable fares for seniors, students and persons with disabilities
- Maintenance/replacement of aging system
- Bike and pedestrian connections to transit facilities





## A Collaborative Regional Process

- Metro conducted a collaborative process with regional partners for the past three years to identify major projects for future implementation
- Metro staff has maintained an open dialogue with stakeholders throughout plan development



# Measure M Benefits Project Implementation

- Measure M provides capacity to accelerate and add projects
  - 6 existing 2009 LRTP projects accelerated (35 years in total)
  - 9 projects get \$12 billion in scope enhancements
    - Longer projects distances and better modes (example: rail instead of bus)
  - 24 new major projects added into LRTP for the first time
- Increases in funding for Local Return not in 2009 LRP
  - 17% of ½ cent tax in 2017; 20% of 1 cent tax starting in 2039
- Increases Metrolink funding
  - 1% increase starting in 2017; 2% increase in 2039
    - 2% requires meeting service improvements
- Sustainable funding for all programs: No tax sunset

# Measure M Projects in San Gabriel Valley

## Major Projects (in 2015 \$)

- Gold Line Foothill Extension to Claremont \$1 bil (\$1.1 bil total cost)
- SR-71 Gap: I-10 to Rio Rancho Rd \$248.6 mil (\$275 mil total cost)
- SR-57/SR-60 Interchange Imprvmnts \$205 mil (\$770 mil total cost)
- Gold Line Eastside Extension \$2 bil (\$3 bil total cost)
- I-605/I-10 Interchange \$126 mil (\$598 mil total cost)
- SR 60/I-605 Interchange HOV Conn \$130 mill (\$491 mil total cost)



# Measure M San Gabriel Valley Programs

## **Multi-Year Subregional Programs (in 2015 \$)**

- Active Transportation Program (Incl. Greenway Proj.) \$231 million
- Bus System Improvement Program \$55 million
- First/Last Mile and Complete Streets \$198 million
- Highway Demand Based Program (HOV Ext. & Con.) \$231 million
- Subregional Equity Program \$199 million
- Goods Movement (Improvements & RR Xing Elim.) \$33 million
- Highway Efficiency Program \$534 million
- ITS/Technology Program (Advanced Signal Tech.) \$66 million

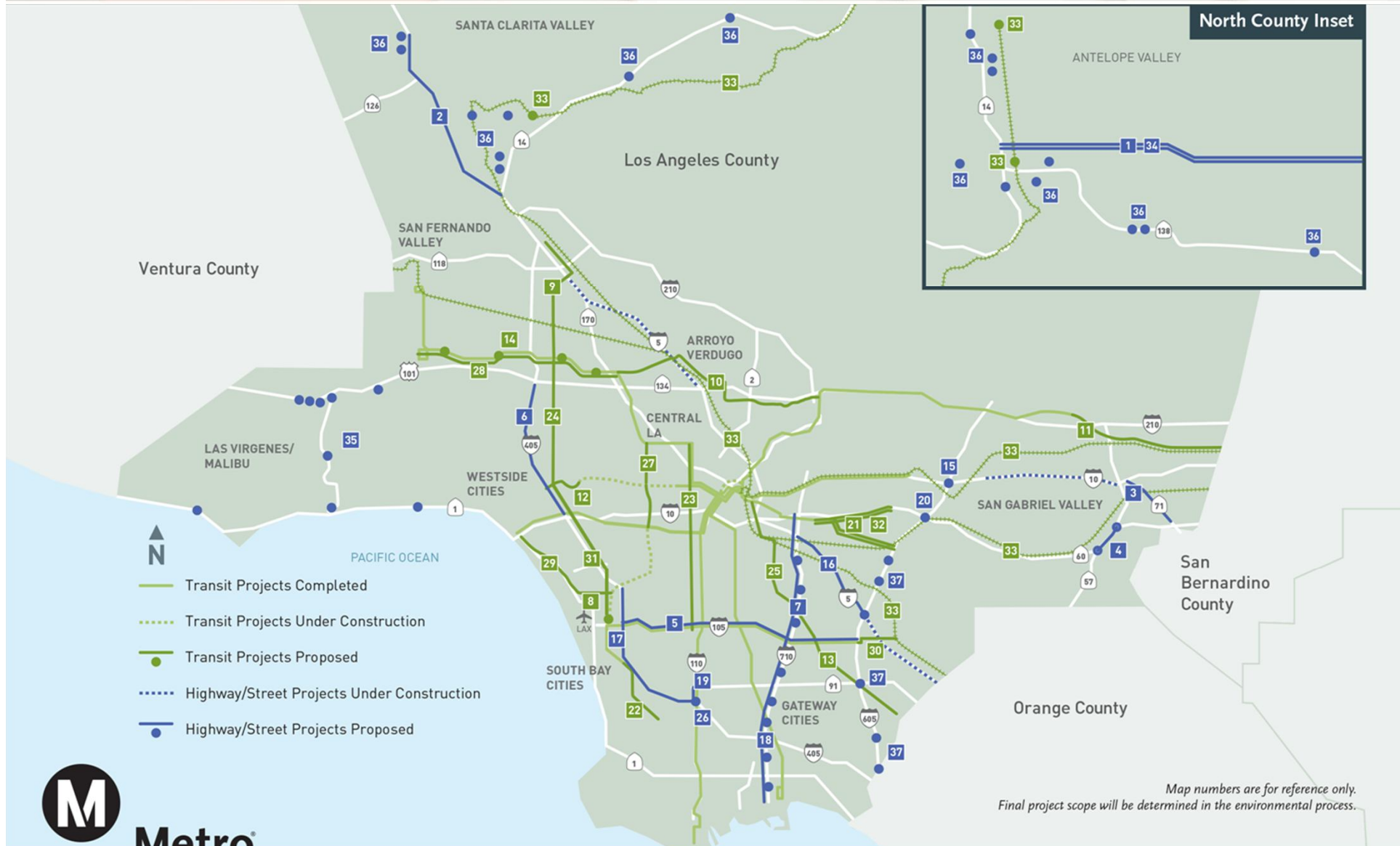




# Measure M Funding for San Gabriel Valley

- Local Return Revenue for San Gabriel Valley is expected to be **\$3.7 billion** over the next 40 years in escalated dollars
- Metro Transit and Municipal Transit Operators in San Gabriel Valley will also receive additional funding
- Regional Rail (Metrolink) is programmed to receive **\$1.2 billion** over the next 40 years in escalated dollars, with eligibility for an additional **\$700 million** if 2040 performance targets are met

# Measure M Projects







# Measure M Guidelines Development

- Measure M is far more comprehensive and far reaching than Measure R
- The success of Measure M hinged on the diverse and committed coalition that supported its passage
- The Guidelines must address all aspects of administering and overseeing Measure M
  - The Ordinance specifically stipulates guidelines for some elements, but others require equal clarity of intent and a process to implement them



## Measure M Guidelines – Continued

- Staff will prepare a Master Guidance document that will direct the broad investment categories in Measure M:
  - Local Return
  - Oversight, Assessments and Amendments
  - Transit Operations
  - Highway and Transit Subregional Programs
  - State of Good Repair
  - Designated Regional and Other Programs
  - Other Mandated Guidelines



