



San Gabriel Valley Council of Governments

AGENDA AND NOTICE OF THE **SPECIAL** MEETING OF THE SGVCOG PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE **Monday, January 22, 2018 – 12:00 PM**

2017/2018 OFFICERS

Chair: Rene Guerrero

Vice Chair: David Liu

Immediate Past Chair:
Phil Doudar

Voting Members:

Arcadia

Azusa

Claremont

Diamond Bar

El Monte

Irwindale

Monrovia

Pasadena

Pomona

San Dimas

Temple City

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 comment 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.sgvcog.org. Copies are available via email upon request (sgv@sgvcog.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 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: 11/20/2017
Recommended Action: Review and approve.

PRESENTATIONS

6. “Measure Up!” Project Follow-up and Demonstration: Presentation by Eva Pan and Shrota Sharma of LA County Metro
Recommended Action: For information.
7. Metro Measure M Sub-Regional Public Participation Plan: Presentation by Peter Duyshart, Project Assistant, SGVCOG
Recommended Action: Discuss and provide direction to staff.

ACTION ITEMS (*It is anticipated that the Committee may take action on the following matters*)

UPDATE ITEMS

8. ACE/COG Integration
Recommended Action: For information.

INFORMATION ITEMS

DISCUSSION ITEMS

EXECUTIVE DIRECTOR’S COMMENTS

ANNOUNCEMENTS

- California Statewide Local Streets and Roads Needs Assessment 2018, Juanita Martinez, NCE
- Next Public Works TAC Meeting will be on Monday, February 26, 2018, since the third Monday of February (Feb. 19) is Presidents’ Day. The February 26 Meeting will be considered a SPECIAL meeting.

ADJOURN



SGVCOG Public Works TAC Meeting Minutes

Date: November 20, 2017

Time: 12:00 P.M.

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

PRELIMINARY BUSINESS

1. Call to Order. The meeting was called to order at 12:04 p.m.
2. Pledge of Allegiance. R. Guerrero led the TAC in the Pledge of Allegiance.
3. Roll Call

Public Works TAC Members Present

P. Wray, Arcadia
C. Curiel, Azusa
D. Liu, Diamond Bar
E. Jeng, J. Wu, El Monte
E. Rodriguez, Irwindale
A. Tachiki, Monrovia
B. Janka, Pasadena
R. Guerrero, Pomona
K. Patel, S. Garwick, San Dimas
R. Salas, South El Monte
M. Forbes, Temple City
L. Tang, West Covina
Y. Sim, E. Kunitake, LACDPW

Public Works TAC Members Absent

Claremont

Guests

S. Ahmad, SA Associates	J. Goldstein, K. Anderson, G. Lee, USACE
J. Nelson, CNC Engineering	J. Martinez, NCE
F. Alamolhoda, LAE Associates	S. Novotny, Caltrans District 7
D. Purcell, SCE	G. Jaquez, MNS Engineers
A. Chang, Transtech	
B. Jong, LACMTA (Metro)	

SGVCOG Staff

M. Christoffels
P. Duyshart

4. Public Comment.

There was no public comment.

CONSENT CALENDAR

5. Review Public Works TAC Meeting Minutes: 10/16/2017
There was a motion to approve the minutes (M/S: D. Liu/K. Patel).

[Motion Passed]

Ayes	Arcadia, Azusa, Diamond Bar, El Monte, Irwindale, Monrovia, Pasadena, Pomona, San Dimas, South El Monte, Temple City, West Covina, LACDPW
------	---

Noes	
Abstain	
Absent	Claremont

PRESENTATIONS

6. *Whittier Narrows Dam Safety & USACE's Dam Safety Program: Presentation by Joe Goldstein, Kathy Anderson, and Gary Lee of the U.S. Army Corps of Engineers*

J. Goldstein, Dam Safety Program Manager, delivered the first half of the presentation, during which he described the Dam Safety Program of the U.S. Army Corps of Engineers' (USACE) Los Angeles District. He mentioned how this program includes three key concepts: risk assessment, risk management, and risk communication. Under this safety program, the USACE tries to address the following questions:

- What are the hazards and how likely are they to occur?
- How will the dam perform in the face of these hazards?
- Who and what are in harm's way?
- How much harm is caused?
- How susceptible to harm are they?

Mr. Goldstein next discussed the technical details of the USACE's portfolio risk management process. He also explained the Dam Safety Action Classification (DSAC) levels, the characteristics of dams at each safety/risk level, and the actions that USACE needs to take to address the safety concerns of the most at-risk dams. Furthermore, Mr. Goldstein talked about how the USACE conducts dam safety modification studies.

K. Anderson, Civil Works Project Manager, gave the second part of the presentation, which focused specifically on the Whittier Narrows Dam. She provided an overview of the infrastructure and the aspects of the dam, as well as the possible safety and failure issues that the dam could have. There are high risks for communities which are situated downstream from the dam, even without dam failure. This is due to the fact that the dam's spillway can discharge 20 times the downstream channel's capacity. Ms. Anderson then stated the ongoing efforts by USACE to address these issues, which includes risk reduction measures that are in place to reduce the risk of gate malfunction.

J. Goldstein, K. Anderson, and G. Lee (Dam Safety Officer) then fielded questions and engaged in a discussion, and the following ideas and issues were discussed:

- A committee member asked what triggered the re-designation of the safety classification level of the Whittier Narrows Dam.
- A committee member wondered if there is any certain process that the USACE uses to evaluate the classifications of the dams.
- A committee member inquired about how the dam inspection reports and assessments are analyzed.
- There was also a question about the controlled release of the floodwaters from the dam.
- A committee member also asked the USACE representatives about what is being done to address the piping issues at the dam.

