



# San Gabriel Valley Council of Governments

## AGENDA AND NOTICE OF THE REGULAR MEETING OF THE TRANSPORTATION COMMITTEE

Thursday, January 19, 2017 – 4:00 PM

Upper San Gabriel Valley Municipal Water District Office  
(602 E. Huntington Drive, Suite B, Monrovia, California, 91016)

The Transportation Committee encourages public participation and invites you to share your views on agenda items.

*Chair*

John Fasana, Duarte

*Vice-Chair*

Sam Pedroza, Claremont

*Members*

Alhambra  
Claremont  
Diamond Bar  
Duarte  
El Monte  
Glendora  
La Cañada Flintridge  
Monterey Park  
Rosemead  
San Gabriel  
South El Monte  
South Pasadena  
Temple City  
Walnut  
First District, LA County  
Unincorporated  
Communities  
Fifth District, LA County  
Unincorporated  
Communities

**MEETINGS:** *Regular Meetings of the Transportation Committee are held on the third Thursday of each month at 4:00 PM at the Upper San Gabriel Valley Municipal Water District Office (602 E. Huntington Drive, Suite B, Monrovia, California, 91016).* The Transportation 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@sgvcog.org](mailto: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 Transportation Committee meetings. Time is reserved at each regular meeting for those who wish to address the Committee. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane or disruptive remarks.

**TO ADDRESS THE TRANSPORTATION 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 Transportation Committee may not discuss or vote on items not on the agenda.**

**AGENDA ITEMS:** The Agenda contains the regular order of business of the Transportation Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Transportation 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 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 comments*)
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

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

6. Transportation Meeting Minutes  
*Recommended Action: Approve Transportation Committee minutes.*

**PRESENTATIONS** (*It is anticipated that the Transportation Committee may take action on the following matters*)

7. CV Link  
*Recommended Action: For information.*
8. Metro ExpressLanes Strategic Plan  
*Recommended Action: For information.*

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

9. Ad Hoc ACE / Large Capital Projects Committee Report  
*Recommended Action: For information*

**METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT** (*It is anticipated that the Transportation Committee may take action on the following matters*)

10. Measure M – Next Steps  
*Recommended Action: For information*
11. Oral Report  
*Recommended Action: For information only.*

**UPDATE ITEMS**

12. Metrolink Update  
*Recommended Action: For information only.*
13. Update on Active Transportation Planning Efforts  
*Recommended Action: For information only.*

**EXECUTIVE DIRECTOR'S REPORT** (*It is anticipated that the Transportation Committee may take action on the following matters*)

14. Oral Report  
*Recommended Action: For information only.*

**COMMITTEE MEMBER ITEMS**

**ANNOUNCEMENTS**

**ADJOURN**



**SGVCOG Transportation Committee Unapproved Minutes**

Date: November 17, 2016  
 Time: 4:30 PM  
 Location: USGVMWD

**PRELIMINARY BUSINESS**

1. Call to Order  
 The meeting was called to order at 4:40 p.m.

2. Pledge of Allegiance

3. Roll Call

**Members Present**

Diamond Bar	D. Liu
Duarte	J. Fasana
Glendora	G. Murabito
Monterey Park	T. Real Sebastian
San Gabriel	C. Ho Liao
South El Monte	J. Gonzales
South Pasadena	D. Mahmud
Walnut	M. Su
LA County District 1	J. Hernandez
LA County District 5	D. Perry

**Members Absent**

Alhambra  
 Claremont  
 El Monte  
 La Canada Flintridge  
 Rosemead  
 Temple City

**Staff:**

P. Hawkey  
 M. Creter  
 C. Cruz  
 E. Wolf

4. Public Comment
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

**CONSENT CALENDAR**

6. Transportation Meeting Minutes

**There was a motion to approve the consent calendar (M/S: G. Murabito/ D. Mahmud).**

**[MOTION PASSED]**

<b>AYES:</b>	Diamond Bar, Duarte, Glendora, San Gabriel, South El Monte, South Pasadena, Walnut, LA County District 1, LA County District 5
<b>NOES:</b>	
<b>ABSTAIN:</b>	
<b>ABSENT:</b>	Alhambra, Claremont, El Monte, La Canada Flintridge, Monterey Park, Rosemead, Temple City