## Measure M Guidelines – Accountability

- Establishes an independent oversight process to provide an enhanced level of accountability on the use of sales tax revenues
  - Taxpayers Oversight Committee
- Establishes a comprehensive assessment of the plan every 10 years
- Reviews funding to each city and uses of those revenues



## Taxpayer Oversight Committee

- Ordinance has specific requirements & selection criteria
- Chair, Vice Chair, & 2<sup>nd</sup> Vice Chair comprise the Selection Panel
- Selection Panel will recommend the Oversight Committee members (7) for Board Approval (simple majority)
  - Online application process being developed for the Committee; applications will be open for 60 days
- Committee in place by June 2017

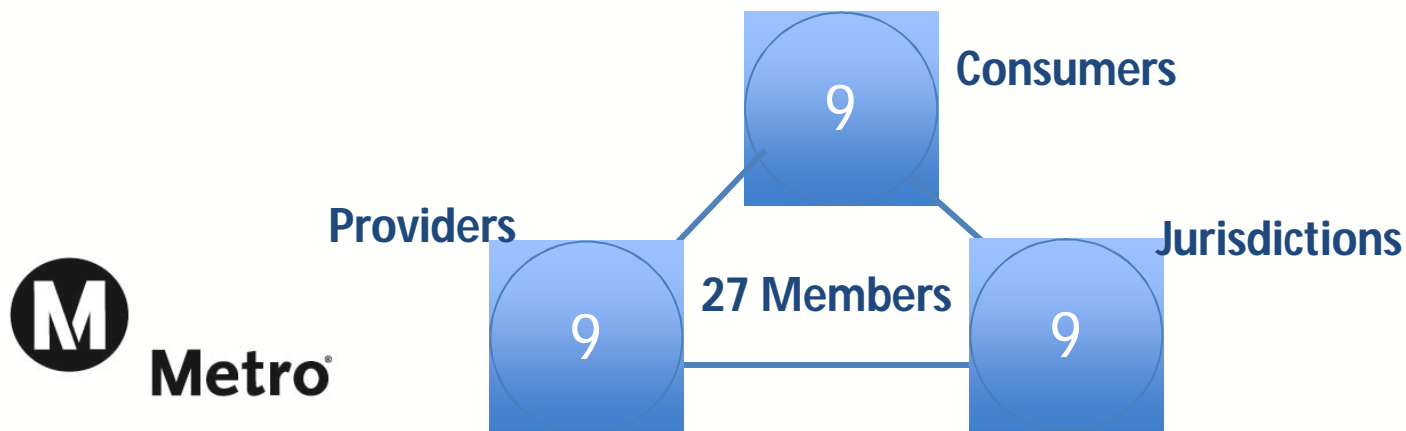


# Policy Advisory Council Recommendation

- A new Advisory Council is being established to provide a forum for policy level discussion and advice to the Board
- The Advisory Council will not supersede the responsibility of the Measure M Taxpayer Oversight Committee, nor replace other Metro advisory committees
- The Advisory Council will provide insight and input on the Master Guidelines document
- The Council will also be utilized during the Long Range Transportation Plan process

## Policy Advisory Council – An Inclusive Forum

- The Advisory Council ensures an equal, representative voice for the following:
  - **Transportation Consumers:** Those who use or are impacted by our complex transport system
  - **Transportation Providers:** Those who supply or regulate transportation infrastructure and services
  - **Accountable Jurisdictions:** Elected bodies accountable to needs of both consumer and provider constituencies





# New Policy Advisory Council

- The Council will reflect the diverse coalition with a balanced representation of the following:

CONSUMERS	PROVIDERS	JURISDICTIONS
Elderly/Disabled	Transit Munis	County of LA
Students	CalTrans	City of LA
Enviro/Social Equity	Metrolink	San Gabriel Valley COG cities
Enviro/Social Equity	Access Services	San Fernando Valley COG cities
Enviro/Social Equity	Ports	Gateway COG cities
Business	Airports	South Bay COG cities
Small Business Assn.	Federal	North County COG cities
Labor (Non-Metro)	Auto Club	Westside Cities COG cities
CAC Chair	Bike/Pedestrian infrastructure & programs	Las Virgenes/Malibu COG cities



**Metro**



## Master Guidelines Development Timeline

- Preparation of Master Guidelines Document and formation of Advisory Council – January-March 2017
- Policy Advisory Council review and outreach process as representative of Council membership – April-May 2017
- Board consideration and action – June 2017



# Long Range Transportation Plan

- Passage of Measure M sets the stage for new, innovative Long Range Transportation Plan (LRTP)
- First must amend the 2009 LRTP
  - Measure M expenditure plan creates a new baseline
  - Amendment to 2009 LRTP ensures eligibility for federal funding and permitting as projects proceed
  - This amendment allows for aggressive project delivery of Measure M



## Long Range Transportation Plan – Continued

- Metro Board approved 2009 LRTP amendment in January 2017, and Measure M projects were submitted to SCAG for inclusion in 2016 RTP/SCS
- Major Metro LRTP update
  - Will build on 2009 LRTP amended baseline
  - Will present innovative new thinking, structure and approach
  - New Advisory Council to assist with inclusive participation and input
  - Expect LRTP development over two years



## Metro Strategic Plan

Metro is also conducting a Strategic Plan.

- Will directly inform the Long Range planning process; and
- Coordination is critical, and proposed LRTP flexible approach will greatly facilitate that.



## L RTP – Modular Approach

Modular approach allows maximum flexibility to actively engage departments within the agency.

- **Will not duplicate or replace existing plans and programs within the agency.**
- Will inventory relevant current efforts, highlight connections, and fill in any “gaps” among Metro’s planning needs.
- Will provide LA County required elements to regional planning per federal and state mandates.





# LRTP - Modular Approach

## Section 1: **Who** we serve, **what** they need, and **where** do they go?

### A. A Plan for Communities

Demographics and socio-economic analysis; include an **equity element** to address the real “opportunity gap” in Los Angeles County and how transportation assists in breaching that gap



# Long Range Transportation Plan – Continued

Section 1: **Who** we serve, **what** they need, and **where** do they go?

