



San Gabriel Valley Council of Governments

1000 S. Fremont Ave., Unit 42, Alhambra, CA 91803 Phone: (626) 457-1800 FAX: (626) 564-1116 E-Mail SGV@sgvcog.org

Transportation Committee Meeting Agenda

January 19th, 2012
4:00 pm
SCE CTAC
6090 N. Irwindale Ave.
Irwindale, CA

- 1.0 Call to Order**
 - 1.1 Pledge of Allegiance
 - 1.2 Roll Call / Introductions
- 2.0 Public Comment**
- 3.0 Consent Calendar**
 - 3.1 November 17th, 2011 Transportation Committee Meeting Minutes - *Page 1*
 - 3.2 Transit Operators
 - 3.2.1 Foothill Transit - *Page 3*
 - 3.2.2 Montebello Bus Lines
 - 3.2.3 Metro San Gabriel Valley Service Sector
 - 3.3 Partnering Agency Reports
 - 3.3.1 Alameda Corridor-East Construction Authority – *Page 5*
 - 3.3.2 Gold Line Foothill Extension Status Report – *Page 7*
 - 3.4 Correspondence/Media Publications
- 4.0 SCAG's Draft Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)**
(Discussion with possible action) - Page 8
 - 4.1 East-West Freight Corridor** *(Discussion with possible action)*
- 5.0 ACE Phase II Subcommittee Recommendations** *(Discussion with possible action) - Page 21*
- 6.0 California High Speed Rail Authority MOU and Proposed Southern California Rail Investments**
(Discussion with possible action) – To be distributed separately.
- 7.0 MTA Report** *(Recommended Action: For information only)*
 - 7.1 Metro TOD Planning Grant Round 2** - *Page 61*
- 8.0 New Business**
- 9.0 Next Meeting**
- 10.0 Adjourn**



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Transportation Committee Meeting Minutes

Date: November 17th, 2011

Time: 4:00 pm

Location: SCE CTAC

1.0 Call to Order

J. Fasana called the meeting to order at 4:15 pm.

1.1 Pledge of Allegiance

1.2 Roll Call / Introductions

Members Present

Alhambra	B. Messina
Claremont	S. Pedroza
Covina	A. Gonzalez
Diamond Bar	D. Liu
Duarte	J. Fasana
Glendora	D. Tessitor
Industry	T. Spohn
LA County District 1	N. Englund
LA County District 5	M. Cano, G. Sund
South El Monte	J. Gonzales

Members Absent

Rosemead

SGVCOG Staff:

N. Conway, Executive Director
K. Boyd, Staff
M. Creter, Staff
C. Sims, Staff

Public:

H. Ikhata, SCAG
S. Neely, SCAG
R. Richmond, ACE
J. Ballas, City of Industry
F. Inman, CTC

2.0 Public Comment

There were no comments from the public.

3.0 Consent Calendar

3.1 September 15th Transportation Committee Meeting Minutes

3.2 Transit Operators

3.2.1 Foothill Transit

3.2.2 Montebello Bus Lines

3.2.3 Metro San Gabriel Valley Service Sector

3.3 Partnering Agency Reports

3.3.1 Alameda Corridor-East Construction Authority

3.3.2 Gold Line Foothill Extension Status Report

3.4 Correspondence/Media Publications

There was a motion to approve the consent calendar (M/S/C: B. Messina/ T. Spohn).

4.0 Update on the Compass Blueprint Demonstration Project – Project Selection and Scope of Work for SGVCOG Corridor Studies

- 4.1 Arrow Highway
- 4.2 Ramona/Badillo Corridor
- 4.3 Rosemead
- 4.4 Valley Boulevard

SGVCOG staff provided a brief report on the availability of Compass Blueprint Funding, the status of each of the SGVCOG Corridor projects. Based on the status of the projects, it was staff's recommendation that the Governing Board submit the Ramona-Badillo project to SCAG for the initial round of funding.

There was a motion to recommend to the Governing Board submitting the Ramona-Badillo Corridor project to SCAG for Compass Blueprint funding (M/S/C: A. Gonzalez/ N. England).

5.0 Presentation on Major Components of SCAG's Draft Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

5.1 East-West Freight Corridor

The Executive Director of SCE presented on these items. He provided an overview of the funding challenges and needs related to Regional Transportation. He also discussed the approach to studying the East-West Freight Corridor.

The Chair proposed that the Committee delay taking action on the RTP until the draft is released on December 1st. He also recommended that a presentation on the RTP be given to the full Governing Board.

6.0 MTA Report

F. Inman (California Transportation Commission) provided a brief report on the status of State and Federal funding.

7.0 New Business

8.0 Next Meeting

The Chair indicated that there would another presentation and possible action on the RTP at the January meeting.

9.0 Adjourn

The meeting was adjourned at 5:10 p.m.

Foothill Transit Update for the month of January 2012



Industry Park and Ride Project – Members of the Foothill Transit team met with Walker Parking Consultants to review and comment on the 100% Design Plans for the Industry Park and Ride Project. An Artist's Rendering of the proposed artwork was presented that will be incorporated into the parking structure. The design plans are scheduled to be submitted to L.A. County Building and Safety this month.

Google Transit Real-Time – In 2010 Foothill Transit went live with Google Transit. Transit on Google Maps is a public transportation planning tool that combines the latest agency data with the power of Google Maps. It integrates transit stop, route, schedule, and fare information to make trip planning quick and easy for everyone. Planning and IT staff met via conference call with representatives of Google Maps and transit partner's team from Mountain View, CA. and Zurich, Switzerland to discuss the development and implementation of Google Transit Real-Time for Foothill Transit. Live Transit Updates is a service providing real-time transit updates to users of Google Maps and Google Maps for mobile. These updates include live departure and arrival times to transit stops, as well as trip and service alerts. Currently there are only four national transit agencies that have implemented Google Transit Real-time which include San Diego Metropolitan Transit System (MTS), Tri County Metropolitan Transportation District of Oregon (Tri-Met), Bay Area Rapid Transit District (BART) and Massachusetts Bay Transit Authority (MBTA). The Planning team has commenced the development of the Google Real-time transit feed, which will be used in a test environment created by the Google Transit Partners Support team to assess functionality.

ESMS New Year Workshop – The Environmental and Sustainability Management System (ESMS) Core Team spent the past year working with Virginia Tech Faculty to develop a written, robust environmental management system for the Arcadia Facility. Now that the system is fully documented, the Core Team met in a day-long workshop this month to review the progress made over the first year and to plan for the upcoming year of implementation.



Solar Power Systems – Facilities staff met with the solar general contractor for the photovoltaic (PV) system training. The training consisted of an overview on how the newly installed PV system works, identification of the new electrical equipment and discussed the minimal maintenance requirements of the PV modules.

Foothill Transit Update for the month of January 2012



Pomona Christmas Parade – Foothill Transit participated in many holiday festivities at the end of 2011 including the Pomona Christmas Parade in Downtown Pomona. Onlookers cheered as the fully decked-out minibus went by.

NABI Bus Inspections – Operations and Maintenance staff took a tour of North American Bus Industries, Inc. (NABI) new plant in Anniston, Alabama where our newest order of buses is being built literally out of a box. The group had the opportunity to see these forty-thousand pound buses being constructed from its most minimal form. Not only has the process been interesting but it makes one really appreciate the finished product when it's out on the street providing service. So far the first five buses are on the assembly line and that much closer to providing service!



Arcadia/Irwindale Operations & Maintenance Services

Procurement - A site visit and pre-proposal conference for Request for Proposals for operations and maintenance at the Arcadia/Irwindale operations and maintenance facility were held last month. Administration, Operations and Procurement staff led the group of 17 individuals representing seven different transit operations and maintenance contractors on a tour of the fleet

and facility. The group later returned to our administrative offices for the pre-proposal conference where they were given further information on the procurement process and given a chance to ask questions regarding the fleet, facility and the process. Proposals for this RFP are due the end of January.





Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: SGVCOG Governing Board Members & Alternates

FROM: Tim Spohn, Chairman

DATE: January 9, 2012

SUBJECT: Monthly Report

The following are items of note since the last meeting:

2012 San Gabriel Valley Congressional Appreciation Reception – The 2012 San Gabriel Valley Congressional Appreciation Reception has been scheduled for 5 p.m. to 7 p.m. on Tuesday, March 6, when the House of Representatives is in session. The event usually is scheduled during the annual conference of the National League of Cities in Washington, DC. However, members of the House of Representatives are expected to return to their home districts during the March 12 conference week, according to the 2012 floor session calendar released in late December by the House Majority **Leader's** office.

Senate FREIGHT Act – The Senate Commerce Committee voted in December to include the FREIGHT Act in proposed multi-year surface transportation program legislation. Among other provisions, the FREIGHT Act would establish a National Freight Infrastructure Grants program for critical trade gateways, corridors and projects, including highway projects such as grade separations that reduce congestion and improve safety. ACE supported the FREIGHT Act in a letter to California Senator Barbara Boxer, who serves on the Commerce Committee.

Archaeological Work Underway – Archaeologists started work in December to excavate and catalog numerous artifacts and the remains of structures located in the railroad right-of-way near the San Gabriel Mission, which was founded in 1771. The work is scheduled to be completed in approximately three months and will precede the start of the main construction work on the San Gabriel Trench. The area being excavated was once part of the extended grounds of the Mission, and the **archaeological findings may prove important to our understanding of California's Mission** period. Viewings of the work from an observation deck overlooking the site are being arranged for school and other groups.

Inspector General Review – The MTA Board of Directors voted in December to direct the acting MTA Inspection General to review the salaries and administrative policies of three construction agencies, including ACE, whose programs are funded in

part by the MTA. ACE staff is cooperating in the providing information to the Inspector General, who is expected to report her findings to the MTA Board in March.

Support for CTC Chairman – I have sent a letter to Assembly Speaker Perez supporting the reappointment of Mr. Dario Frommer to the California Transportation Commission. A former Assembly Majority Leader, Mr. Frommer has been an outstanding representative from Los Angeles County, is serving as Chairman of the CTC, and is a strong supporter of funding for grade separation projects. His term on the CTC expires in January 2012.

Community Outreach Update – Staff conducted the following project outreach activities:

- Distributed construction alert notices in English, Spanish and Chinese regarding demolition and site-clearing activities for the Baldwin Avenue grade separation project;
- Coordinated tour for Union Pacific Railroad staff of the archaeological excavation work for the San Gabriel Trench project;
- Distributed the Fall 2011 edition of The ACE Report e-newsletter;
- Staffed an ACE Project information booth at the Transportation Night expo of the Construction Management Association of America, Southern California Chapter;
- Conducted safety outreach presentations to students at San Gabriel Mission Elementary School, Del Mar High School and San Gabriel High School; and,
- Conducted ongoing community outreach and support activities for the San Gabriel Trench, Baldwin Avenue, and Nogales Street grade separation projects.



LIAISON REPORT SGVCOG Governing Board

Below is an update on the Metro Gold Line Foothill Extension Construction Authority's projects:

Pasadena to Azusa Update

Following issuance of the Interim Notice to Proceed in November, the Kiewit Parsons Joint Venture team has moved into their new offices in Azusa, and are fully engaged. Over the last several months, they have submitted numerous required plans for the project and have begun work on the first design submittals for the mainline track work and other project elements. The team has also held kick-off meetings with the corridor cities, and pre-construction activities have begun along the 11.5-mile corridor.

Over the next several months, crews will be conducting surveying, geotechnical work and utility locating activities, to provide detailed information to the design team. Most of 2012 will be needed to finalize the project design. Major construction is scheduled to begin near the end of the year.

I-210 Bridge Construction Update

In November, the Construction Authority reached a significant milestone on the I-210 Bridge Project with the approval by oversight agencies of the final design for the I-210 Bridge. The approval culminates 14 months of intense design efforts led by AECOM, the bridge engineering consultant, which balances the extensive structural requirements mandated by Caltrans and Metro, the constructability needs of Skanska, and the ability to realize the aesthetic elements envisioned by the public artist who conceived the design.

Meanwhile, construction on the bridge is on schedule and is progressing well. With the completion of all of the substructure elements, work is nearing completion on the abutments (the ends of the bridge) and the three main bridge columns. The abutments and bridge columns will be completed this month, setting the stage for the construction of the superstructure.

During the coming months, crews will install the temporary support structure called falsework over the eastbound lanes of the I-210 Freeway. For safety purposes during falsework installation, multiple partial and full closures of the eastbound lanes of the I-210 Freeway will be required. These will all occur late at night, and the freeway will be reopened by 5:00 a.m. the following mornings.

Other Updates

In late December, the Construction Authority learned that the Los Angeles Superior Court tentatively ruled to vacate its October 2011 ruling, which validated the Authority's certified Supplemental EIR for the Pasadena to Azusa project. The December ruling "to vacate" was based on the factual error that the alternative site (in Irwindale) reviewed in the Supplemental EIR for the maintenance facility was outside the Pasadena to Azusa corridor and therefore was not a reasonable alternative. In fact, the Irwindale site evaluated sits directly along the corridor, just west of the future Irwindale station. The Authority has since submitted an objection to the ruling to vacate, and feels confident that once the court realizes its misunderstanding, it will maintain its initial ruling in favor of the Authority's certified document.



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DATE: January 19th, 2012

TO: Governing Board Delegate and Alternates

FROM: Nicholas T. Conway, Executive Director

RE: **SCAG's Draft 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)**

Recommended Action

1. Adopt a position on the Draft 2012 RTP/SCS that addresses the issues of concern to the San Gabriel Valley, as identified by the Transportation Committee.
2. Direct the Executive Director to submit a letter to SCAG outlining the SGVCOG's position.

Background

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a plan for transportation investments throughout the region. Federal and state regulations require SCAG, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO), to develop an RTP every four years in order for the region's transportation projects to qualify for federal and state funding. The RTP is updated to reflect changes in trends, progress made on projects, and to adjust the growth forecast for population changes. The last RTP was adopted by SCAG's Regional Council in 2008, and work is now underway for the 2012 RTP. The RTP includes the following focus areas:

- Aviation
- Environmental Mitigation
- Goods Movement
- Growth Forecast
- High-Speed Regional Transport
- Highways and Arterials
- Land Use
- Non-Motorized Transportation
- Transit
- Transportation Demand Management
- Transportation Finance
- Transportation Safety and Security

In addition, the 2012 RTP is being developed in conjunction with a Sustainable Communities Strategy (SCS), as required by SB 375 (Steinberg), which will identify land use planning and transportation strategies for reducing greenhouse gas (GHG) emissions.

Major Components of the Draft RTP/SCS

Several policy initiatives that are to be pursued in the region as follows (See Attachment 1 for the Executive Summary of the Draft RTP):

Alternatives

The draft RTP/SCS includes 4 alternatives as follows:

- **Alternative A:** This alternative includes only currently committed policies and investments as reflected in the 2008 RTP. This alternative also includes updated land use and socio-economic forecasts based on 2012 RTP local jurisdiction input. Based on the preliminary model results, this alternative will not meet all state and federal requirements.
- **Alternative B (SCAG staff recommended):** This alternative would include all transportation projects included in Alternative A, as well as projects intended to address system preservation, transportation demand management (TDM), and goods movement. It also incorporates congestion pricing projects. Examples of strategies and projects included in this alternative include: MTA's 30/10 initiative, **narrowing East-West Clean Freight Corridor Alignment from 60 miles to 5 miles for further study**, high occupancy toll (HOT) network and cordon pricing demonstration project, added bus rapid transit services, and expansion to Metrolink services. In terms of land use, this Alternative expands upon Alternative A, and is considered to be more a more accurate representation of 2035 land use. This includes adjustments to the expected location of growth within cities to reflect growth near planned transit.
- **Alternative C:** This alternative is similar to Alternative B, except that it includes more aggressive growth in fixed guideway TOD districts, and reflects more aggressive transit/transportation funding to reflect these changes. Currently, SCAG staff does not believe that there is stakeholder support for this more aggressive land use scenario.
- **Alternative D:** This alternative is identical to Alternative A, except it tests the impact of \$8/gallon fuel prices on travel behavior. This alternative is for research purposes only.