## **PRESENTATIONS**

7. SGV Bike Challenge
  - A. Yipp presented on this item.

## **DISCUSSION ITEMS**

8. Measure M Next Steps
  - The Chair presented on this item.

## **METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT**

9. Oral Report
  - J. Fasana provided an update on the Regional Connector.

## **EXECUTIVE DIRECTOR'S REPORT**

10. Oral Report
  - There was no report on this item.
11. Update on Active Transportation Planning Efforts

## **COMMITTEE MEMBER ITEMS**

- D. Mahmud requested an update on P3 proposals.
- T. Real Sebastian requested an update on the next gen Metroplex.

## **ANNOUNCEMENTS**

## **ADJOURN**

The meeting was adjourned at 5:45 PM.

# REPORT

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DATE: January 19, 2017  
TO: Transportation Committee  
FROM: Phil Hawkey, Executive Director  
RE: **CV LINK**

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND**

CV Link is a 50-mile bicycle, pedestrian, and low-speed (up to 25 mph) electric vehicle pathway along the Whitewater River from Palm Springs to Coachella. Expanding on existing portions of paved trail, CV Link will provide a continuous transportation and recreation route connecting the Coachella Valley cities. Future route segments include connections to Desert Hot Springs, Mecca, and the Salton Sea. Attached is a fact sheet. Additional information about this project is available at <http://www.coachellavalleylink.com/>.

Staff from the Coachella Valley Association of Governments (CVAG) will present an overview of this project at the January Transportation Committee meeting.