## B. A Plan for Partners

Define roles of Metro and its local, regional, state and federal partners to **catalyze change** and/or **sustain critical activities**

## C. A Plan for Outcomes

Mission, goals, objectives; provide the foundation for relevant **system** performance metrics → and how to **measure and monitor** them



# Long Range Transportation Plan – Continued

## Section 2: **How** we achieve system outcomes: today and in the future

### A. A Plan to Manage

Address the **transportation core**: operations, maintenance, safety and security

### B. A Plan to Serve

Identify and coordinate Metro's multiple planning and programming activities impacting the 3 Es: **Equity, Economy and the Environment**



# Long Range Transportation Plan – Continued

## Section 2: **How** we achieve system outcomes: today and in the future

### C. A Plan to Build

Develop the **Capital Investment Program** for a 40-50 year period → priorities, project delivery, and preparing for innovation

### D. A Plan to Fund

Determine and **prioritize** the investments needed for the **entire plan** – resources and costs; priorities where funding gaps are anticipated; **scenarios** to test assumptions and position for uncertainty



**Metro**

# L RTP Estimated Timeline

## FY 2017-18: Establishing the Baseline

### Section 1:

- Plan for Communities Sept. 2017
  - Equity Analysis Mar. 2018
- Plan for Partners Dec. 2017
- Plan for Outcomes: Mar. 2018
  - Identify and Assign Performance Metrics to Section 2 elements:  
Manage, Serve, Build

# L RTP Estimated Timeline

## Section 2:

- Plan to Manage Mar. 2018
  - Define System **Baseline**, Metrics and key questions
- Plan to Serve Jun. 2018
  - Define System **Baseline**, Metrics and key questions
- Plan to Fund Dec. 2017
  - Identify 40-year **Baseline** System and Program Costs
  - Identify 40-year **Baseline** Revenues and growth assumptions
- Plan to Build Dec. 2017
  - Define System **Baseline**, Metrics and key questions







## L RTP Estimated Timeline

### FY 2018-19: Scenario Building and Recommendations

- Define Alternative System Futures Sept. 2018
  - Priority scenarios/variations
- Define and “stress test” financial investment packages to match scenarios Dec. 2018
- Analyze tradeoffs and present recommendations Mar. 2019
  - Final Capital Investment Program
- ***Public outreach program will be developed to support all activities in 2017 and 2018.***



# Questions?



# MEASURE M

## THE LOS ANGELES COUNTY TRAFFIC IMPROVEMENT PLAN

### SAN GABRIEL VALLEY

The Metro Board of Directors voted to place a sales tax measure, titled the Los Angeles County Traffic Improvement Plan, on the November 8, 2016, ballot. This summarizes the projects and Measure M funding for the San Gabriel Valley area if the measure passes.

#### Major Projects (in 2015 \$)

- Gold Line Foothill Extension to Claremont **\$1 billion (\$1.1 billion total cost)**<sup>1</sup>
- SR-71 Gap from I-10 to Rio Rancho Rd **\$248.6 million (\$275 million total cost)**<sup>1</sup>
- SR-57/SR-60 Interchange Improvements **\$205 million (\$770 million total cost)**<sup>1</sup>
- Gold Line Eastside Extension (One Alignment) **\$2 billion (\$3 billion total cost)**<sup>1</sup>
- I-605/I-10 Interchange **\$126 million (\$598 million total cost)**<sup>1</sup>
- SR 60/I-605 Interchange HOV Connectors **\$130 million (\$491 million total cost)**<sup>1</sup>

#### Multi-Year Subregional Programs (in 2015 \$)

- Active Transportation Program (Including Greenway Proj.) **\$231 million**
- Bus System Improvement Program **\$55 million**
- First/Last Mile and Complete Streets **\$198 million**
- Highway Demand Based Program (HOV Ext. & Connect.) **\$231 million**
- Subregional Equity Program **\$199 million**
- Goods Movement (Improvements & RR Xing Elim.) **\$33 million**
- Highway Efficiency Program **\$534 million**
- ITS/Technology Program (Advanced Signal Tech.) **\$66 million**
- All subregions are eligible to compete for **\$260 million (\$350 million total cost)**<sup>1</sup> worth of Bus Rapid Transit projects, and **\$858 million** worth of Metro Active Transportation Projects

#### Local Return

- Local Return Revenue for San Gabriel Valley is expected to be **\$3.7 billion** over the next 40 years in escalated dollars

#### Transit

- Metro Transit and Municipal Transit Operators in San Gabriel Valley will also receive additional funding
- Regional Rail (Metrolink) is programmed to receive **\$1.2 billion** over the next 40 years in escalated dollars, with eligibility for an additional **\$700 million** if 2040 performance targets are met

POPULATION GROWTH FOR SAN GABRIEL VALLEY	
1,663,394	2017
1,942,341	2047

SOURCE: METRO CALCULATION BASED ON 2012 SCAG RTP DATA

EMPLOYMENT IMPACT FOR LA COUNTY	
465,690	new jobs

SOURCE: LAEDC 2016 STUDY

#### ADDITIONAL ANNUAL LOCAL RETURN FUNDING PROJECTIONS FOR FIRST FULL YEAR

FUNDING IS PROJECTED TO INCREASE EACH YEAR (For street improvements, pothole repair, signals, etc.)

CITY	
Alhambra	\$ 1,215,300
Arcadia	\$ 820,600
Azusa	\$ 702,200
Baldwin Park	\$ 1,094,600
Bradbury	\$ 15,400
Claremont	\$ 515,400
Covina	\$ 694,400
Diamond Bar	\$ 805,100
Duarte	\$ 310,300
El Monte	\$ 1,644,800
Glendora	\$ 731,100
Industry	\$ 6,300
Irwindale	\$ 20,900
La Puente	\$ 578,100
La Verne	\$ 469,400
Monrovia	\$ 531,400
Montebello	\$ 910,700
Monterey Park	\$ 881,700
Pomona	\$ 2,165,400
Rosemead	\$ 781,600
San Dimas	\$ 493,200
San Gabriel	\$ 575,600
San Marino	\$ 190,600
Sierra Madre	\$ 158,200
South El Monte	\$ 296,100
Temple City	\$ 515,300
Walnut	\$ 429,900
West Covina	\$ 1,540,000
Unincorporated LA County <sup>2</sup>	\$ 14,943,600