Transportation Funding

In order to have a financially constrained plan, SCAG staff is recommending inclusion of the following funding strategies:

- **Existing Gas Tax:** In the short term, the plan assumes a modest increase and indexing of gas taxes, in the amount of \$0.30 per gallon from 2017-2024.
- **County Sales Tax:** This plan assumes the passage 0.25% county sales tax measures as needed from 2020-2035.
- **Increased Public-Private-Partnerships**
- **Vehicle Miles Traveled (VMT) Tax:** This would be deployed beginning in 2025 and assumes a fee of \$0.05 per mile to replace and augment existing gas taxes.
- **Congestion Pricing:** This plan assumes the targeted application of an HOT (toll) network as well as a demonstration cordon pricing project around downtown Los Angeles.

Passenger/High Speed Rail

Staff is recommending that the following projects be included in the constrained RTP:

- Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN)
- Metrolink Improvements
- California High Speed Rail Phase I (San Francisco to Anaheim via LA Union Station)
(*Note: This project was initially being recommended for inclusion in the Strategic Plan of

the RTP. However CHSRA staff contends that this project must be included in the Constrained plan in order to SCAG to receive federal assistance for the Metrolink and LOSSAN projects).

Goods Movement

As noted above, the Draft RTP/SCS is generally a “framework” document that does not yet have details about projects that are going to be included. However, it does specifically include a recommendation regarding the East-West Freight Corridor. **Specifically, SCAG staff is recommending that the study area for this corridor be narrowed from a 60-milewide alignment alternative analysis (that includes alignments within and adjacent to the I-10, SR-60 and SR-91) to a 5-mile wide alternative analysis, limited to the areas adjacent to the SR-60 and the Union Pacific Railroad alignment.**

The adoption of SCAG staff’s recommendation would limit any future study and implementation of truck/freight lanes in the region onto the SR-60 and adjacent routes and eliminate from consideration the I-10, SR-91, along with any other possible routes, which carry comparable level of truck activity based on SCAG’s research.

Next Steps

At their December meeting, the SCAG Regional Council authorized the release of the Draft 2012 RTP/SCS for public review and comment on December 1.

The Draft RTP/SCS as well as the East-West Corridor was be presented and discussed in detail at the November and Transportation Committee meetings. This item will also be brought to the Governing Board for action.

Our Vision

Towards a Sustainable Future

For the past three decades, the Southern California Association of Governments (SCAG) has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability.

The 2012 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to both improve public health and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012 RTP contains a regional commitment for the broad deployment of zero and near-zero emission transportation technologies in the 2023-2035 timeframe and clear steps to move towards this objective. This is especially critical for our goods movement system. The development of a world class zero emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life and to meet federal air quality requirements. The 2012 RTP puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG reduction and economic development.

Never before have the crucial linkages and interrelationships between the economy, the regional transportation system, and land use been as important as now. For the first time, the 2012 RTP includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012 RTP, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012 RTP outlines a transportation infrastructure investment strategy that will beneficially impact Southern California, the state, and the nation in terms of economic development, competitive advantage,

and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012 RTP/SCS will transform the region, serving as a blueprint for improving quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. Its safe, secure, and efficient transportation systems will provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation will allow our residents to lead a healthier, active lifestyle. It will create jobs, ensure our region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for 22 million residents by 2035. More importantly, the RTP/SCS will also preserve what makes the region special, including our stable and successful neighborhoods and our array of open spaces for future generations to enjoy.

The Setting

In order to successfully overcome the challenges that lie before us, this RTP/SCS first recognizes the impacts that recent events and long-term trends will have on how people choose to live and move around.

ECONOMIC RECESSION

[800,000] jobs have been lost in the region
due to the Great Recession

The economic turmoil faced by many of the region's residents is likely to impact their housing choices and travel behavior, including their transportation mode choice and day-to-day travel patterns. This will potentially require different types of transportation solutions.

POPULATION GROWTH

The region will add **[4 million]** people by 2035

This growth in population will only exacerbate our region's existing mobility challenges. The SCAG region is already home to 18 million people, or 49 percent of California's population. If it were its own state, the SCAG region would be the fifth most populous in the nation. Furthermore, this expected growth will occur mainly in the suburban inland counties of Riverside and San Bernardino, adding to the existing imbalance of jobs and housing in the region, and requiring people to travel which contributes to transportation and air quality challenge. In addition, with the aging of the Baby Boomer generation (the share of the population 65 years or older will increase from 11 percent in 2010 to 18 percent in 2035), the region will soon have a greater need for efficient modes of transportation for those who can no longer drive as their main form of transportation.



MULTIMODAL TRANSPORTATION SYSTEM

Over the past few decades, the region has invested heavily in a multimodal transportation system that serves as the backbone of the region's economic well-being.

THE SYSTEM AT A GLANCE

[21,630] miles of highways and arterials
[470] miles of passenger rail
[6] air carrier airports

Nine out of ten trips in the region utilize our extensive highway and arterial network, which supports a host of modes, including the automobile, transit, and active transportation. The region is also home to a growing number of passenger rail lines, none of which existed 20 years ago. Our regional aviation system is the nation's largest and most complex in terms of number of airports and aircraft, and our goods movement industry plays a critical role in sustaining the economy of our region. The importance of this system to our region cannot be understated.

THE REGION IN MOTION

[446 million] miles driven each day
[81 million] air passengers each year
[45%] more urban rail riders between 2000 and 2006
[34%] of our jobs depend on the goods movement industry

Challenges

The challenges facing the region are daunting. When combined, our mobility, air quality, and funding challenges present an imposing threat to the quality of life for both current and future residents.

MOBILITY CHALLENGES

The region wastes over **[3 million]** hours each year sitting in traffic

The region's roadways are the most congested in the nation, and traffic relief is critical, even more so in our current economic situation. By failing to address our congestion, we have foregone jobs—every 10 percent decrease in congestion can bring an employment increase of about 132,000 jobs.

SAFETY CHALLENGES

On the brighter side, our roadways are among the nation's safest, with rate of fatal and injury collisions declining dramatically since the 1930's. But as we continue to successfully improve safety for our motorists, we cannot neglect the alarming fatality rates of those traveling on other modes of transportation.

[21%] of all traffic-related fatalities involve pedestrians

This fatality rate is unacceptable, and if we plan to successfully move towards a more sustainable future that includes plenty of active transportation, we must address the safety deficiencies in all modes of transportation.

AIR QUALITY CHALLENGES

In addition, while Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation and air pollution still causes thousands of premature deaths every year, as well as other serious adverse health effects. The South Coast Air Quality Management District (AQMD) estimates the monetary cost of air pollution in Southern California to be at least \$14.6 billion annually.

Even with on-going aggressive control strategies, ever more stringent national ozone standards require further oxide of nitrogen (NO_x) emission reductions in the SCAG region. In the South Coast Air Basin, for example, it is estimated that NO_x emissions will need to be reduced by approximately two-thirds in 2023 and three-quarters in 2030. This is a daunting challenge. The level of emission reduction required is so significant that 2030 emissions forecasted from just three sources—ships, trains, and aircraft—would lead to ozone levels near the federal standard. Because most sources, including cars and factories, are already controlled by over 90 percent, attainment of ozone standards will require broad deployment of zero and near-zero emission technologies in the 2023-2035 timeframe.