7. *Metro Measure M Subregional Program Funds and Administrative Funds: Presentation by M. Christoffels, Chief Executive Officer, ACE*

M. Christoffels gave a presentation which included a run-down of Measure M program funds that the SGV will receive from 2017-2022. Because of capital intensive projects, such as the Gold Line Foothill Extension Phase 2B, which will be programmed in the early years, there is limited funding for other Measure M programs. Metro is allowing the COG to borrow money between subregional funds (certain project areas are assigned set monetary funds). As a result, staff recommended to the Committee to concur with interfund borrowing in the first five (5)

years of Measure M funding in order to maximize the efficiency of projects. Under Staff's proposal, funding has mainly been moved to active transportation and first/last mile projects.

Christoffels concluded this presentation by informing the Public Works TAC that the Transportation Committee agreed to move forward on this item as it was presented to them. The next step in this process is to receive further input from the Public Works TAC, along with the Planning Directors' TAC, the City Managers' Steering Committee, and the Executive Committee. Staff is asking the Public Works TAC for guidance and concurrence to Staff's proposed plan.

Questions/Discussion: The following issues were discussed:

- There was a question about specific project types for certain project and programming categories.
- A committee member asked if there is any way to move more funds into the Highway Efficiency Funds in the next few years. M. Christoffels replied that this is doubtful.
- M. Christoffels also let members of the TAC know that there is a possibility that Metro might allow the SGVCOG to take on debt, in order to accelerate projects. A committee member then asked how the SGVCOG could take on debt and handle any possible bonds
- M. Christoffels also announced that, in January, Staff will present a proposal for a Measure M Subregional Public Outreach Plan. The Public Works TAC and other committees will need to approve this plan before it goes to the Governing Board for a vote. The goal is to have a five-year program ready to go for formal adoption by June.

There was a motion to have staff move forward with this item as presented and recommended. (M/S: R. Guerrero / K. Patel).

[Motion Passed]

Ayes	Arcadia, Azusa, Diamond Bar, El Monte, Irwindale, Monrovia, Pasadena, Pomona, San Dimas, South El Monte, Temple City, West Covina, LACDPW
Noes	
Abstain	
Absent	Claremont

The second component of this item was a staff report and recommendation regarding Metro Measure M Subregional Administrative Funds, and M. Christoffels also presented this topic to the TAC. Metro's Measure M guidelines allow for 0.5% of the funding from each subregional sub-program to be used for administration, outreach, and coordination purposes. However, based on draft revenue forecasts for the San Gabriel Valley during the first five years of Measure M, the SGVCOG's programs will be underfunded, as current funding projections will only fund \$37,600 per year towards an administrative Transportation Planner position. This funding falls far short of the necessary \$120,000 to fund this position.

As a result of this administrative funding shortage, SGVCOG staff is proposing three alternatives for consideration and direction. The first option (Option A) would be to utilize the available \$37,600 to offset the cost of existing staff, or in other words, have current COG staff work on transportation planning and outreach projects. The second option (Option B) would be to utilize the funding to acquire the services of a transportation consulting firm to develop a five-year programming plan. Additionally, the third and final option (Option C) would be to have the

Governing Board approve a special assessment of 0.5% of cities' Measure M local return dollars to fund a full-time SGVCOG transportation planning position; this staffer would be solely dedicated to working on implementation, coordination, and outreach pertaining to regional transportation projects.

M. Christoffels pointed out to the committee members that, in order to handle the Measure M programmatic projects funds properly and efficiently, the SGVCOG staff will have to take more time to work on the pertaining projects, assignments, and active transportation grant applications.

Questions/Discussion: The following issues were discussed:

- There was a question about LA Metro's Accel./Decel. policy.
- One committee members asked if it was possible to use the \$37,600 under Option A to hire a consultant and also form a sub-TAC for further consulting on projects.
- Multiple committee members expressed concern that they do not want to make a recommendation on behalf of their Cities on this matter without first consulting their respective City Managers and City Council Members in a closed session.

M. Christoffels recommended that if members of the Public Works TAC have recommendations about the options presented at this meeting, then they should share these stances with the Chair, R. Guerrero, via email before January's Public Works TAC meeting. He also asked members to please talk with City Managers to solicit feedback on this matter. P. Duyshart will send an email out to TAC members to remind them to solicit recommendations. R. Guerrero agreed that this is the direction of the Public Works TAC, at this time. There was no motion for a formal vote on the issue of subregional administrative funds.

ACTION ITEMS *(It is anticipated that the Committee may take action on the following matters)*

UPDATE ITEMS

8. ACE/COG Integration

M. Christoffels provided an update on the integration process. He mentioned that the first thing that has to get done is the adoption of the 4th Amendment to the Joint Powers Agreement (JPA). This has now been submitted to the member-cities to be agendized at City Council meetings for passage. 19 cities need to approve the 4th Amendment for it to take effect; when the 4th Amendment is passed by 19 cities, then the SGVCOG and ACE will be formally integrated. Currently, 20 cities have this item on their Council's agenda. Additionally, after the 4th Amendment has been passed, the bylaws of the organization then must be rewritten. The Governing Board has already had the first reading of these new bylaws. M. Christoffels also announced that the SGVCOG is actively recruiting its next Executive Director, and there should be a new one in place by February or March.