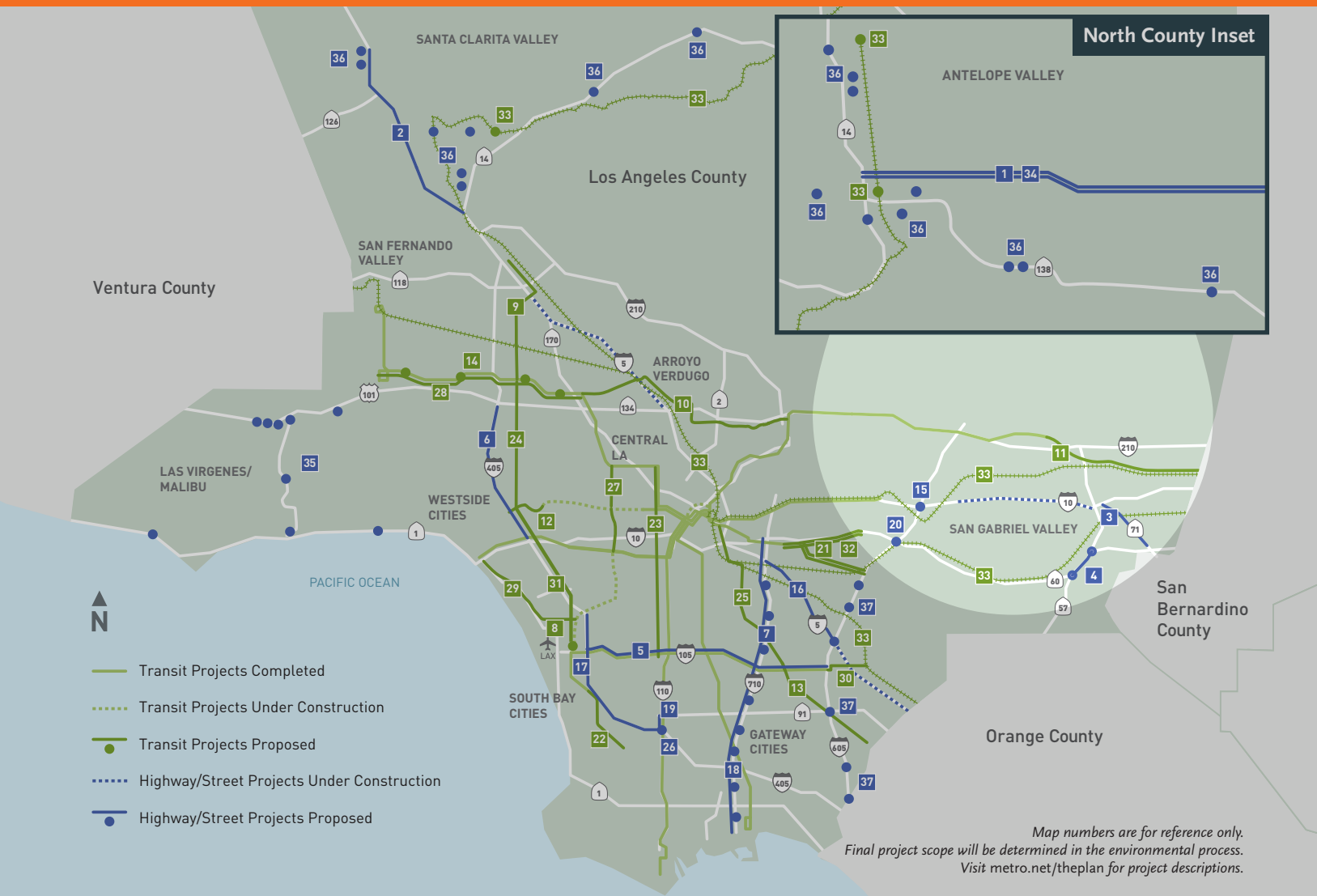
<sup>2</sup>Funding may be used for local transportation projects and programs anywhere within Unincorporated LA County as they determine.

#### ADDITIONAL ANNUAL FUNDING FOR LOCAL TRANSIT OPERATORS FOR FIRST FULL YEAR

FUNDING IS PROJECTED TO INCREASE EACH YEAR

OPERATOR	
Arcadia Transit	\$ 119,400
Claremont Dial-a-Ride	\$ 76,700
Foothill Transit	\$ 11,097,000
Montebello Bus Lines	\$ 3,572,200

# THE LOS ANGELES COUNTY TRAFFIC IMPROVEMENT PLAN SAN GABRIEL VALLEY



## Highway/Street Projects

- 1 High Desert Multi-Purpose Corridor Project (Right-of-Way)
- 2 I-5 N Capacity Enhancements (SR-14 to Lake Hughes Rd)
- 3 SR-71 Gap: I-10 to Rio Rancho Rd
- 4 SR-57/SR-60 Interchange Improvements
- 5 I-105 ExpressLane: I-405 to I-605
- 6 Sepulveda Pass Corridor (Busway)
- 7 I-710 South Corridor Project Phase 1
- 15 I-605/I-10 Interchange
- 16 I-5 Corridor Improvements: I-605 to I-710
- 17 I-405 South Bay Curve Improvements
- 18 I-710 South Corridor Project Phase 2
- 19 I-110 ExpressLanes Extension to I-405/I-110 Interchange
- 20 SR-60/I-605 Interchange HOV Direct Connectors
- 26 I-405/I-110 Interchange HOV Connect Ramps & Interchange Improvements
- 34 High Desert Multi-Purpose Corridor Project (Construction)
- 35 Las Virgenes/Malibu Transportation Improvements (Representative Sample)
- 36 North County Transportation Improvements (Representative Sample)
- 37 I-605 Corridor "Hot Spot" Interchange Improvements

## Transit Projects

- 8 Airport Metro Connector/Green Line Extension
- 9 East San Fernando Valley Transit Corridor
- 10 BRT Connector Orange/Red Line to Gold Line
- 11 Gold Line Foothill Extension Phase 2B
- 12 Purple Line Extension Transit Project Section 3
- 13 West Santa Ana Transit Corridor Segment 1
- 14 Orange Line BRT Improvements (Locations TBD)
- 21 Gold Line Eastside Extension Phase 2 (one alignment)
- 22 Green Line Extension to Crenshaw Bl in Torrance
- 23 Vermont Transit Corridor
- 24 Sepulveda Pass Corridor (Rail)
- 25 West Santa Ana Transit Corridor Segment 2
- 27 Crenshaw Line Northern Extension
- 28 Orange Line Conversion to Light Rail
- 29 Lincoln Bl BRT
- 30 Green Line to Norwalk Metrolink Station
- 31 Sepulveda Pass Corridor Westwood to Airport Metro Connector
- 32 Gold Line Eastside Extension Phase 2 (second alignment)
- 33 Regional Rail and Metrolink Improvements

Not shown on map: Crenshaw/LAX Track Enhancement Project, Complete LA River Bike Path and LA River Waterway and System Bike Path, City of San Fernando Bike Master Plan, Historic Downtown Streetcar, North San Fernando Valley Bus Rapid Transit Improvements, Arroyo Verdugo Transportation Improvements, and South Bay Transportation Improvements





## California Conservation Corps

### Pomona Center/Los Angeles Satellite

*"Hard work, low pay, miserable conditions ... and more!"*

The CCC's Pomona/Los Angeles locations have a combined 135 Corpsmembers! The Pomona Center is located at the eastern edge of Los Angeles County and the Los Angeles Satellite in downtown.

**The Pomona Center / Los Angeles Satellite** have combined! The young woman and men of these locations will work hard protecting and restoring California's environment and responding to disasters, becoming stronger workers, citizens and individuals through their service.



The Pomona Center was established in 1981 and is based at what is now part of Cal Poly Pomona University South Campus. The center began as a residential center, then became part of the Inland Empire Center. Since 2014, it is once again a full center!



The CCC's Los Angeles location at Vernon and Main was established more than 30 years ago.

### ***Recent Work***

Partnering With Public Land Agencies Along with State Parks and the U.S. Forest Service, the Pomona Center works with the Bureau of Land Management, National Parks, the Department of Conservation, the Department of Water Resources, Caltrans, Watershed Conservation Authority, Rivers and Mountains Conservancy, CA Fire Safe Councils, City and County of Public Works Departments, Amigos De Los Rios and others. Work includes trail construction, habitat restoration, watershed restoration as well as many other unique projects.

The Los Angeles Satellite crews work with Caltrans assisting with storm drain clearance and highway landscaping. For California State Parks, corpsmembers have been involved with trail construction and fire hazard reduction at Kenneth Hahn State Recreation Area, and have built kiosks for the disabled in multiple parks. Los Angeles crews have worked for the Rivers and Mountains Conservancy in Culver City, San Gabriel and Huntington Beach. A partnership with the University of Southern California's Joint Educational Project Program has been developed to assist in teaching a new Career Development Training Program for corpsmembers.