Senate Bill 375

New to this RTP, California's Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, calls for this RTP to include an SCS that reduces greenhouse gas (GHG) emissions from passenger vehicles by 8 percent per capita by 2020 and 13 percent per capita by 2035 compared to 2005, as set by the California Air Resources Board (ARB). SB 375 enhances the State's goals of Assembly Bill 32, the Global Warming Solutions Act of 2006. Meeting the required targets will not be easy, but it must be done for the health and quality of life of current and future generations. Meeting these targets will point the region towards overall sustainability and will provide benefits beyond reducing carbon emissions.

FINANCIAL CHALLENGES

Of all the challenges facing us today, there is perhaps none more critical than funding. With the projected growth in population, employment, and demand for travel, the costs of our multimodal transportation needs surpass projected revenues available from our historic transportation funding source—the gas tax.

State and federal gas taxes have not changed
in nearly **[20]** years

Yet, highway construction costs
have grown by **[82%]**

As a result of years of underinvestment, a significant amount of our roadways and bridges have fallen into a state of disrepair. It is imperative that this situation be addressed. The rate of deterioration will only accelerate with continued deferral, significantly increasing the cost of bringing our assets back into a state of good repair.



Furthermore, with recent declines in transit funding, the region's transit operators continue to face major obstacles to providing frequent, attractive transit service.

Rail operating costs have increased by
over **[40%]** in the past decade

Intercity transit operators have been forced
to cut service by up to **[20%]**

The region must consider ways to stabilize existing revenue sources and supplement them with reasonably available new sources. This region needs a long-term, sustainable funding plan that supports an efficient and effective transportation system that grows the economy, provides mobility choices, and improves our quality of life.

Our Approach

To address these challenges, SCAG performed a careful analysis of our transportation system, the future growth of our region, and potential new sources of revenue, and embarked on a massive outreach undertaking to hear what the region had to say. While SCAG continued to work closely through hundreds of meetings with stakeholder agencies that it has always collaborated with, it also conducted a series of planning sessions throughout the region to find out what Southern Californians want to see in their future. The result of this multi-year effort is the 2012 RTP/SCS, a shared vision for the region's sustainable future.

Transportation Investments

The RTP/SCS contains a host of improvements to our multimodal transportation system. These improvements include closures to critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of our transportation system where there is room to grow in order to provide the region with the mobility it needs. These improvements are outlined in **TABLE 1**.

TABLE 1 Transportation Investments

Component	Description	Cost
Transit		\$ 49.7 billion
Bus Rapid Transit (BRT)	New BRT routes, extensions, and/or service enhancements in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$ 4.6 billion
Light Rail Transit (LRT)	New Light Rail routes/extensions in Los Angeles and San Bernardino Counties	\$ 13.1 billion
Heavy Rail Transit (HRT)	Heavy Rail extension in Los Angeles County	\$ 11.1 billion
Bus	New and expanded bus service in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$ 20.9 billion
Passenger and High-Speed Rail		\$ 51.6 billion
Commuter Rail	Metrolink extensions in Riverside County and Metrolink systemwide improvements to provide higher speeds	\$ 3.9 billion
High-Speed Rail	Improvements to the Los Angeles to San Diego (LOSSAN) Rail Corridor with an ultimate goal of providing San Diego-Los Angeles express service in under two hours Phase I of the California High-Speed Train (HST) project that would provide high-speed service from Los Angeles to the Antelope Valley	\$ 47.7 billion
Active Transportation		\$ 6.0 billion
Various Active Transportation Strategies	Increase our bikeways from 4,315 miles to 10,122 miles, bring 12,000 miles of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA), safety improvements, and various other strategies	\$ 6.0 billion
Transportation Demand Management (TDM)		\$ 4.0 billion
Various TDM Strategies	Strategies to incentivize drivers to reduce solo driving: <ul style="list-style-type: none"> ▪ Increase carpooling and vanpooling ▪ Increase the use of transit, bicycling, and walking ▪ Redistribute vehicle trips from peak periods to non-peak periods by shifting work times/days/locations ▪ Encourage greater use of telecommuting ▪ Other “First Mile/Last Mile” strategies to allow travelers to easily connect to and from transit service at their origin and destination. These strategies include the development of mobility hubs around major transit stations, the integration of bicycling and transit through folding-bikes-on-buses programs, triple bike racks on buses, and dedicated racks on light and heavy rail vehicles 	\$ 4.0 billion

Component	Description	Cost
Transportation Systems Management (TSM) (includes Intelligent Transportation Systems (ITS))		\$ 6.8 billion
Various TSM Strategies	Enhanced incident management, advanced ramp metering, traffic signal synchronization, advanced traveler information, improved data collection, universal transit fare cards (Smart Cards), and Transit Automatic Vehicle Location (AVL) to increase traffic flow and reduce congestion	\$ 6.8 billion
Highways		\$ 72.3 billion
Mixed Flow	Interchange improvements and closures to critical gaps in the highway network to provide access to all parts of the region	\$ 18.4 billion
High-Occupancy Vehicle (HOV)/ High-Occupancy Toll (HOT)	Closures to gaps in the high-occupancy vehicle (HOV) lane network and the addition of freeway-to-freeway direct HOV connectors to complete Southern California's HOV network A connected network of Express/HOT lanes	\$ 18.7 billion
Toll Facilities	Closures to critical gaps in the highway network to provide access to all parts of the region	\$ 35.2 billion
Arterials		\$ 22.1 billion
Various Arterial Improvements	Spot widenings, signal prioritization, driveway consolidations and relocations, grade separations at high-volume intersections, new bicycle lanes, and other design features such as lighting, landscaping, and modified roadway, parking, and sidewalk widths	\$ 22.1 billion
Goods Movement (includes Grade Separations)		\$ 47.9 billion
Various Goods Movement Strategies	Port access improvements, freight rail enhancements, grade separations, truck mobility improvements, intermodal facilities, and emission reduction strategies	\$ 47.9 billion
Aviation and Airport Ground Access		Included in modal investments
Various Airport Ground Access Improvements	Rail extensions and improvements to provide easier access to airports, and new express bus service from remote terminals to airports	Included in modal investments
Operations and Maintenance		\$ 216.9 billion
Transit		\$ 139.3 billion
Highways	Operations and maintenance to preserve our multimodal system in a good state of repair	\$ 56.7 billion
Arterials		\$ 20.9 billion

Financial Plan

The 2012 RTP financial plan identifies how much money is available to support the region’s transportation investments. The plan includes a core revenue forecast of existing local, state, and federal sources, along with reasonably available new revenues sources that are likely to materialize within the RTP time frame. These new sources include adjustments to state and federal gas tax rates based on historical trends and recommendations from two national commissions (*National Surface Transportation Policy and Revenue Study Commission* and *National Surface Transportation Infrastructure Financing Commission*) created by Congress, further leveraging of existing local sales tax measures, value capture strategies, potential national freight program/freight fees, as well as passenger and commercial vehicle tolls for specific facilities. Reasonably available revenues also include innovative financing strategies, such as private equity participation.

TABLE 2 presents ten categories of new revenue sources and innovative financing techniques that are considered to be reasonably available and are included in the financially constrained plan. For each funding source, SCAG has examined the policy and legal context of implementation, prepared an estimate of the revenue potential, and identified action steps to ensure the funds are available to implement the region’s transportation vision.