INFORMATION ITEMS

9. Staff Report: SB 1 – California Transportation Commission's 2018 Local Partnership Program

P. Duyshart presented this item to the TAC. He compared and contrasted the two main grant sub-programs of the Local Partnership Program (LPP), the goals of the LPP, example local jurisdiction projects, and eligibility guidelines for local jurisdictions. He also addressed the possibility for Metro to reach out to Cities and other local agencies to solicit project partnerships under this program.

10. Staff Report: Active Transportation Program (ATP) Cycle 4 – 2019 ATP

P. Duyshart also presented this item to the TAC. He provided a brief background and history of the ATP, the goals of the ATP, the program's schedule and deadlines, program project types, eligible applicants for the ATP, and example ATP projects. He also let members of the TAC know that Metro is offering ATP grant writing assistance.

DISCUSSION ITEMS

EXECUTIVE DIRECTOR'S COMMENTS

ANNOUNCEMENTS

R. Guerrero announced that there will be no Public Works TAC Meeting in December. The next Public Works TAC Meeting will be on January 22, 2018.

M. Christoffels wanted members of the TAC to know that the SGVCOG Staff wants to form a sub-committee of TAC members to assist with project selection for the different Metro Measure M programming project and funding categories.

ADJOURN

The meeting adjourned at 1:35 p.m.



Enhancing Performance-Based Decision Making

Project Purpose and Description

- Evaluate and test an Arterial Performance Monitoring Tool to assess arterial network performance
- Conduct a pilot test based on a subregion in LA County
- Utilize comprehensive arterial volume and travel time data
- Collect user group input and assessment
- Demonstrate application for other subregions



Arterial Performance Measurement Framework

- **Goals:**

- Address the needs of participating agencies/cities
- Usable by typical transportation professionals/city staff
- Ability to accommodate future performance measures
- Cost over time

- **Benefits:**

- Consistent performance data/analysis across jurisdictions
- A performance analytical tool for LA County's complex arterial and highway system
- Inform future project planning/system needs
- Supportive resource for local agencies

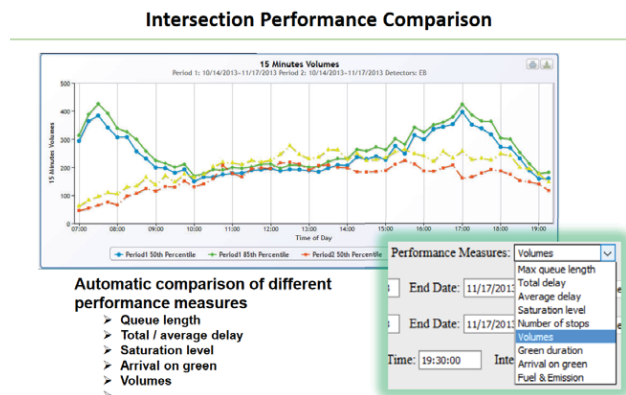
Evaluate & Select Tool

The criteria were grouped into four categories:

- **Transportation Criteria:** The ability of the tool to meet the arterial performance measurement needs.
- **Usability Criteria:** The ability of the tool to be understood and usable by a typical transportation professional.
- **Technical Criteria:** This evaluates the technical software performance of the tool.
- **Cost Criteria:** Cost of the tool and payment models

Initial Candidates

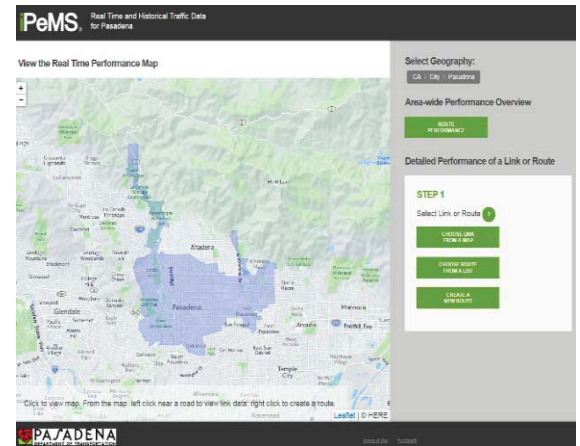
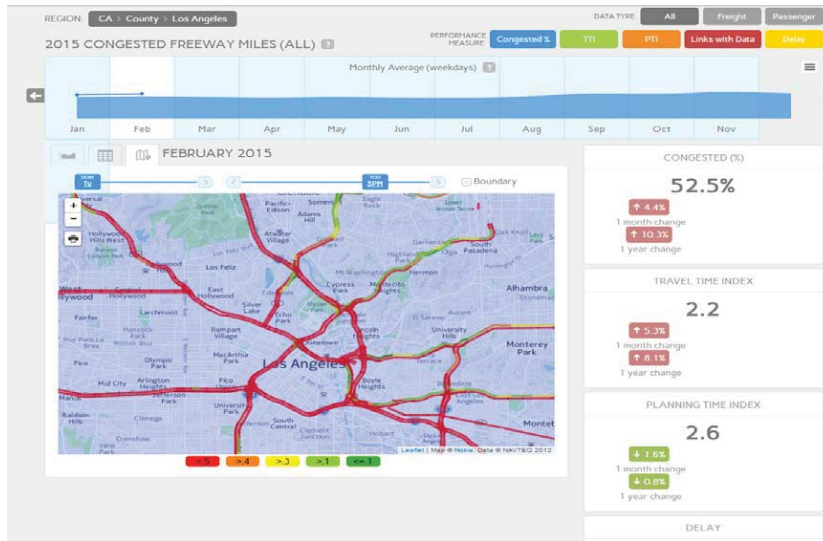
- INRIX Insights
- iPeMS
- Live Traffic Data, LLC
- MS2 Travel Time Data
- RITIS