## **ATTACHMENTS**

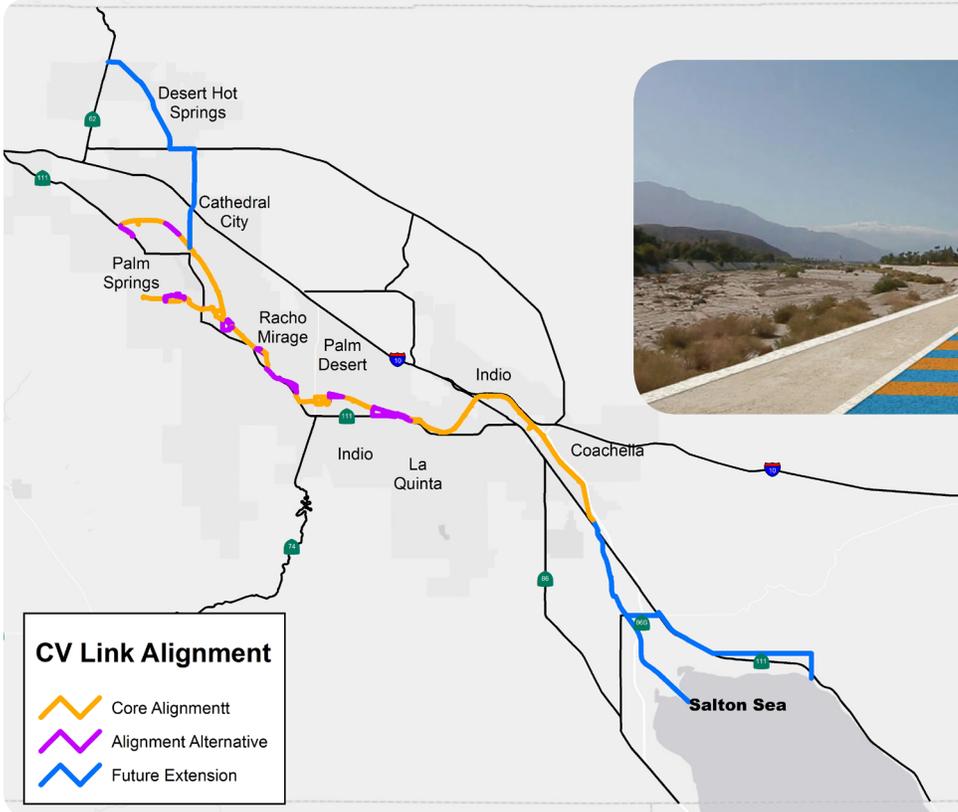
Attachment A- CV Link Fact Sheet

Prepared by: Marisa Creter  
Marisa Creter  
Assistant Executive Director

Approved by: Phil Hawkey  
Phil Hawkey  
Executive Director

Improves Our Air Quality • Relieves Traffic Congestion

## Project Overview



total length



in funding secured



permanent jobs created



vehicle miles saved



in economic benefits

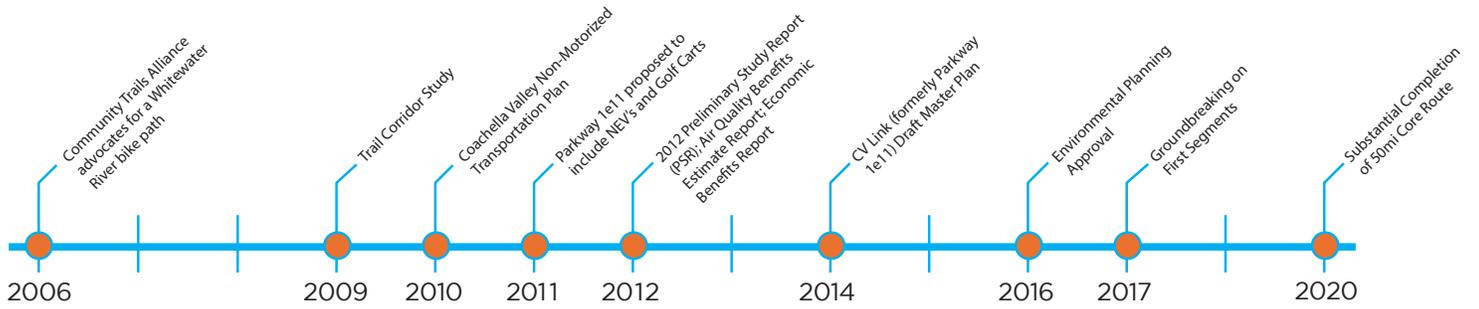
Promotes Active and Healthy Lifestyles • Stimulates Tourism • Creates a Safe Environment

CV Link is a transformative, multi-modal facility that creates a new spine for alternative transportation through the entire Coachella Valley. It will provide significant environmental, health, and economic benefits to generations of current and future residents and visitors.

The route largely follows the Whitewater River Channel. Future paths are planned to extend CV Link to Desert Hot Springs, the Salton Sea and other destinations throughout the desert. Ultimately spanning more than 50 miles across nine cities and three tribal governments, CV Link is the largest, most ambitious project of its kind in the region, the state and the nation.

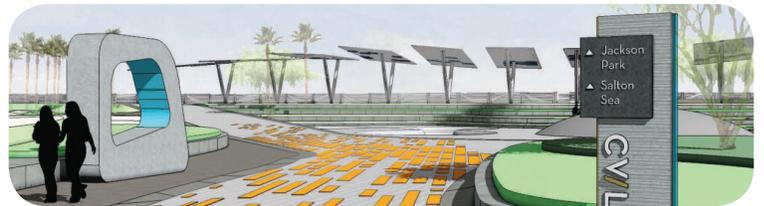
CV Link will connect users to employment centers, shopping, schools, friends and recreational opportunities. Dual paths are planned to accommodate bicycles and low-speed electric vehicles, and pedestrians. Low-speed electric vehicles include golf carts and neighborhood electric vehicles (NEVs).

This alternative transportation corridor will enable healthier lifestyles, spur economic innovation, and make the Coachella Valley a more sustainable and appealing place to live, work and play. It will bring national recognition to the Coachella Valley as a leader in environmentally friendly transportation.