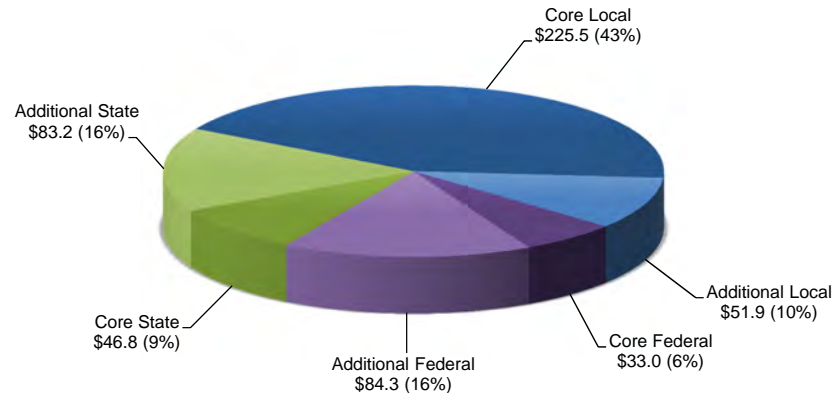
Revenue Sources and Expenditures

FIGURES 1 AND 2 provide a summary of the plan’s forecasted revenues and expenditures. As shown in these figures, the region’s budget over the next 25 years totals an estimated \$524.7 billion.

TABLE 2 New Revenue Sources and Innovative Financing Strategies (Nominal Dollars, Billions)

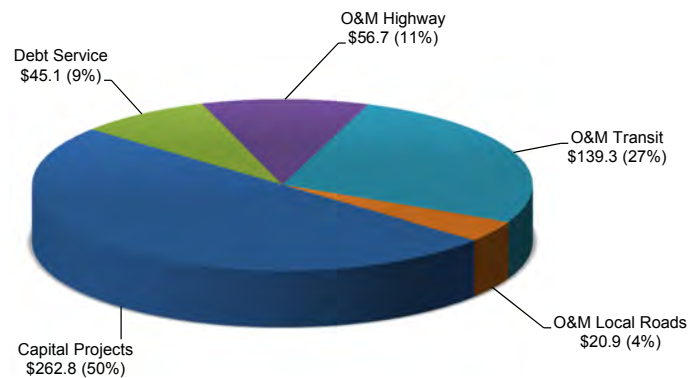
Revenue Source	Description	Amount
Bond Proceeds from Local Sales Tax Measures	Issuance of debt against existing sales tax revenues: Los Angeles, Orange, Riverside, and San Bernardino Counties.	\$25.6 bil
State and Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	Additional \$0.15 per gallon gasoline tax imposed at the state and the federal levels starting in 2017 to 2024—to maintain purchasing power.	\$16.9 bil
Mileage-Based User Fee (or equivalent fuel tax adjustment)	Mileage-based user fees would be implemented to replace gas tax and augment—estimated at about \$0.05 (2011\$) per mile and indexed to maintain purchasing power starting 2025.	\$110.3 bil (est. increment only)
Highway Tolls (includes toll revenue bond proceeds)	Toll revenues generated from SR-710 Tunnel, I-710 South Freight Corridor, East-West Freight Corridor, segment of the High Desert Corridor, and Regional Express/HOT Lane Network.	\$22.3 bil
Private Equity Participation	Private equity share as may be applicable for key initiatives: e.g., toll facilities; also, freight rail package assumes railroad share of costs for mainline capacity and intermodal facilities.	\$2.7 bil
Freight Fee/National Freight Program	A national freight program is anticipated with the next federal reauthorization of the surface transportation act. The U.S. Senate’s proposal would establish federal formula funding for the national freight network.	\$4.2 bil
E-Commerce Tax	Although these are existing revenue sources, they generally have not been collected. Potentially, the revenue could be used for transportation purposes, given the relationship between E-commerce and the delivery of goods to California purchasers.	\$3.1 bil
Interest Earnings	Interest earnings from toll bond proceeds.	\$0.2 bil
State Bond Proceeds, Federal Grants & Other for California High Speed Rail Program	State general obligation bonds authorized under the Bond Act approved by California voters as Proposition 1A in 2008; federal grants authorized under American Recovery and Reinvestment Act and High-Speed Intercity Passenger Rail Program; potential use of qualified tax credit bonds; and private sources.	\$33.0 bil
Value Capture Strategies	Assumes formation of special districts including use of tax increment financing for specific initiatives.	\$1.2 bil

FIGURE 1 Revenue Sources
\$524.7 Billion (Nominal Dollars) FY2011–FY2035



Source: SCAG Revenue Model 2011
 Note: Numbers may not add due to rounding

FIGURE 2 Expenditure Summary
\$524.7 Billion (Nominal Dollars) FY2011–FY2035



Source: SCAG Revenue Model 2011
 Note: Numbers may not add due to rounding

Sustainable Communities Strategy

Within the RTP, the SCS demonstrates the region’s ability to attain and exceed the GHG emission reduction targets set forth by the ARB. The SCS outlines our plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs and changing demographics, and transportation demands. The regional vision of the SCS maximizes current local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and compliments the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. Finally, the RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments.

Measuring Up

The investments in this RTP/SCS are expected to result in significant benefits to the region with respect to transportation and mobility, as well as air quality, economic activity and job creation, sustainability, and environmental justice. They will result in better place-making, lower overall costs, advances in public health and the environment, responsiveness to a changing housing market, and improved accessibility and mobility.

Air Quality and GHG Targets

We will reduce greenhouse gas emissions by **[8%]** by 2020, **[16%]** by 2035

This RTP/SCS successfully achieves and exceeds our greenhouse gas emission reduction targets, set by ARB by achieving an 8 percent reduction by 2020 and 16 percent reduction by 2035 compared to the 2005 level on a per capita basis. This RTP/SCS also meets criteria pollutant emission budgets set by EPA. With each passing year, Southern Californians should expect to breathe cleaner air and live healthier lives.

This air quality benefit is made possible largely by more sustainable planning, integrating transportation and land use decisions to allow Southern Californians to live closer to where they work and play, and to high-quality transit service. As a result, more residents will be able to use transit and active transportation as a safe and attractive means of travel.

Location Efficiency

Over **[twice]** as many households will live near high-quality transit

Share of households living in the High Quality Transit Area will more than double over the plan period signaling a more efficient overall development pattern in the future.

Mobility

Delay on our roadway system will improve over today's condition

Our roadways will be less congested, allowing our region's residents to spend less time in traffic onboard a bus or behind the wheel and more time with their families.

Safety

Not only will residents be more mobile, they will also be safer. This RTP/SCS's emphasis on safety will result in significantly lower accident rates, giving our residents the peace of mind to travel freely throughout the day and come home to their loved ones every night.

Economy

We will generate **[4.2 million]** jobs

Not only will the region be more mobile, it will also be more prosperous. Implementation of the RTP/SCS will create or sustain jobs today to build transportation infrastructure projects for tomorrow. The 4.2 million total jobs over the life of the RTP/SCS equates to an annual average of 167,900 jobs, and is not limited to the construction industry, but will encompass a broad cross-section of industry clusters.

Investment Effectiveness

We will get **[\$2.90]** back for every \$1 spent

The RTP/SCS makes dollar sense. While its overall expenditures seem like a huge cost, the region will recover \$2.90 for every \$1 this RTP/SCS commits, which will only help propel the region to more prosperous days ahead.

Public Participation

The development of the Draft 2012 RTP/SCS involved implementation of one of the most comprehensive and coordinated public participation plan ever undertaken by SCAG. The public and stakeholder involvement program went over and beyond meeting the requirements of SB 375 and the SAFETEA-LU. SCAG engaged the widest range of stakeholder groups, elected officials, special interest groups as well as general public, through a series of workshops and public meetings, as well as SCAG's policy committees, task forces and subcommittee structure. The input received through this process has truly shaped the Draft 2012 RTP/SCS in a meaningful way. Furthermore, SCAG will continue to involve and engage the stakeholders and the public in the process of refining and finalizing the 2012 RTP/SCS over the next several months through the close of the formal comment period. SCAG has developed a state-of-the-art video and interactive RTP/SCS website called iRTP that will further enhance our capability to engage and involve the stakeholders and the public to continue shaping the 2012 RTP/SCS.