Screening of Alternatives

Evaluation Scoring Summary				
SCREENING CRITERIA	INRIX Insights	iPeMS	MS2 Soft TDMS	RITIS
1. Transportation	Medium	High	Low	High
2. Usability	Medium	High	Low	Medium
3. Technical	Medium	High	Low	High
4. Cost	High	High	Unknown	High
OVERALL FINDINGS	Medium	Highest	Lowest	Medium-High

Based on the evaluation of alternatives, iPeMS offered a more appropriate and applicable use for Metro and LA County's local jurisdictions.



Data and Performance Measures

- INRIX 3rd Party Speed Data
 - Data is collected from GPS in vehicles and mobile devices
 - Processed into 1-minute average link speeds
 - San Gabriel Valley Subregion
 - Data time period: July 1, 2014– December 31, 2016
 - Major arterials and freeways
 - Link segmentation is INRIX XD segments. On arterials, typically one or more links from intersection-to-intersection

- Baseline Conditions Analysis Traffic Volume Profiles
 - About 200 arterial corridors
 - Over 360 manual field tube counts in March 2017
 - Received recent count data from many local agencies
 - Purchased recent counts already conducted by a vendor (about 150 locations)
 - Aggregate and average data by sub-segments (city, subregion, county)

Arterial Performance Measures Framework

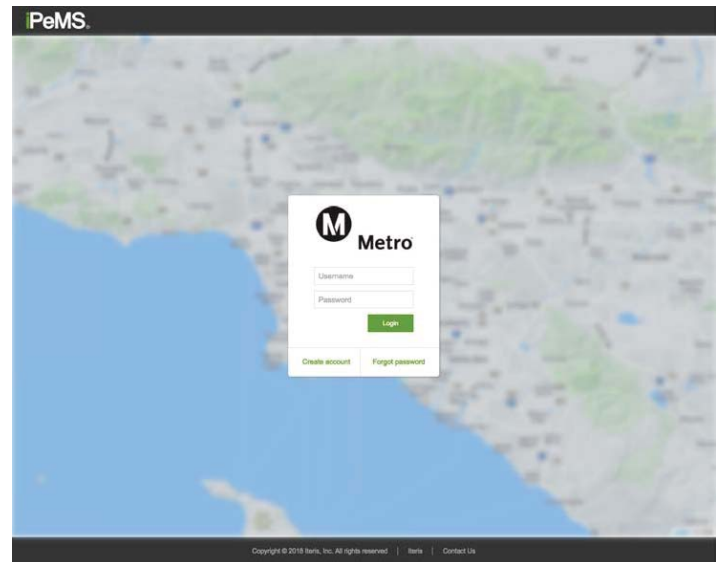
- On all links and routes
 - Speed
 - Travel time (average and reliability)
 - Travel time index
 - Travel time delay
 - Level of Service (link-based HCM methods)
- On links and routes with volume data
 - Vehicle- and person-miles travelled
 - Vehicle- and person-hours travelled
 - Vehicle-hours of delay (relative to different threshold speeds)



iPeMS Features

Getting Started

- lametro.iteris-pems.com
- Create an account using your agency email address for immediate approval

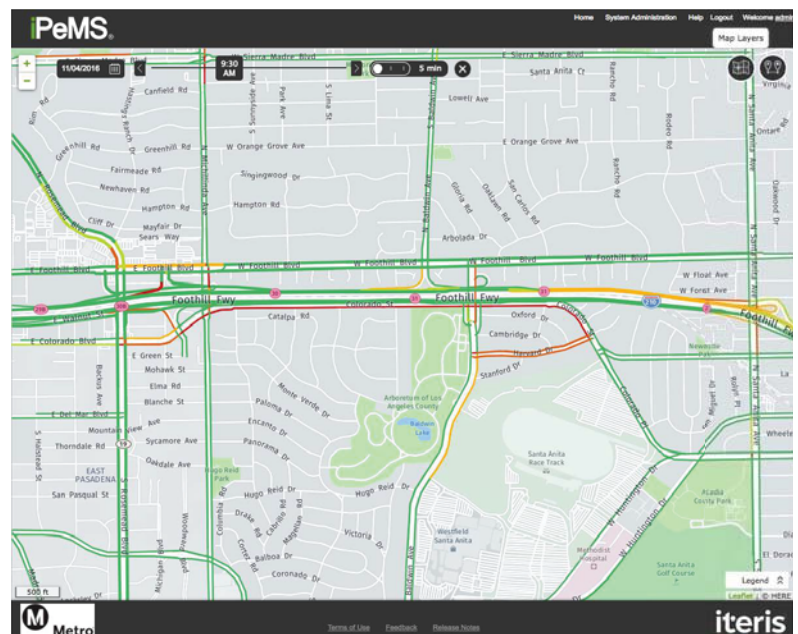


13

Arterial Performance Measurement Pilot
Enhancing Performance-Based Decision Making

Map

- “Play back” speed conditions on any day in the past
- Example: % of free-flow speed near Santa Anita Race Track on 11/4/16 at 9:30 AM (2016 Breeder’s Cup World Championships began at 11:25 AM)