### ***Department of Transportation***

The Pomona Center crews work year- round on Caltrans landscaping projects. In addition to this work, the center is currently working on a multi-year Transportation Enhancement project planting native trees along route 142 in Carbon Canyon.



Trail work on Torrey Pines spike



Caltrans work along the freeway

### ***Fuel Reduction Crew (Proposition 40)***

With the partnership of Los Angeles County Fire and Forestry and with local Fire Safe Councils, the crew is reducing the risk of fire dangers within the state responsibility areas in local watersheds. The corpsmembers learn fuel and fire reduction techniques as well as the proper use of various power tools.



Prop. 40 Fire Hazard Reduction Crew, Glendora



Pomona Crew removes tree with chainsaw

### ***Medfly Work***

Corpsmembers continue to assist in Mediterranean fruit fly eradication efforts for the Department of Food and Agriculture. Crews stripped and bagged fruit from residential fruit trees. Additional work is expected in the coming weeks.





## ***Emergency Response***

All corpsmembers receive training in floodfighting techniques and fire camp support. In the past year, Los Angeles corpsmembers provided rehabilitation work on the site of the Station Fire; were dispatched to Chariot, Rim and Fish fires and worked with the Department of Food & Agriculture to help eradicate the melon fruit fly in the Central Valley. Responding to Emergencies Like other CCC centers, Pomona is a part of the statewide emergency preparedness system and responds to fires, floods, oil spills, and pest infestations.

### **The CCC's Responding to Emergencies**



CCC & Emergency Recovery



Flood Fight Workforce



Crews on Wildland Fire

## ***Volunteering Locally***

Los Angeles Satellite Community Volunteer Efforts Corpsmembers are involved in local volunteer activities, from working at homeless shelters and community gardens to the local food bank.

Pomona Center Corpsmembers Volunteer Locally on weekends, corpsmembers often volunteer with the civic organizations throughout the area.



Pomona corpsmembers pose with record number of donations of toys, food and socks for local shelters. Photo by Brandi McLaughlin.



Volunteering at the Santa Ana Zoo

## ***Continuing Education and Training***

The Pomona Center corpsmembers who haven't completed high school attend the John Muir Charter School on-site classroom to continue their education. When working on projects located offsite and in remote locations, laptops are provided. Graduations are usually held once or twice a year to recognize those corpsmembers who have earned their diploma. Corpsmembers also have opportunities for additional training and scholarships.

Continuing Education Enrolled in the John Muir Charter School, 14 Los Angeles corpsmembers earned high school diplomas last December.





# REPORT

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DATE: February 16, 2017

TO: SGVCOG Governing Board

FROM: Phil Hawkey, Executive Director

RE: **ACE/LARGE CAPITAL PROJECTS AD HOC COMMITTEE REPORT**

## **RECOMMENDED ACTIONS**

1. Approve the report of the ACE/Large Capital Projects Ad Hoc Committee.
2. Direct staff to undertake the necessary actions to develop and staff a new Transportation Planner position (i.e. develop near-term funding plan for position, prepare revisions to SGVCOG salary resolution, develop job description, and initiate recruitment).
3. Develop a multi-year plan to integrate ACE, as an ongoing integral part of the SGVCOG, to allow for potential future capacity to construct capital projects in the San Gabriel Valley pending future specific direction from the Governing Board. Report back within six months.
4. Direct ACE and SGVCOG staff to further integrate administrative functions.
5. Consult with legal counsel of ACE and SGVCOG to identify necessary changes to SGVCOG JPA and Bylaws.

## **BACKGROUND**

As part of its Strategic Planning process in early 2016, the SGVCOG Governing Board identified the need to conduct an assessment about the future of ACE and the role of the SGVCOG in planning, funding, and constructing large capital projects. As a result, the SGVCOG president, Gene Murabito, formed an Ad Hoc Committee with the purpose of studying and fully exploring these issues. The ACE/ Large Capital Projects Ad Hoc Committee was tasked with assessing the future of the SGVCOG and whether it should be primarily a planning agency or should it also have the internal capacity to implement and build large capital projects. A key issue relates to the future of ACE and whether it should dissolve upon completion of its mission in six years or should ACE be reformed and restructured as a division of the SGVCOG that would be responsible for the construction of large capital projects in the San Gabriel Valley.

At its January 2017 meeting, the Governing Board received the ACE/Large Capital Projects Ad Hoc Committee Draft Report for informational purposes only, with the intention that Governing Board members have time to review it and be prepared to vote on its acceptance at this meeting. Since the January Governing Board meeting, members of the Ad Hoc Committee met with Caltrans District 7, including the Chief Deputy Directors and several Deputy District Directors. Caltrans was very receptive to a continued and expanded role of ACE, particularly in functional areas that are difficult for Caltrans due to regulations and long approval processes such as right-of-way acquisition and design/build contracting. If the Governing Board opts to move forward with ACE in this role, Caltrans recommended establishing a master agreement that defines the cooperative relationship. This would be similar to what they have established with SANBAG and SANDAG.

Staff is seeking direction on the following near-term actions:

- Creating a new Transportation Planner/Program Manager position
- Developing a plan to fully integrate ACE staff functions into the SGVCOG
- Affirming the continuation of ACE with the potential to take on an expanded role pending the delivery of a long-term plan for integration

## **Transportation Planner/Program Manager**

With the passage of Measure M, San Gabriel Valley transportation projects and programs will receive more than \$3 billion in local sales tax funds over the coming decades<sup>1</sup>. Measure M funding will be passed through eight programs established by the SGVCOG. Over the course of the Ad Hoc Committee's work, it became apparent that whatever organizational form emerged from the effort, it must include added capacity for the SGVCOG to plan and program several categories of the Measure M funding; possibly as soon as Fall 2017.

The Transportation Planner/Program Manager would be responsible for working with cities, technical committees, and Metro on planning and programming in each of the funding categories. Together, they would develop project design standards, scope, tasks, costs, and timeline, before making recommendations to decision-making bodies. Subject to Governing Board direction, SGVCOG staff would work with Metro staff to develop a Memorandum of Understanding (MOU) to fund this position using Measure M funding. It is anticipated that this would be similar in structure to the existing agreements that South Bay and Gateway COGs have to utilize Measure R funding for this purpose. Once an MOU was developed and approved by the Governing Board, staff would incorporate this funding in the FY 2017-18 budget. At the same time, staff would develop a job description, conduct a salary survey of similar positions, and present an updated salary resolution to create this new classification. It is anticipated that this could be completed as early as March 2017. This would allow for the position to be recruited and filled in early FY 2017-18.

## **ACE/COG Staff Integration**

The COG currently contracts with ACE for Financial Accounting and Budget Management services, for Payroll and Human Resource support, for Information Technology assistance, and for Transportation Planning leadership. This support is provided through three Memorandums of Understanding (MOUs) between ACE and the COG. Under the terms of these MOUs, the COG pays fully burdened rates for these services and ACE is reimbursed for all staff time spent on COG projects. Staff will review these MOUs and work with ACE to develop cost-effective strategies for integrating current functions. Additionally, ACE and COG staffs will work to determine how other functions performed by ACE staff (e.g. contracts management, auditing, grant writing and government relationship) could be utilized by the COG to support the COG's core activities and strategic plan.