Strategic Plan – Looking Ahead – Beyond the Horizon

The 2012 RTP/SCS proposes investing over \$500 billion over the next 25 years to improve the quality of life of the region's residents by enhancing our transportation system. However, additional strategies and projects are needed. The Strategic Plan identifies additional long-term initiatives such as zero emission transportation strategies; new operational improvements; expanded transit investments and high-speed rail system; as well as increased commitment to active transportation. Although elements of these strategies are included in the financially constrained plan, further work is needed to ensure there is regional consensus and commitment to fund the balance in subsequent RTPs.





San Gabriel Valley Council of Governments

Date: January 19th, 2012
To: Transportation Committee
From: Nicholas T. Conway, Executive Director
Re: ACE Phase II Projects and Funding List

Recommended Action

Affirm the recommendations of the City Managers' Steering Committee as follows and submit to the ACE Board of Directors for review and comment:

1. Recommend funding of the top eight rated projects – after removing project alternatives for the same grade crossing – (Fullerton Road, Montebello-Greenwood, Hamilton Boulevard, Fairway Drive (Alh), Turnbull Cyn Road (LA), Fairway Drive (LA), Puente Ave. (Alh), and Durfee Ave. (LA)) as ranked by the SGVCOG's ACE Phase II Subcommittee; should additional funds be available, from State, Federal or local sources, additional projects should be funded according to the rank order as developed by the Subcommittee.
2. Require ACE submit project schedules and budgets for Phase II projects prior to commencing further work.

Background

In January 2011, the COG Transportation Committee and the COG Governing Board adopted a motion that outlined a process to be followed in evaluating the projects to be undertaken in the second and final phase of the COG's Alameda Corridor East Construction Authority project.

In response to the Board's directive, the Public Works Directors formed a subcommittee that included the following:

- Shannon Yauchzee, City of West Covina
- Pat DeChellis/James Yang, Los Angeles County Public Works Department
- John Ballas/Joshua Nelson, City of Industry
- Thomas Melendrez, City of Montebello
- Ati Eskandari, City of Pomona

The committee developed a process, including a methodology for evaluating and ranking projects (see Attachment 1), that was utilized in undertaking the required analysis. Please note the following regarding their methodology and project ranking:

1. **Project Alternatives:** The committee elected to include in the ranking all variations of projects that are currently being studied by ACE (i.e. underpass, overpass, trench), with the recognition that only one project would move forward.
2. **Projects Recommended for Funding:** The committee **did not** develop a constrained list of projects that could be completed with available funding. After performing a cursory review of all 34 grade crossings included in the Phase II report, the Committee narrowed the list of projects to

16 (including multiple alternative designs for some projects). They evaluated and ranked ordered all of these projects. It was the committee's assessment that determining a final list of projects to be funded was a policy question to be determined by the COG Governing Board. See Attachment 1 for the ACE Phase II Subcommittee's proposed project prioritization.

ACE Board of Directors Review and Action

In a memo to the ACE Board of Directors dated October 24, 2011 (see Attachment 2), ACE's CEO presented a separate list of projects recommended using the project rankings the Phase II Subcommittee developed. The projects recommended by ACE CEO for funding were as follows (the numbers in parentheses indicate the ranking given by the ACE Phase II Subcommittee):

- Fullerton Road (1)
- Hamilton Boulevard (3)
- Fairway Drive (Alh) (4)
- Turnbull canyon Road (5)
- Fairway Drive (LA) (6)
- Puente Avenue (7)

A total of six projects were recommended for funding and included the top-ranked projects, with the exception of the Montebello-Greenwood project. At the ACE Board of Directors' meeting, Supervisor Molina's motion to add Montebello-Greenwood project was passed, and that project added back in to the list of projects recommended for Phase II funding.

In a November 1 transmittal memo, ACE CEO submitted a list of seven projects to the COG Transportation Committee and the COG Governing Board for their consideration and adoption (See Attachment 3). This process and decision making framework was not consistent with the motion adopted by the COG Governing Board and the Transportation Committee. Based on the approved motion, the next step in the Phase II prioritization process was to have the City Managers' Steering Committee review and approve the financial plan submitted by ACE Executive Director that identifies the resources needed to implement the final phase of this project (see Attachment 4). Once that was completed, the City Manager Steering Committee was intended to forward their recommendations to the Transportation Committee and the COG Governing Board for consideration and adoption.

ACE Financial Plan

In the October 24th ACE memo discussed above, the CEO estimates a total of \$428 million will be available to complete the remaining projects. The anticipated sources of revenue are as follows:

State (CPUC)	\$ 20 million
MTA (17% Share)	\$ 32 million
UPRR	\$ 13 million
<u>Measure R</u>	<u>\$358 million</u>
Total	\$428 million

In that Board report, he notes that the prospect for additional Federal funding for the remaining projects is unclear pending the passage of a new national transportation bill and the current economic challenges in Washington, DC. Similarly, it is noted that the current funding opportunities for State and UPRR resources are limited at best. That leaves the largest remaining source of funds needed for the completion of the adopted projects resting with the local funds provided by MTA. The good news is that the majority of MTA Measure R funding should be available and ready to support construction. However, the other identified source of MTA funds is a result of a prior MTA board action committing to support up to 17% of the revised ACE project budget of \$1.6 billion. It is unclear if that motion can be applied to costs above the adopted revised adopted ACE project budget. For this reason, I am recommending that the

funding assumed to be available for ACE Phase II completion exclude the additional MTA 17% share, and be lowered to \$396 million.

City Managers’ Steering Committee Recommendation

At their December meeting, the City Managers’ Steering Committee reviewed the information provided by both ACE and the ACE Phase II subcommittee and recommended the following to the Transportation Committee:

3. Funding of the top eight projects – after removing project alternatives for the same grade crossing – (Fullerton Road, Montebello-Greenwood, Hamilton Boulevard, Fairway Drive (Alh), Turnbull Cyn Road (LA), Fairway Drive (LA), Puente Ave. (Alh), and Durfee Ave. (LA)) as ranked by the SGVCOG’s ACE Phase II Subcommittee; should additional funds be available, from State, Federal or local sources, additional projects should be funded according to the rank order as developed by the Subcommittee.
4. Requiring ACE submit full project schedules and budgets for all Phase II projects prior to commencing further work.

Table 1 provides a listing of the top eight projects as ranked by the ACE Phase II Subcommittee, as well as their conceptual cost estimates. Based on the estimated conceptual costs, along with an inflation allowance, the total cost of these projects would be approximately \$700 million. When compared to the estimated available funding, this creates a funding gap of \$272 million with the MTA 17% match or \$304 million without it. It is important to note this estimate of available funding is based on the successful completion of three projects currently or soon to be under way: Baldwin, Puente and San Gabriel. Any unanticipated increase or decrease in those project costs will impact the gap in the available funding resources for Phase II.

Ranking	Crossing	Jurisdiction	Conceptual Cost Estimate
1	Fullerton Road (LA)	Industry/LA County	\$ 131.8
2	Montebello - Greenwood (LA)	Montebello	\$ 61.7
3	Hamilton (Alh/LA)	Pomona	\$ 68.1
4	Fairway Drive (Alh)	Industry/Walnut	\$ 72.9
5	Turnbull Cyn Road (LA)	Industry/LA County	\$ 84.8
6	Fairway Drive (LA)	Industry/LA County	\$ 100.1
7	Puente Ave (Alh)	Industry/LA County	\$ 82.8
8	Durfee Ave. (LA)	Pico Rivera	\$ 64.5
	Total		\$ 666.7
	Total Adjusted for Inflation*		\$ 700.0

*Assumes an estimated inflation allowance of 5% for total life of project

Table 1.
ACE Phase II Priority Project (Rankings 1-8) and Conceptual Cost Estimates



San Gabriel Valley Council of Governments

1000 S. Fremont Ave., Unit 42, Alhambra, CA 91803 Phone: (626) 457-1800 FAX: (626) 564-1116 E-Mail SGV@sgvcog.org

DATE: September 22, 2011

TO: Public Works TAC

FROM: Shannon Yauchzee, Chair of ACE Phase II Study Subcommittee

RE: Update on ACE Phase II Study Subcommittee

Recommended Action:

For information only

Background:

The ACE Phase II Review Subcommittee met on September 22, and representatives from all subcommittee member agencies as well as SGVCOG, ACE, and Pico Rivera staff, were present. The purpose of the meeting was as follows: 1) to review and approve the August 2011 revised estimates and rankings for the 17 crossings and 2) to discuss the feasibility of the subcommittee acknowledging matching contributions from Cities to fund projects.