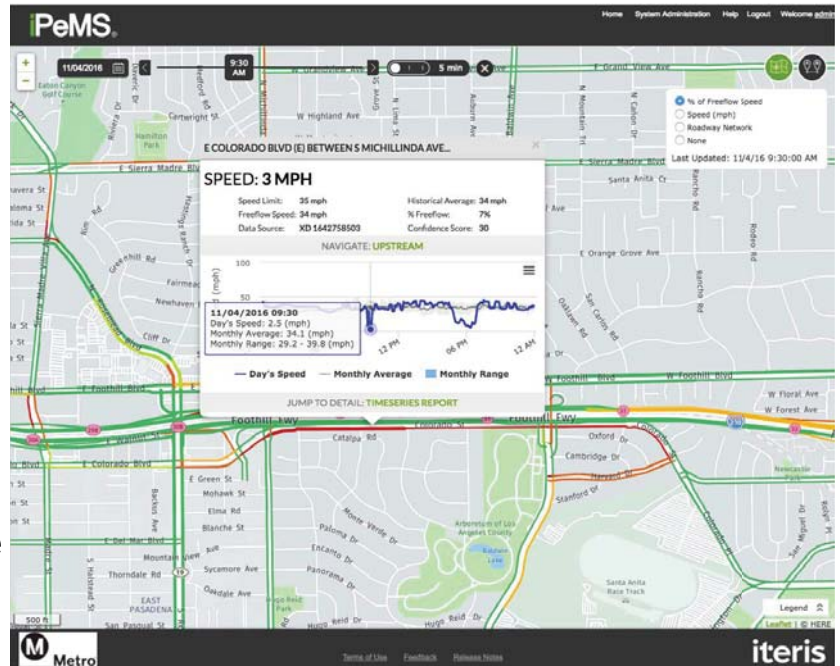


14

Arterial Performance Measurement Pilot
Enhancing Performance-Based Decision Making

Map

- See how speeds on a particular day compared to “normal”
- On EB Colorado Blvd, speeds at 9:30 AM were 3 MPH. On average on weekdays at the same time, speeds are 34.1 MPH.
- Speeds were also unusually slow during the PM peak

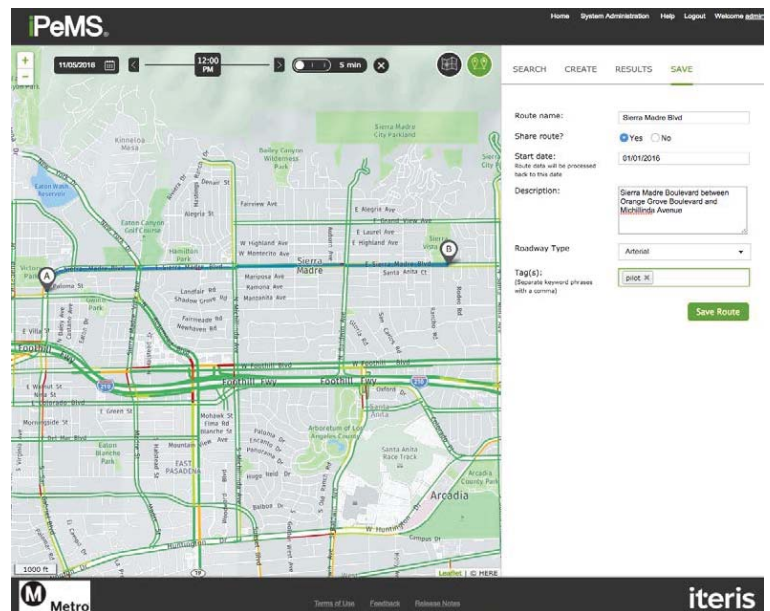


15

Arterial Performance Measurement Pilot
Enhancing Performance-Based Decision Making

Create a Route

- Create a route by clicking and dropping pins on the map
- Routes are made up of multiple links
- iPeMS will calculate performance measures for your route

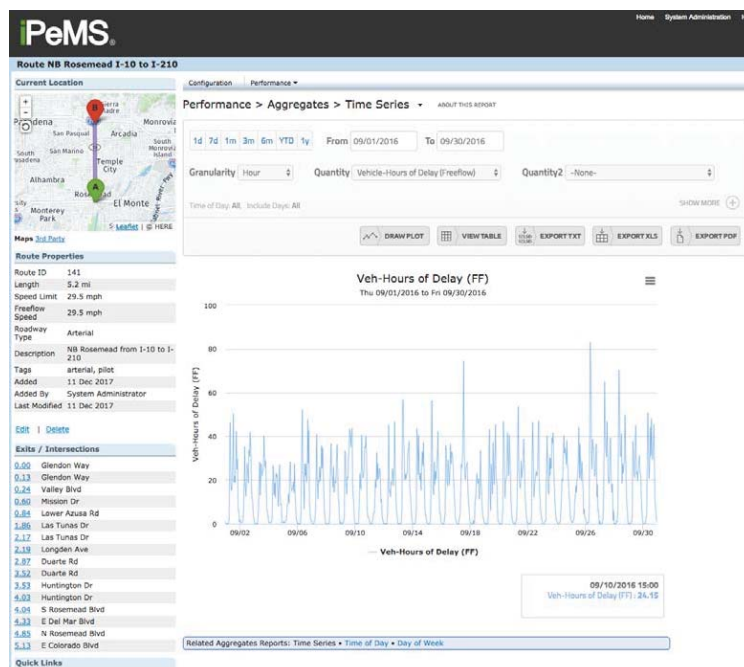


16

Arterial Performance Measurement Pilot
Enhancing Performance-Based Decision Making