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<sup>1</sup> \$1.019 billion in Measure M funding will be directly subvented to the Foothill Goldline Construction Authority for construction of Foothill Gold Line Phase 2B.



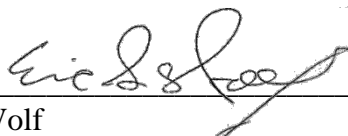
# REPORT


## Long-Term Integration Plan

ACE and COG staff will work to develop a long-term integration plan that will address the questions and issues identified by the Ad Hoc Committee, the City Managers' Steering Committee, and the Governing Board. Staff will report back monthly to the Ad Hoc Committee, provide an interim update to the Governing Board, and present a final report to the Governing Board no later than July 2017. Questions to be addressed in the report include the following:

- What changes are needed in the SGVCOG Joint Powers Authority and the SGVCOG By-Laws to expand the authority of ACE to serve the entire San Gabriel Valley?
- What changes are appropriate for the ACE governance board structure?
- What will be the process for SGVCOG /ACE to decide to take responsibility for a major capital project?
- How can SGVCOG and ACE personnel structures be better integrated?
- How can the organization be structured to minimize ACE staffing needs while expanding and contracting capacity to manage capital projects?
- How can project liability be managed in order to mitigate SGVCOG member exposure?
- How can organizations and agreements be structured to guarantee that project cost overruns do not create a financial exposure for SGVCOG members?
- How can the COG insure that any CalPERS liability of ACE is paid from ACE resources?

The ACE/Large Capital Projects Ad Hoc Committee Report will be reviewed and acted upon at the February 16 Governing Board meeting. The results of the Caltrans meeting are incorporated into the report as the only change from the version received by the January Governing Board. Staff recommends acceptance of the recommended actions and seeks guidance on near-term actions.

Prepared by:   
Eric Wolf  
Senior Management Analyst

Approved by:   
Marisa Creter  
Assistant Executive Director

## ATTACHMENTS

Attachment A – ACE/Large Capital Projects Ad Hoc Committee Report

**OFFICERS**

*President*  
Gene Murabito

*1<sup>st</sup> Vice President*  
Kevin Stapleton

*2<sup>nd</sup> Vice President*  
Cynthia Sternquist

*3<sup>rd</sup> Vice President*  
Margaret Clark

**MEMBERS**

*Alhambra*

*Arcadia*

*Azusa*

*Baldwin Park*

*Bradbury*

*Claremont*

*Covina*

*Diamond Bar*

*Duarte*

*El Monte*

*Glendora*

*Industry*

*Irwindale*

*La Cañada Flintridge*

*La Puente*

*La Verne*

*Monrovia*

*Montebello*

*Monterey Park*

*Pasadena*

*Pomona*

*Rosemead*

*San Dimas*

*San Gabriel*

*San Marino*

*Sierra Madre*

*South El Monte*

*South Pasadena*

*Temple City*

*Walnut*

*West Covina*

*First District, LA County*  
*Unincorporated Communities*

*Fourth District, LA County*  
*Unincorporated Communities*

*Fifth District, LA County*  
*Unincorporated Communities*

*SGV Water Districts*

January 19, 2017

President Gene Murabito, San Gabriel Valley Council of Governments  
Governing Board, San Gabriel Valley Council of Governments

**RE: ACE/LARGE CAPITAL PROJECTS AD HOC COMMITTEE DRAFT  
REPORT**

Dear President Murabito and Governing Board Members:

Based on your desire that the SGVCOG conduct an assessment of the future of the Alameda Corridor-East Construction Authority (ACE) and the role of the SGVCOG in planning, funding, and constructing large capital projects, I am submitting the attached draft report for your consideration, discussion, and potential adoption over the coming months. This report is the culmination of diligent work completed by the ACE/Large Capital Projects Ad Hoc Committee and presents the context, process, and recommendations of their exhaustive work.

The Ad Hoc Committee worked with thoughtfulness and patience, meeting twice a month for more than half a year in order to thoroughly discover and scrutinize all aspects of this important decision. With the passage of Measure M and the knowledge that San Gabriel Valley will receive over \$3 billion in the coming decades, the committee's efforts took on added importance. There was strong consensus for hiring a Transportation Planner to support Measure M planning and programming, and for better integrating the relationship between the ACE staff and the SGVCOG staff. Further study will be devoted to what role ACE should play in transportation construction management and the nuances involved in completing a transition to that role.

I would like to thank the committee for their professionalism and care. They respectfully addressed every point of view and acted at all times with concern for the long term health of the SGVCOG, as well as the reputation and benefit of San Gabriel Valley. I welcome your thoughts and ideas in response to this draft report.

Sincerely,

John Fasana

Chair, ACE/Large Capital Projects Ad Hoc Committee  
San Gabriel Valley Council of Governments

**Report of the ACE/ Large Capital Projects Ad Hoc Committee****EXECUTIVE SUMMARY:**

The ACE/Large Capital Projects Ad Hoc Committee was appointed in June, 2016 by SGVCOG President Gene Murabito to study the future role of the SGVCOG as a planning agency and possibly modifying the role of ACE (Alameda Corridor-East Construction Authority) in order to give the SCVCOG the ability to implement and construct capital projects. The Ad Hoc Committee undertook the following activities:

- Studied the history of the SGVCOG and ACE;
- Evaluated the issues of risks and liability involved with construction;
- Examined the liabilities of PERS for both ACE and SGVCOG;
- Explored four case studies of major projects that might benefit from a more active role by the SGVCOG in construction;
- Compared how other COGs operate; and
- Developed guiding principles to identify core issues that should influence any decision about the future of the SGVCOG.

With the passage of Measure M in November 2016, the San Gabriel Valley region is now guaranteed to receive over \$3.3 billion in funding over the next 40 years, including hundreds of millions of dollars for transportation programs to be administered through the SGVCOG. It is important to note that the Measure M funds are intended to be leveraged in securing matching state, federal or other funds which will be needed to complete most, if not all, of the SGVCOG's priority projects.

The Ad Hoc Committee is recommending to the Governing Board that the SGVCOG expand its organizational capacity by creating a transportation planning division and hire a transportation planner to manage the implementation of Measure M in the San Gabriel Valley. In addition, the Ad Hoc Committee recommends that the SGVCOG develop a plan for integrating ACE as an integral part of the COG to allow for the potential to construct capital projects throughout the San Gabriel Valley pending specific direction from the Governing Board.

**RECOMMENDED ACTION:**

1. Approve the report of the ACE/Large Capital Projects Ad Hoc Committee.
2. Direct staff to undertake the necessary actions to develop and staff a new Transportation Planner position (i.e. develop near-term funding plan for position, prepare revisions to SGVCOG salary resolution, develop job description, and initiate recruitment).
3. Develop a multi-year plan to integrate ACE, as an ongoing integral part of the SGVCOG, to allow for potential future capacity to construct capital projects in the San Gabriel Valley pending future specific direction from the Governing Board. Report back within six months.
4. Direct ACE and SGVCOG staff to further integrate administrative functions.
5. Consult with legal counsel of ACE and SGVCOG to identify necessary changes to SGVCOG JPA and Bylaws.