Review of Revised Cost Estimates

The Subcommittee reviewed the August 2011 Revised Estimates. In general, the Subcommittee does not take issue with the revised estimates. There was a concern regarding feasibility of the Lemon Avenue overpass project. The ACE CEO states they originally included this project due to the high number of deaths at the crossing but did not intend to complete both Lemon Avenue underpass and overpass projects. ACE recommends completing only the Lemon Avenue underpass project due to the overpass's low feasibility and preference.

Review of City Funding

The subcommittee met with Pico Rivera to discuss their request to include local funding availability and match contributions in the Subcommittee's project ranking. ACE staff confirmed that local funding availability was not considered in computing the rankings. Pico Rivera proposed to the Subcommittee to acknowledge matching contributions as it directly decreases ACE's project cost and facilitates their ability to fund additional projects. The challenge with which the Subcommittee grappled is the potential of a bidding war arising among the agencies. Additionally, the Subcommittee states that Pico Rivera's request lies outside the Subcommittee's role and suggested Pico Rivera to formally submit their request to ACE.

The Subcommittee unanimously took action to agree to approve the ACE Study Plans, Public Works TAC Review and Ranking with August 2011 Revised Estimates and remove the Lemon Avenue overpass project pending approval from Diamond Bar. The Lemon Avenue Underpass project will then stand as a separate project.

Next Steps:

- Subcommittee Chair will present the ACE Study Plans, Public Works TAC Review and Ranking with August 2011 Revised Estimates to the Public Works TAC at their September 26th meeting

- Pending the results of the meeting, the Subcommittee will present the rankings to the City Manager at their October meeting
- Pending the results of the meeting, the Subcommittee will present the rankings to the Transportation Committee at their October meeting
- ACE CEO will present the ACE PHASE II report to the Council of Governments Governing Board meeting in November.

ACE Study Plans, Public Works TAC Review and Ranking with August 2011 Revised Estimates

Ranking	CROSSING	ALTERNATE DESCRIPTIONS
1	Fullerton Road (LA)	
2	Montebello Option 1 (LA)¹	Greenwood bypass with Montebello crossing remaining at grade
3	Hamilton Blvd. (Alh/LA)	
4	Fairway Drive Option 1 (Alh)²	Railroad flyover
5	Turnbull Cyn Road (LA)	
6	Fairway Drive (LA)	
7	Puente Ave. (Alh)	
8	Fairway Drive Option 2 (Alh)²	Railroad flyover including Lemon Ave
9	Montebello Blvd. Option 2 (LA)¹	Montebello crossing only
10	Durfee Ave. (LA)	
11	Rose Hills Rd. (LA)	
12	Montebello Blvd. Option 3 (LA)¹	Railroad flyover/underpass includes Greenwood & Maple
13	Montebello Blvd. Option 4 (LA)¹	Full railroad lowering includes Greenwood, Maple, & Vail
14	Lemon Ave. (LA)	Underpass
15	Montebello Blvd. Option 5 (LA)¹	Partial lowering includes Greenwood
16	San Antonio Ave. (Alh/LA)	

¹ Multiple options were analyzed for Montebello (LA). Only one of these projects will be eligible for construction.

² Two options were analyzed for Fairway (Alh). Only one of these projects will be eligible for construction.

ACE Study Plans, Public Works TAC Review and Ranking Details with August 2011 Revised Estimates

CROSSING	ALTERNATE DESCRIPTIONS	Conceptual Cost Estimate (x \$ Million)	Daily 2025 Veh. Delay S.T.	Cost/Daily Hour Relief S.T. (x \$ Million)	Cost Benefit Ranking	Priority CPUC Index	CPUC Priority Index Ranking	Averaged Cost & CPUC Rankings	Combined Ranking*
1 Fullerton Road (LA)		\$131.836	115.4	\$1.142	3	776	2	2.500	1
2 Montebello Option 1 (LA)¹	Greenwood bypass with Montebello crossing remaining at grade	\$61.714	57.9	\$1.066	2	289	5	3.500	2
3 Hamilton Blvd. (Alh/LA)		\$68.148	36.8	\$1.852	7	462	4	5.500	3
4 Fairway Drive Option 1 (Alh)²	Railroad flyover	\$72.907	87.6	\$0.832	1	182	10	5.500	4
5 Turnbull Cyn Road (LA)		\$84.836	38.9	\$2.181	9	554	3	6.000	5
6 Fairway Drive (LA)		\$100.080	62.5	\$1.601	5	230	8	6.500	6
7 Puente Ave. (Alh)		\$82.832	31.5	\$2.630	13	965	1	7.000	7
8 Fairway Drive Option 2 (Alh)²	Railroad flyover including Lemon Ave	\$145.947	118.2	\$1.235	4	182	10	7.000	8
9 Montebello Blvd. Option 2 (LA)¹	Montebello crossing only	\$97.158	43.5	\$2.234	10	289	5	7.500	9
10 Durfee Ave. (LA)		\$64.545	34.0	\$1.898	8	247	7	7.500	10
11 Rose Hills Rd. (LA)		\$45.842	26.9	\$1.704	6	185	9	7.500	11
12 Montebello Blvd. Option 3 (LA)¹	Railroad flyover/underpass includes Greenwood & Maple	\$174.073	68.0	\$2.560	12	289	5	8.500	12
13 Montebello Blvd. Option 4 (LA)¹	Full railroad lowering includes Greenwood, Maple, & Vail	\$389.354	87.8	\$4.435	15	289	5	10.000	13
14 Lemon Ave. (LA)	Underpass	\$81.435	28.8	\$2.828	14	268	6	10.000	14
15 Montebello Blvd. Option 5 (LA)¹	Partial lowering includes Greenwood	\$266.568	57.9	\$4.604	16	289	5	10.500	15
16 San Antonio Ave. (Alh/LA)		\$83.430	37.2	\$2.243	11	124	11	11.000	16

* When there is a tie in the previous column, the crossings are then ranked by giving the crossing with the higher CPUC Priority Index Number a higher ranking.

¹ Multiple options were analyzed for Montebello (LA). Only one of these projects will be eligible for construction.

² Two options were analyzed for Fairway (Alh). Only one of these projects will be eligible for construction.

S.T. = Single Track on the Alhambra Subdivision



Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond
Chief Executive Officer

DATE: October 24, 2011

SUBJECT: Approval of Recommended Scope for Remainder of ACE Program

RECOMMENDATION: Based on the project rankings approved by the San Gabriel Valley Council of Governments (SGVCOG) Public Works Directors Technical Advisory Committee, staff recommends that the remaining scope of the ACE Project (beyond the 14 grade separations built or under development) consist of the following grade separations (alphabetic order):

Hamilton Boulevard
Fairway Drive (Alh)*
Fairway Drive (LA) *
Fullerton Road
Puente Avenue*
Turnbull Canyon Road*

In the event the project priority rankings now pending before the SGVCOG Transportation Committee change, staff intends to bring the recommendation back to your Board for further consideration.

Staff requests that this recommended change to the scope of the ACE Project be forwarded to the SGVCOG Transportation Committee and the SGVCOG Governing Board for their consideration.

In the event this project scope, or something similar, is approved by both the ACE and SGVCOG Boards, staff will return with a project phasing plan before any work beyond that already authorized (preliminary design on Fairway Drive (LA) and Puente Avenue) proceeds.