Performance Over Time

- Plot of hourly vehicle-hours-of-delay (measured relative to the free-flow speed) on NB Rosemead Avenue in September 2016
- Delay peaks on 9/26/16 at 8:00 AM
- iPeMS lets you summarize data at the 5-minute, 15-minute, hourly, and daily levels



17

Arterial Performance Measurement Pilot
Enhancing Performance-Based Decision Making

Where & When is Congestion Happening

- Contour plots visualize the the speeds for an entire day along a route
- Text overlays let you see which intersections are seeing the biggest slowdowns and when during the day they happen



18

Arterial Performance Measurement Pilot
Enhancing Performance-Based Decision Making

Before/After Analysis

- Quickly summarize travel time changes from month-to-month
- Here, we see PM peak hour travel times decreased between October and December 2016

Overview > Third Party Data > Time Comparison

From: 10/2016 To: 12/2016

Keyword: Owner: All Road Type: All

Tags: pilot, test

Time of Day: 17:00 - 17:59. Include Days: Mon, Tue, Wed, Thu, Fri

VIEW TABLE EXPORT TEXT EXPORT XLS EXPORT PDF

Route ID	Route Name	Direction	Description	Length (mi)	October 2016	December 2016	Difference	% Difference	Owner	Road Type	Tags
125	Eastbound Valley Boulevard	SE	Eastbound Valley Boulevard from I-605 to Fairway Drive	8.5	21.89	21.71	-0.18	-0.82%	System Routes	Arterial	pilot, test
141	NB Rosemead I-10 to I-210	N	NB Rosemead from I-10 to I-210	9.2	15.9	15.37	-0.53	-3.33%	System Routes	Arterial	pilot

Show 20 records Showing 1 of 2 entries

Schedule & Participation

Milestone Dates

- Pilot Test SGV Subregion: January 2018 to December 2018
- Training Session: February 2018
- Follow Up Surveys: March/April 2018
- Showcase Presentations: Summer 2018



21

Arterial Performance Measurement Pilot
Enhancing Performance-Based Decision Making

Questions

Eva Pan

LA Metro, Highway Program
(213) 418-3285
PanE@metro.net

Lisa Young

TransLink Consulting, LLC
(714) 768-5242
Lisa.young@translinkconsult.com

Shrota Sharma

LA Metro, Highway Program
(213) 418-3058
SharmaS@metro.net

Sam Morrissey

Iteris
(619) 917-7478
sgm@iteris.com



22

Arterial Performance Measurement Pilot
Enhancing Performance-Based Decision Making

REPORT

DATE: January 22, 2018

TO: SGVCOG Public Works Technical Advisory Committee

FROM: Marisa Creter, Interim Executive Director

VIA: Mark Christoffels, CEO, ACE Construction Authority

RE: Measure M Subregional Funds; Public Outreach Program for initial Five-Year Programming Plan

RECOMMENDED ACTION

Recommend that the Governing Board approve proposed public outreach plan for the initial five-year Measure M Subregional Programming Plan and submit to Metro.

BACKGROUND

In June, the Metro Board of Directors adopted the Measure M guidelines establishing a process by which subregional funds under Measure M will be programmed by the subregional entities, including the SGVCOG, through the development of five-year subregional fund programming plans. In accordance with these guidelines, five-year project specific programming plans will have to be submitted to the Metro Board of Directors for adoption, which will subsequently guide the flow of funding to various specific projects that fall within each program. Based on the projected initial five-year cash flow for each subregional fund in the San Gabriel Valley subregion and recommendations by the SGVCOG Governing Board, the funds that would be available for programming are as follows:

Proposed Measure M Multi-Year Subregional Program 5-Year										
\$ in millions										
Program	Sub-region	Funding Dates	FY 2017 FY 2018	FY 2018 FY 2019	FY 2019 FY 2020	FY 2020 FY 2021	FY 2021 FY 2022	5-Year Total	40-Year Fund Total	5-Year Percentage of Total
Active Transportation Prog. (Including Greenway Proj.)	sg	FY 2018-57	\$ 2.40	\$ 3.00	\$ 3.00	\$ 3.10	\$ 3.20	\$ 14.70	\$ 231.00	6.36%
Bus System Improvement Program	sg	FY 2018-57	\$ 0.50	\$ -	\$ -	\$ -	\$ -	\$ 0.50	\$ 55.00	0.91%
First/Last Mile and Complete Streets	sg	FY 2018-57	\$ 2.00	\$ 2.00	\$ 4.00	\$ 4.60	\$ 4.80	\$ 17.40	\$ 198.00	8.79%
Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	FY 2018-57	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 231.00	0.00%
Goods Movement (Improvements & RR Xing Elim.)	sg	FY 2048-57						\$ -	\$ 33.00	0.00%
Highway Efficiency Program	sg	FY 2048-57	\$ 2.30	\$ 2.40	\$ 0.50			\$ 5.20	\$ 534.00	0.97%
ITS-Technology Program (Advanced Signal Tech.)	sg	FY 2048-57						\$ -	\$ 66.00	0.00%
San Gabriel Valley MY Subregion Total								\$ 37.80	\$ 1,348.00	2.80%
Gold Line Foothill Extension to Claremont	sg	FY 2019-25							\$ 1,019.00	
SR-71 Gap	sg	FY 2022-26							\$ 248.00	
SR-57/60	sg	FY 2025-31							\$ 205.00	
Gold Line Eastside Extension	sg	FY 2029-35							\$ 543.00	
I-605/10 Interchange	sg	FY 2043-47							\$ 126.00	
SR-60/605 Interchange	sg	FY 2043-47							\$ 130.00	
Major Projects San Gabriel Valley Total									\$ 2,271.00	
Overall Total									\$ 3,619.00	

Under the adopted Measure M Guidelines, each COG is responsible for developing a Public Participation Element that will cover how interest groups are addressed, identify the processes/procedures involved in the engagement effort and key components of the MSP plan. These are presented as questions that must be answered in advance of, and included within, the MSP 5-Year Plan “Public Participation Element.”