**BACKGROUND:**

ACE was created by the SGVCOG in 1998 as a subsidiary of the SGVCOG. It was created with a specific narrow mission to address the traffic congestion caused by the expansion of freight rail traffic from the Ports of Los Angeles and Long Beach. For the past 18 years, ACE has had great success in securing more than \$1.6 billion in funding to construct grade separations to facilitate freight railroad movement through the southern portion of the San Gabriel Valley.

The mission of the ACE project is approaching completion in the next few years, and the SGVCOG must determine next steps. The expertise and excellent reputation of the ACE organization presents an opportunity to address an expanded and new scope of projects, but there are inherent risks and costs with this type of new endeavor.

In addition, with the passage of Measure M in Los Angeles County in November 2016, the SGVCOG will be responsible for guiding the allocation and implementation of over \$3.3 billion in capital projects and programs. The SGVCOG will either need to expand its capacity to handle these funds, or allow Metro to manage the funds in a manner guided by the advice of the SGVCOG.

As part of its Strategic Planning process in early 2016, the SGVCOG Governing Board identified the need to conduct an assessment about the future of ACE and the role of the SGVCOG in planning, funding, and constructing large capital projects. As a result, the SGVCOG president, Gene Murabito, formed an ad-hoc committee with the purpose of studying and fully exploring these issues.

**Existing Structure**

Currently, ACE operates as a subsidiary unit of the SGVCOG, but as a quasi-independent agency reporting to the ACE Board of Directors. ACE has a separate Chief Executive Officer who reports to the ACE Board, and all ACE employees report to the Chief Executive Officer. As specified in the SGVCOG JPA and bylaws, the SGVCOG Governing Board is responsible for approving ACE's scope of projects and annual budget. All other functions, including approving contracts, property acquisition, and hiring of staff, are delegated to the ACE Board of Directors. The ACE Board of Directors is comprised of the following members (all of which have, or did have, at least one ACE project within their jurisdiction):

- LA County
- El Monte
- Industry
- Montebello
- Pomona
- San Gabriel

Additionally, the SGVCOG President or his/her designee serves on the Board as a voting member.

In February 2015, the SGVCOG Governing Board approved a memorandum of understanding (MOU) with ACE to have ACE staff provide technical assistance related to transportation planning. Under this MOU, the CEO of ACE is compensated by SGVCOG to periodically perform the functions of the Transportation Director for the SGVCOG. This role was most active in the

development of the mobility matrix, as well in the communications with Metro and Caltrans on behalf of the SGVCOG. This work by the CEO of ACE as the Transportation Director of SGVCOG entails only a few hours a month and compensation from the SGVCOG is paid to ACE, which offsets the compensation that the CEO receives from ACE.

In February 2016, the SGVCOG Governing Board approved two additional MOUs to allow ACE staff to provide administrative/HR, IT and financial management support services. ACE is fully reimbursed for these labor costs.

#### Committee Purpose, Members, and Process

The ACE/ Large Capital Projects Ad Hoc Committee was tasked with assessing the future of the SGVCOG and whether it should be primarily a planning agency or should it also have the internal capacity to implement and build large capital projects.<sup>1</sup> A key issue relates to the future of ACE and whether it should close operations and dissolve upon completion of its mission or should ACE be reformed and restructured as a division of the SGVCOG that would be responsible for the construction of large capital projects in the San Gabriel Valley.

Two alternative future roles considered were as follows:

1. The SGVCOG should focus on being a planning agency that concentrates on assessing the needs of the San Gabriel Valley, developing proposals and plans that address those needs, pursuing grants and funding sources to pay for programs and capital projects, including transportation and capital improvements, and collaborating with appropriate agencies to construct the large capital improvements; OR
2. The SGVCOG should expand its organizational capacity from strictly a policy and planning agency, to become a construction agency as well. In addition to planning for transportation and large capital projects, the SGVCOG might take responsibility for managing the implementation of, and even constructing, these projects. These projects might include new highway construction, bridges, freeway interchanges, and bicycle paths, as well as non-transportation projects (e.g. storm water facilities).

The Committee considered several variations of each alternative.

The Ad Hoc Committee was comprised of the following members:

- John Fasana, Councilmember, City of Duarte, Chair
- Gene Murabito, Mayor of Glendora and SGVCOG President
- Terry Tornek, Mayor, City of Pasadena
- Victoria Martinez, Vice Mayor, City of El Monte
- Jack Hadjinian, Councilmember, City of Montebello
- Cynthia Sternquist, Councilmember, City of Temple City
- Sam Pedroza, Mayor, City of Claremont

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<sup>1</sup> For the purposes of this report, the terms “planning”, “programs” and “projects” are used as follows:

- Planning: studies to determine current infrastructure assessments, future infrastructure needs, feasibility studies, preliminary environmental reports, preliminary cost estimates, and potential funding sources.
- Programs: a group of projects intended to implement a specific subregional goal or need.
- Projects: individual infrastructure improvements that can be constructed as stand-alone projects with independent merit.

- Cruz Baca, Councilmember, City of Baldwin Park
- Javier Hernandez, Transportation Deputy, LA County District #1
- Dave Perry, Transportation Deputy, LA County District #5
- Linda Lowry, City Manager, City of Pomona
- David Liu, Public Works Director, City of Diamond Bar

Phil Hawkey, Executive Director of SGVCOG and Mark Christoffels, CEO of ACE, were advisory to the Ad Hoc Committee. SGVCOG staff Marisa Creter and Eric Wolf also assisted the work of the Ad Hoc Committee.

Throughout September and October, the committee discussed four case studies (SR-57/SR-60 Interchange, Greenway Network, SR-71 Completion, and I-605 Hot Spots) as a means of considering the role the SGVCOG and the ACE could play in construction planning and management. Considerable attention was paid to the issues of liability and risk management involved with construction. The experience of ACE demonstrated that prudent management with comprehensive insurance can protect the organization. The legal structure of the Joint Powers Authority makes it a stand-alone legal entity for which the member cities of the JPA are protected from legal liability.

The issue of CalPERS liability for the ACE organization was studied by the Ad Hoc Committee, especially recognizing that the agency may terminate in a few years. A review of audit reports concluded that more than adequate funds have been set aside at ACE to adequately cover its CalPERS obligations.

Next, the committee reviewed other COG organizational and governance models and determined that there are a wide variety of different Council of Government structures in California, each organized to meet specific regional needs, as well as funding and partnership opportunities.

The Ad Hoc Committee gave time to establish some overriding principles that should guide any future actions of the SGVCOG in addressing the needs of the San Gabriel Valley. Guiding Principles were created and approved by the Ad Hoc Committee, against which the committee's recommended future SGVCOG structure could be evaluated.

### Context: Opportunities and Challenges

#### Measure M funding

With the passage of Measure M, San Gabriel Valley transportation projects and programs identified and prioritized by SGVCOG will receive more than \$3 billion in local sales tax funds over the coming decades. Significant Measure M funding will be passed through eight programs established by the SGVCOG expressly for San Gabriel Valley projects:

- (1) Active Transportation (\$231 million)
- (2) Bus System Improvement (\$55 million)
- (3) First/Last Mile and Complete Streets (\$198 million)
- (4) Highway Demand Management (\$231 million)
- (5) Goods Movement (\$33 million)
- (6) Highway Efficiency (\$534 million)
- (7) ITS/Technology (\$66 million)

## (8) Subregional Equity (\$199 million)

Over the course of the ad hoc committee's work, it became apparent that whatever organizational form emerges from the effort, it must include added capacity for the SGVCOG to manage the Measure M funding assigned to the San Gabriel Valley and to secure matching funds, as needed to complete project budgets.