## CV Link Features

- Safe, continuous route through the Valley
- Dual pathways separate pedestrians from bicycles and low-speed electric vehicles
- Shade Structures with solar panels and Wi-Fi
- Vehicle charging stations
- Rest areas, benches and restrooms
- Drinking fountains
- Wayfinding and Interpretive signs
- ADA compliant providing safe access and use for the disabled and handicapped
- Creative lighting, including solar path lights
- Public art and spectacular views
- Drought-resistant landscaping
- Solar-powered trash and recycling compactors
- Future event space for walks, races and marathons



## Regional Benefits

CV Link will facilitate a safer, more attractive, and economically thriving corridor to serve the needs of residents throughout the Coachella Valley.

- For every dollar invested in CV Link, the valley will realize \$11 in benefits over the next 25 years. The project will stimulate the economy with design, construction and maintenance jobs and encourage entrepreneurial business opportunities.
- By 2035, CV Link will facilitate more than 3 million bicycle and pedestrian trips per year. Encouraging active transportation relieves congestion on Highway 111 while improving air quality.
- CV Link will provide a safer route to school and facilitate sports for many of the 40,000 plus students (54% of all public school students) who live within 1 mile of the corridor. The project also provides an additional recreation and fitness opportunity.

Allows for Efficient Travel Throughout the Valley • Improves Our Air Quality • Relieves Traffic



### Staying Connected with CV Link

For more information about CV Link and ongoing public input opportunities, go to [www.CoachellaValleyLink.com](http://www.CoachellaValleyLink.com)

 CoachellaValleyLink  
 @CV\_Link / #CVLink  
 CV\_Link



**Funded by:** California Strategic Growth Council, Riverside County Park and Open Space District, Desert Healthcare District, South Coast Air Quality Management District, California Active Transportation Program and Caltrans.



# REPORT

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DATE: January 19, 2017

TO: SGVCOG Governing Board

FROM: Phil Hawkey, Executive Director

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

## **RECOMMENDED ACTION**

Discuss and provide direction to staff.

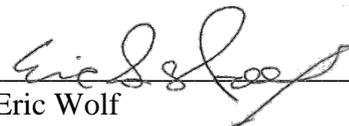
## **BACKGROUND**

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.

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. Significant 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 manage the Measure M funding; possibly as soon as Fall 2017.

This report is being presented initially for information and discussion. 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 18th, 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.

Prepared by: \_\_\_\_\_

  
Eric Wolf

Senior Management Analyst

# REPORT

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Approved by: Marisa Creter  
Marisa Creter  
Assistant Executive Director

## **ATTACHMENTS**

Attachment A – ACE Ad Hoc Committee Draft 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 is being scheduled with the Director of Caltrans Region 7 for the purpose of identifying the relationship that might occur between Caltrans and the SGVCOG regarding constructing transportation projects. However, of note, 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.

**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>

*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.

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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.

- 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



**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**December 20, 2016**

**TO: BOARD OF DIRECTORS**

**THROUGH: PHILLIP A. WASHINGTON** *PAW*  
**CHIEF EXECUTIVE OFFICER**

**FROM: THERESE MCMILLAN** *TMc*  
**CHIEF PLANNING OFFICER**

**SUBJECT: POLICY ADVISORY COUNCIL FOR MEASURE M GUIDELINES  
AND THE LONG RANGE TRANSPORTATION PLAN**

**ISSUE**

On June 23, 2016, the Metro Board of Directors approved the Los Angeles County Traffic Improvement Plan Ordinance (#16-01). This Ordinance, titled Measure M, was approved by more than 71% of voters at the November 8, 2016 general election. As a result, the projects and programs in the Expenditure Plan of the Ordinance have been approved and must now be implemented. Implementation will require Long Range Transportation Plan resources as well as Measure M revenues.

At the December 1, 2016 Board Meeting, Chief Executive Officer Phillip Washington presented the Proposed Staff Approach for Measure M Implementation, which included a recommendation for a Policy Advisory Council that would directly advise the Board regarding Measure M Guidelines and the Long Range Transportation Plan. The proposed Policy Advisory Council will not vote on single positions, but will instead provide broad input from all perspectives represented on the Council.