This Public Participation Element must be included in the MSP 5-Year Plan adopted by the COG Board and subsequently adopted by the Metro Board per the MSP Administrative Procedures. At a minimum, the public participation element must address the interests of:

- The Subregion represented by the COG Cities;
- County and other local jurisdictions and communities (where projects are located or significantly influencing); and
- Stakeholders¹.

Finally, the Public Participation Element must reference if, and to what extent, the subregion addresses performance measurement as part of the MSP 5-Year Plan, per the Measure M Administrative Procedures section on performance measurement.

Below is staff’s recommendation for the required Public Participation Plan.

1. Staff will develop a preliminary proposed project list for each sub-fund based on cash flow and results for the adopted Mobility Matrix.
2. This list will be distributed to COG member agencies and other stakeholders and posted on the COG’s website for comment. Staff will attempt to make personal contact with known stakeholders and offer briefings if desired.
3. The proposed project list, as well as any comments received, will be agendized for the Public Works and Planning TACs for discussion and public input.
4. Recommendations from the TACs will be forwarded to the COG’s Transportation Committee and agendized for discussion and public input.
5. Final recommendations from the COG’s Transportation Committee will be forwarded to the COG’s Governing Board for final approval
6. Upon approval of the MSP 5-Year Plan by the Metro Board and subsequent execution of funding MOU’s with each individual project implementing agency, further outreach regarding the design, environmental clearance and construction of those projects will be handled individually by the implementing agency in accordance with funding guidelines and local policies.

As shown in Attachment A, this proposed approach provides numerous opportunities for public participation and stakeholder engagement, and is, therefore, keeping with the requirements and intent of Metro Board direction.


NEXT STEPS


Staff will first present this item at the Transportation Committee Meeting on January 18, 2018. Based on the overall direction from the Transportation Committee, the Public Works Technical

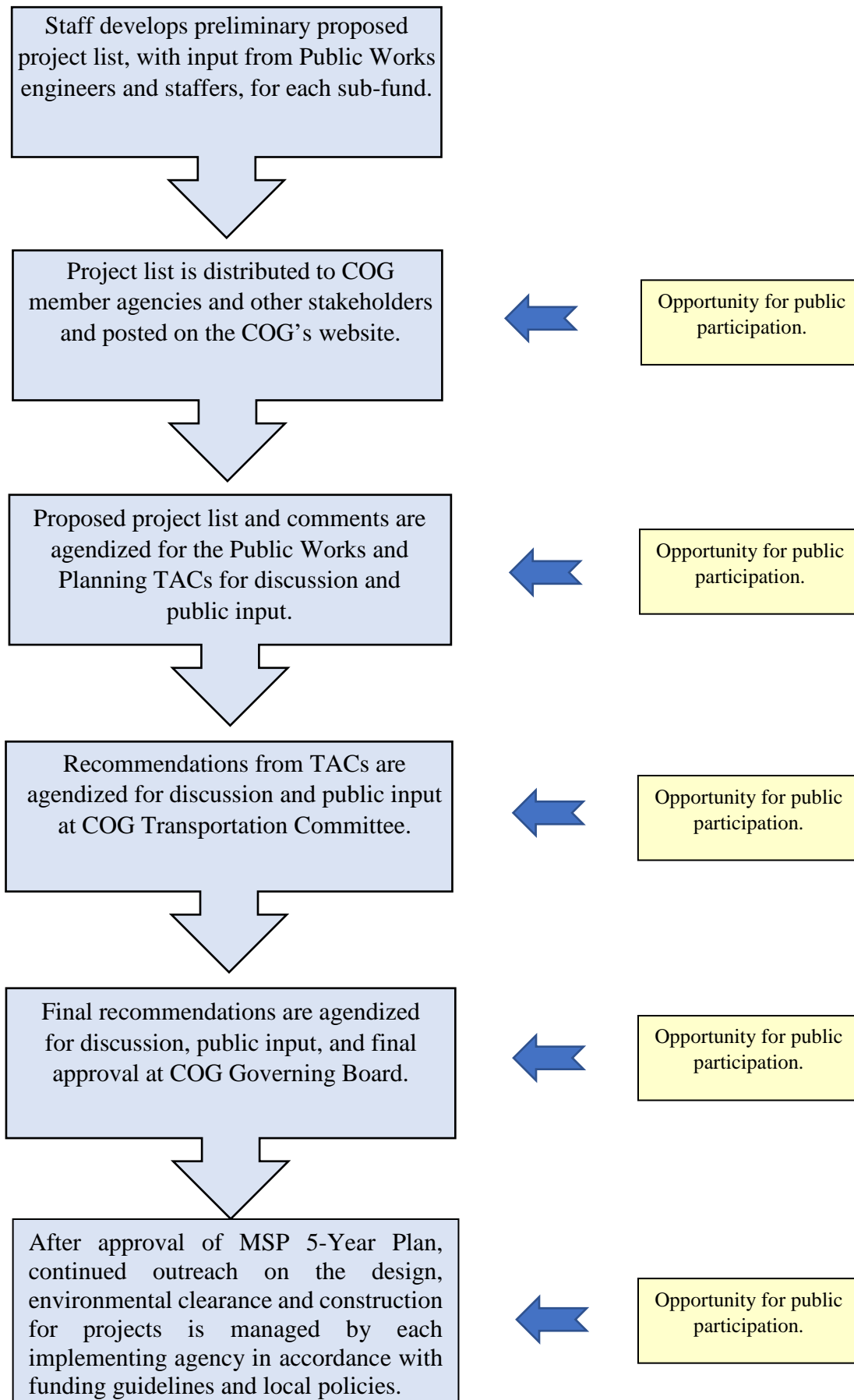
¹ Stakeholders may vary by program and MSP focus, but could include advocacy organizations, non-profits representing community interests, business interests, potential service providers and/or funders for the MSP program or project, etc.