### Partner Agencies

Representatives from the Ad Hoc Committee met with key staff from Metro, including CEO Phil Washington, on November 29th. During that meeting, Metro staff referenced the Measure M Program Management Plan (PMP) that was presented to the Metro Board in October 2016. That report can be accessed here:

[http://theplan.metro.net/wp-content/uploads/2016/11/report\\_prgm\\_mgmt\\_2016\\_11.pdf](http://theplan.metro.net/wp-content/uploads/2016/11/report_prgm_mgmt_2016_11.pdf).

Metro indicated that the SGVCOG's proposal to take a more active role in planning, programming, and constructing projects and programs was consistent with the PMP, and Metro was supportive of subregional efforts that would facilitate projects being completed on-time and within budget.

A separate meeting was held with staff from Caltrans Region 7 for the purpose of identifying the relationship that might occur between Caltrans and the SGVCOG regarding constructing transportation projects. Caltrans was very willing, inviting the COG and ACE to take on projects on a case-by-case basis depending on Caltrans' capacity for management. They identified win-win areas such as Design and Rights-of-Way Acquisition that might more easily be accomplished by ACE due to complex Caltrans rules and processes. (It is important to note that ACE is currently constructing freeway improvements Lemon Avenue on- and off-ramps) related to a grade separation detour route under agreement with Caltrans and the Cities of Diamond Bar and Industry. So this relationship would not be entirely new.

## **GUIDING PRINCIPLES**

The Ad Hoc Committee developed Guiding Principles intended to define the core elements of the organizational structure and operating requirements of any new agency or division within the SGVCOG that would take on planning, programming, and construction projects. The following guiding principles were approved by the Committee:

### *Threshold Criteria & Member Benefit*

- SGVCOG action will result in a measurable benefit to the region and member cities and/or non-action will result in a measurable disadvantage or loss to the San Gabriel Valley region.
- Collaborative relationships with impacted communities, LA Metro, Caltrans, LA County and/or other entities are explored before SGVCOG acts to plan or implement a program or project.
- Majority support from SGVCOG members is secured before a major program or project is undertaken.<sup>2</sup>

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<sup>2</sup> Preliminary concept planning is considered part of normal administration as part of assembling information for the SGVCOG Governing Board to consider as part of their review and approval of a program or project.

*Liability & Risk*

- Structures are in place, including proper insurance and indemnification, to ensure there is no financial exposure or increased legal liability to member cities as a result of SGVCOG taking action.
- Agreements have been defined for long term ownership and maintenance by a responsible entity of the completed project.

*Financial Impact*

- SGVCOG may pursue funding for planning activities that may, or may not, result in programs or projects, but could fund staff costs.
- SGVCOG will not proceed with a program or project without securing all funding sources necessary to complete the phase.
- Member agencies may volunteer to fund a program, project, or study through an assessment in which only the participating members benefit from the work.
- SGVCOG may secure short term financing to fund start-up costs or accelerate a program or project with approval of a majority of SGVCOG members.

*Legal Authority & Project Oversight*

- Action will conform to SGVCOG's existing legal authority. If it does not, all legal risks and changes to authority will be identified before taking action.
- Oversight may be performed by a new organization created by SGVCOG that could plan, program, or implement projects in the San Gabriel Valley, and the SGVCOG might enter into agreements with this organization for the completion of those programs or projects.

**COMMITTEE RECOMMENDATIONS:**

The Ad Hoc Committee considered various roles the SGVCOG could assume with respect to transportation planning, programming and construction, and the organizational and governance models necessary to support these new roles. In terms of potential roles, the Ad Hoc Committee considered a spectrum of possible activities the SGVCOG could assume. Example activities the SGVCOG could undertake (from least to most resource intensive) are listed below:

- Participate on selected consultation panels (with Metro as lead);
- Prioritize projects;
- Program and allocate funding, including managing a subregional call for projects;
- Lead the effort to advocate for additional funding for projects;
- Serve as lead for design; and
- Serve as lead for construction.

The key recommendations of the Ad Hoc Committee are:

- 1) With the passage of Measure M, there developed strong consensus that, at a minimum, the SGVCOG should expand its transportation planning and programming capacity. Specifically, it was identified that the SGVCOG should hire a Transportation Planner who can coordinate all Measure M program management activities. This Transportation Planner, and potential future support staff, will be funded from Measure M revenues.

- 2) The other major question then is what role should ACE have within the SGVCOG organization and its role in constructing new projects throughout the San Gabriel Valley. ACE should continue its current grade separation mission in the Alameda Corridor East while the SGVCOG develops a plan to integrate ACE as an integral part of the COG with future capacity to construct capital projects through the San Gabriel Valley pending future specific direction from the Governing Board.

Items to be considered as SGVCOG develops an integration plan include, but are not limited to:

- Changes to the SGVCOG Bylaws;
- Changes to the SGVCOG JPA;
- Financial decisions;
- ACE/SGVCOG staff integration (The attached organizational chart is representative of numerous options the Ad Hoc Committee considered.);
- Short and long range programs and projects; and
- Project/Program relationships with Metro and Caltrans.

With guidance from SGVCOG Governing Board, implementation of these recommendations will be presented in the form of Governing Board actions to amend the SGVCOG bylaws and Joint Powers Authority Agreement.

This report is being presented for information and discussion at the January 19, 2017 Governing Board meeting. The Governing Board will consider taking action to approve the recommendations included in the report at its February 16, 2017 meeting. If approved, actions that have budget impact, including the creation of a new transportation planner position, will be incorporated into the FY 2017-2018 budget, that will be presented to the Governing Board for adoption on May 18<sup>th</sup>, 2017. The Ad Hoc Committee will continue to meet monthly to monitor the development of the multi-year integration plan. Staff will present an update on the integration plan to the Governing Board by July 2017.

This report of the ACE/Large Capital Projects Ad Hoc Committee is submitted to the Governing Board with the endorsement of the Ad Hoc Committee as indicated below:

- John Fasana, Councilmember, City of Duarte Chair
- Gene Murabito, Mayor of Glendora and President SGVCOG
- Terry Tornek, Mayor, City of Pasadena
- Victoria Martinez, Vice Mayor, City of El Monte
- Jack Hadjinian, Councilmember, City of Montebello
- Cynthia Sternquist, Councilmember, City of Temple City
- Sam Pedroza, Mayor, City of Claremont
- Cruz Baca, Councilmember, City of Baldwin Park
- Javier Hernandez, Transportation Deputy, LA County District #1
- Dave Perry, Transportation Deputy, LA County District #5
- Linda Lowry, City Manager, City of Pomona
- David Liu, Public Works Director, City of Diamond Bar

# Attachment A

February 16, 2017

Revised 2/7/2017