**DISCUSSION**

**Background**

The projects and programs included in Measure M were developed through a “bottoms up” process where cities and subregions developed their priority projects to meet their mobility needs and submitted them to Metro for inclusion in the measure. A draft expenditure plan was then developed based on performance metrics approved by the Metro Board.

Following the release of the Draft Potential Ballot Measure Expenditure Plan in March 2016, Metro undertook a comprehensive public review and input process which resulted not only in a refined list of projects and programs, but a greater appreciation of the mobility related needs across the spectrum of the Los Angeles County populous – young, senior and disabled travelers; low income communities seeking broader transport options; businesses large and small who wish to partner in the delivery of this massive infrastructure package, entrepreneurs seeking innovation; and those

committed to protecting our natural and social resources. In this same spirit of collaboration, Metro seeks to involve stakeholders in review of its proposed guidelines. The success of Measure M hinges on the continued involvement of a diverse and committed coalition that supported its passage.

### Policy Advisory Council

Staff recommends that a new Policy Advisory Council be established to review and comment on the draft Guidelines and provide advisory policy recommendations and input directly to the Board. The Policy Advisory Council will provide insight and input on the Measure M Master Guidelines document and the Long Range Transportation Plan (LRTP). The development process for both documents will be reported separately to the Metro Board in related staff reports in January and February.

The Advisory Council will ensure an equal, representative voice for the following constituencies: transportation consumers; transportation providers; and accountable jurisdictions. These categories represent: those who use or are impacted by our complex transport system; those who supply or regulate transportation infrastructure and services; and elected bodies accountable to the needs of both consumer and provider constituencies. The development of the Advisory Council is described in Attachment A to this report.

Based on conversations with the Chair since its presentation to the Board on December 1, 2016, staff has incorporated the following modifications to the the Advisory Council structure:

- The Accountable Jurisdictions category will be modified to accommodate representatives from the COGs. The COGs will be responsible for being a conduit to all cities within their jurisdictional boundaries. Consistent with the direction provided to representatives in the Transportation Consumer and Transportation Provider categories, the COGs are to represent the various voices of cities with respect to issues and questions relative to the Guidelines, not the agenda of individual COG Boards, per se.
- The original staff proposal had eight (8) representatives within each of three categories. Because accommodating the COGs would result in a total of nine representatives in this category, an additional seat is being added to both the Consumer and Provider categories. It is essential to the purpose of the Advisory Council that representation be equal across the three categories.
- It is recommended that the additional slot in the Consumer category be assigned to the Chair of Metro's Citizen's Advisory Council (for reasons elaborated below). For the Provider category, it is recommended that the additional slot be assigned to an entity representing bicycle and/or pedestrian facilities and programs, to round out the modal representation in that group.

The proposed Council will also serve as advisors during the development of a new LRTP, ensuring that Metro includes the voices of the constituencies it serves as it

implements the Plan. Equally represented voices for transportation consumers, providers and jurisdictions serving side by side on the Council should create a forum for diverse discourse for the myriad of policies and priorities that the LRTP must consider and balance.

**Alternatives Considered**

Staff investigated the use of existing committees at the request of Board Chair John Fasana at the December 1<sup>st</sup> Board Meeting. Specifically, Metro has two existing advisory groups that were considered as options for Measure M guideline development review. Metro has a Technical Advisory Committee, made up of representatives from municipal transit operators, as well as the local cities and the County of Los Angeles. Metro also has a Citizens Advisory Council, which is intended to represent a broad spectrum of interests and all geographic areas of the County. Both entities were formed pursuant to California Public Utilities Code §130105.

Individually, these bodies represent components of the interests that staff seeks to include in the Measure M guideline development process, but both groups are limited in different ways (e.g., private versus public representatives). For this reason staff recommends a fresh and more expeditious approach as outlined in Attachment A. However, we recommend that the Chair of the Citizens Advisory Council be added to the Transportation Consumer category of the Policy Advisory Council.