REPORT

Advisory Committee, and the Planning Directors' Technical Advisory Committee regarding concurrence with the Public Participation Plan, staff will initiate the project selection process for each of the five-year program plans. After input from the Public Works and Planning TACs on project selection, the recommended project-specific five-year plans will be brought to the Transportation Committee for final review before being forwarded to the Governing Board for approval.

Prepared by: 
Mark Christoffels
Chief Executive Officer, ACE

Approved by: 
Marisa Creter
Interim Executive Director

SGVCOG Public Participation Plan: Opportunities for Public Participation and Stakeholder Engagement



California Statewide Local Streets & Roads Needs Assessment 2018

www.SaveCaliforniaStreets.org

Why are we updating the 2016 study?

Transportation funding for Cities and Counties continues to be at risk.

The 2016 statewide needs study identified a funding shortfall of \$73 billion for local streets and roads (the final report is available on the www.SaveCaliforniaStreets.org website). The California State Association of Counties and League of California Cities were successful in using this report to advocate for more funding for local roads.

In April 2017, the Governor signed SB1, which provides over \$5 billion a year for transportation needs, of which \$1.5 billion goes to cities and counties. However, there are efforts underway to repeal it in 2018. This update will help us once again with our efforts to protect our transportation funds.

Why is this update important?

Performing a needs assessment biennially will provide updated information to maintain and obtain transportation funding, similar to Caltrans. Hopefully, the information from this study will embed into the decision makers' minds the importance of maintaining sufficient transportation funding for local streets and roads. Additionally, we need to make it clear what the detrimental consequences are for deferring or reducing local street and road funds. This study is the only comprehensive and systematic statewide approach to quantify the needs for local streets and roads.

Study Achievements

The findings have been used to:

- Successfully advocate for SB1, which includes \$1.5 billion a year for local streets and roads.
- Educate elected officials, policy- and decision-makers, and the public about the condition of the local transportation network and the funding needed. This study has been cited by many media sources and reports.
- Advocate against, and ultimately avoid, potential devastating cuts to local transportation funding over several state budget cycles.
- Proactively advocate for funding from the SB 375 implementation, Cap and Trade, and other sustainable transportation efforts.

How can Cities and Counties help?

Your help in 2016 made a difference; and we need your input again!

Please go to www.SaveCaliforniaStreets.org and login to our online survey to provide updates in the following categories:

- Contact Person from your Agency
- Safety, traffic, and regulatory data
- Pavement condition data
- Funding/expenditure projections





We are anxious to begin the study, so please provide us with the contact person who is responsible for both the technical and funding information in your agency (see our contact information below). We will be in touch with them soon to obtain this information. The deadline for responding to this survey is **March 30th, 2018.**

Who is sponsoring this project?

Many cities and counties contributed funding to this study. The agencies listed below have accepted the leadership responsibility for completing this study on behalf of the cities and counties in California.

- California State Association of Counties (CSAC)
- League of California Cities (League)
- County Engineers Association of California (CEAC)
- County of Los Angeles
- City of Culver City
- California Regional Transportation Planning Agencies (RTPA)
- Metropolitan Transportation Commission (MTC)
- California Rural Counties Task Force (RCTF)

The Oversight Committee is composed of representatives from each organization, with the City of Culver City (representing the League of California Cities) acting as the Project Manager. NCE is the consultant who will be performing the update. Oversight Committee members include:

Charles Herbertson, City of Culver City

Keith Cooke, City of San Leandro

Greg Kelley, Los Angeles County

Panos Kokkas, Yolo County

Dave Leamon, Stanislaus County

Damon Letz, City of Santa Clarita

William Ridder, LA Metro

Theresa Romell, Metropolitan Transportation Commission

Mike Sartor, City of Palo Alto

Dawn Vettese, San Diego Association of Governments

Ron Vicari, Sacramento County

Mike Woodman, Nevada County Transportation Commission

Staff

Rony Berdugo, League of California Cities

Derek Dolfie, League of California Cities

Meghan McKelvey, League of California Cities

Merrin Gerety, CEAC

Chris Lee, CSAC

Kiana Valentine, CSAC

Who should I contact for more information?

Margot Yapp, Vice President

NCE

501 Canal Blvd., Suite I

Pt. Richmond, CA 94804

Tel: (510) 215-3620

**Charles Herbertson, Director of Public Works/
City Engineer & President, Public Works
Officers Department**

Project Manager

9770 Culver Blvd.

Culver City, CA

Tel: (310) 253-5630