**NEXT STEPS**

Staff will recruit members for the new Advisory Council according to the plan detailed in Attachment A, so that the members are in place by April 1, 2017 to review the Measure M Master Guidelines document. That document will be drafted by the end of March 2017.

**ATTACHMENT**

Attachment A - Development Plan for Measure M Policy Advisory Council

## ATTACHMENT A

### Measure M Advisory Council

The Advisory Council will be made up of three major constituency categories to reflect a diverse coalition. They will represent those constituent groups, and no single or individual agenda. For this reason, it is important to note, that the representatives will not include elected officials.

Members will be called upon to broadly disseminate information to, and input from, their represented constituencies. As a result, they must have resources or access to resources that can support broad, rapid outreach to the constituency.

The Advisory Council ensures an equal, representative voice for the following three (3) categories, each which will get eight (8) representatives, as indicated in the table below:

**Transportation Consumers:** Impacted by our complex transport system

**Transportation Providers:** Supply or regulate transportation infrastructure and services

**Accountable Jurisdictions:** Elected bodies accountable to needs of consumers and constituencies

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

<sup>1</sup> City of Los Angeles holds the Central City COG position. Cities in the Arroyo Verdugo area group of have representation in the SFV, and SG COGs.

The following agencies and entities are potential nomination resources:

<b>CONSTITUENCY</b>	<b>POTENTIAL REPRESENTATION RESOURCES</b>
<b>CONSUMERS</b>	<b>CONSUMERS</b>
Elderly/Disabled	E.g., AARP, LA Co. Area Agency on Aging, LA City Area Agency on Aging, Veterans' Groups, So. Cal. Resource Services for Independent Living, State Council on Dev. Disabilities, 211
Students	E.g., School Districts, Comm. Colleges, Universities, Youth Policy Institute
Environmental/Social Equity (3 members)	E.g., Move LA, EnviroMetro, Investing in Place, Climate Resolve ACT-LA, LA Thrives, ONE LA, Strategic Actions for a Just Economy (SAJE), California Endowment, Advancement Project, Community Coalition of South LA, Mex. American Opportunity Foundation, TRUST South LA
Business	Chambers of Commerce, LAEDC, BizFed,
Small Business	Small Business/DBE associations (e.g., Hispanic Business Association)
Labor (Non-Metro)	Unions (e.g., AFL-CIO, LA/OC Building Trades)
CAC	CAC Chair
<b>PROVIDERS</b>	<b>PROVIDERS</b>
Transit Munis	Municipal Transit Providers (LACMOA)
CalTrans*	CalTrans*
Metrolink*	Metrolink* (SCRRA)
Access Services*	Access Services*
Ports	Ports of Long Beach & Los Angeles
Airports	Bob Hope Burbank Airport, Long Beach Airport, LAX, Palmdale Regional Airport
Federal	DOT, FTA, FHWA, FRA
Auto Club*	Auto Club*
Bike/Pedestrian Programs	E.g., Los Angeles County Bicycle Coalition, CicLAvia
<b>JURISDICTIONS</b>	<b>JURISDICTIONS</b>
County of LA*	County of LA*
City of LA*	City of LA*
COGs (7 members)*	San Gabriel, San Fernando Valley, Gateway, South Bay, Westside, North County, Las Virgenes/Malibu

*\*Indicates agency member that does not have to rotate membership.*

Each member position will rotate every two years, except where the position is designated for a specific agency (as noted in the above table). The possible constituency sources listed are intended to be examples and not an exhaustive list.

**TIMELINE:**

December 2016 – Staff will compile list of potential consumers/providers/jurisdictions for participation;

January-February 2017 – Staff will contact entities for representation;

March 2017 – Staff will finalize Advisory Council membership and schedule participation opportunities;

April-May 2017 – Advisory Council review and outreach process for Master Guidelines;

June 2017 – Board consideration of and action on Master Guidelines.