BACKGROUND

Phase II Study: In 2009, as progress was being made on Phase II of the ACE Project, a Phase II study was begun to renew the information used in establishing the scope of the ACE Project in the late 1990s, and to revisit the remaining six adopted separations

* Included in originally adopted ACE Project.

not already in project development, including nearby alternative locations. The purpose of the study was to provide the necessary information for the ACE and SGVCOG Boards to adopt a scope for the completion of the ACE Project.

The study consisted of two parts – an updated traffic analysis and concept plans for alternative grade separations.

Traffic Analysis: The traffic analysis recorded current vehicular and train traffic at all 34 remaining corridor crossings and, using adopted SCAG traffic projections, updated the vehicular projections to the year 2025. The 34 crossings are all those not accounted for as a result of grade separations already complete or committed.

Estimated future congestion levels at each crossing were projected using essentially the same methodology as employed in the 1997 study which formed the basis of the ACE Project adoption. This new crossing congestion forecast resulted in changes in the relative congestion rankings as compared to the 1997 study (Exhibit I). Some of the crossings with the highest anticipated congestion levels are not part of the currently adopted ACE Project (which was also the case with the results of the 1997 study).

The consultant also analyzed the 34 crossings under the California Public Utilities Commission (CPUC) criteria which is used for scoring grade separation applications statewide. The CPUC formula puts a relatively heavy emphasis on accident history and other safety factors. Predictably, analyzing the crossings under the CPUC criteria produced different rankings than did the congestion formula (Exhibit II).

Concept Plans: As mentioned above, the study also included the development of concept plans for the six adopted grade separations, including alternative locations or configurations. For the adopted six locations preliminary concepts totaled 17 different locations or configurations. These preliminary options were reviewed with each of the host jurisdictions to determine acceptability at a cursory level.

Based on those discussions a lesser set of 12 concept plans was prepared to a greater level of detail. These concept plans addressed approximate project limits, engineering or railroad issues, utility relocation and property acquisition requirements and coarse level cost estimates. The concept plans were re-circulated to the host jurisdictions to confirm their interest in seeing these projects move forward to the next stage of project development.

SGVCOG Review: In September 2010 the Phase II study was referred by the SGVCOG Governing Board to its Public Works Directors' Technical Advisory Committee (TAC) for review and comment. That referral was expanded upon in January 2011 to ask the TAC to review the candidate projects and up to eight additional locations, and make

recommendations on the priority of the projects under consideration in light of their cost benefit and regional benefit.

The TAC established a volunteer subcommittee to carry out the requested review. The subcommittee, after receiving thorough briefings on how the Phase II study had been conducted by the consultant (KOA Corp.) and subconsultant (JL Patterson and Associates), decided to consider both ranking methods addressed in the study - the congestion-based ranking method and the CPUC-based ranking for candidate projects. After merging the top ten ranked projects for each ranking method, and dropping projects that the subcommittee felt were either infeasible to construct, ineffective in correcting the crossing deficiency, or lacked regional significance, the subcommittee added four locations to those already studied, for a total of 16. The final list of projects study, grouped by location, was:

- Fairway Dr. Rail Flyover (Alh.)
- Fairway Dr./Lemon Ave. Rail Flyover (Alh.)
- Fairway Dr. Underpass (LA)
- Lemon Ave. Underpass (LA)
- Montebello Blvd. Underpass
- Montebello Partial Rail Lowering
- Montebello Full Rail Lowering
- Montebello Partial Rail Flyover
- Greenwood Ave. Underpass
- Puente Ave. Underpass
- Turnbull Canyon Rd. Underpass
- Rose Hills Rd. Overpass
- Fullerton Rd. Underpass (LA)
- Hamilton Blvd. Underpass
- San Antonio Ave. Underpass
- Durfee Ave. Underpass

The subcommittee considered at length different methods of arriving at a priority listing and decided to consider the 16 candidate projects under both a coarse level cost-benefit, congestion relief-based ranking and a CPUC-based ranking. The two rankings were then merged with equal weighting, and the projects with the best combined

rankings were the highest recommended priorities (Exhibit III). In case of a tie in combined rankings, the project with the higher CPUC ranking prevailed.

The TAC subcommittee recommendations were approved by the full TAC and are pending at the SGVCOG City Manager's Steering Committee before going to the SGVCOG Transportation Committee.

In ACE staff's view, the method used by the subcommittee in arriving at its priority rankings, while not the only way of doing so, is valid and would recommend it be used as the basis for setting the remaining scope of the ACE Project.

As mentioned above, during the course of the Phase II study staff sought the input of the host jurisdictions on different project alternatives. The concept plans for the four grade separation alternatives added by the subcommittee were also distributed to the host jurisdictions for comment. While it is premature for the jurisdictions, or ACE, to commit to a particular project, we would not recommend going to the design and environmental impact review stage on a project to which the host jurisdiction objects.

Project Financing – Thus far the ACE Project has been almost entirely financed by Federal, State and local MTA transportation funding programs. A substantial effort was made in the 2005-07 period to generate funds from private sector beneficiaries of goods movement growth (container fees in this case) which was unsuccessful, then became infeasible due to declines in traffic. A resurgence in goods movement activity could make it practical to revive private sector funding, but it should not be relied upon at this point.

The prospects for the primary future funding sources are as follows:

Federal: There are two potential sources of additional Federal funding.

Multi-year surface transportation program authorization legislation, now long overdue, has been the most significant source of federal funds for the ACE projects, with nearly \$200 million committed through two prior bills. While deficit reduction is a priority in Washington, road and highway projects traditionally attract strong bipartisan Congressional support. New for this reauthorization round are freight infrastructure grant programs, with as-yet unspecified funding levels, which have been proposed in the House and Senate. Staff is working with our Congressional supporters to ensure the eligibility of the ACE Construction Authority and projects for freight programs.

Also, before the end of October, ACE will submit applications for the Nogales Street and San Gabriel Trench projects seeking discretionary capital grant funding through the TIGER 3 grant program. The ACE projects are a good fit with this program which

makes nearly \$527 million available to be awarded on a competitive basis for projects of national or regional significance. However, the TIGER programs have been heavily oversubscribed and previous applications submitted by ACE, while recommended following review by USDOT technical teams, have not been awarded funds.

While there are two prospects for additional Federal funding, particularly in the program reauthorization, neither one can be counted on as an assured source at this point.

State: There are three existing sources of State funding from which we can seek funding.

First is the ongoing State Transportation Improvement Program (STIP). We were successful in obtaining \$39 million from this source at the beginning of the project but for many years now the STIP has been oversubscribed with conventional highway construction projects nominated by Caltrans and regional agencies.

Second, there have been periodic infusions of one-time State funding into transportation, the most recent being the Prop 1B (2006) program. Prospects for another infusion in the near future are dim given the State's budget pressures and general economic distress. There is a potential for capturing any Prop 1B funds from projects failing to meet deadlines or from widespread cost underruns, but this would be speculative to rely on at this point.

A third State source would be the Section 190 Grade Separation Fund administered by the Public Utilities Commission and Caltrans. We have received \$5 million from this program in the past and have projects pending at this time. Given our ambitious program staff believes it is reasonable to expect securing \$20 million from the Section 190 source over the remaining life of the ACE Project.

Local: MTA funding comes from two sources: The MTA made an initial commitment to a 17% share of the total project costs dating back to the beginning of the ACE Project, and reaffirmed in 2007. In addition, the ACE Project was included in the Measure R local sales tax program passed by the voters in 2008 in the amount of \$400 million.

A large portion of the 17% share has been programmed already by the MTA but a modest portion of additional funding (approximately \$32 million), depending on the size of the adopted program, would be eligible. There is substantial likelihood that favorable bidding on our three projects ready for construction in the next few months will free up funding already allocated by the MTA. In the interest of being fiscally conservative we are not including it in this forecast, but it is a very real possibility.

Of the Measure R funding, \$358 million should be available for completion of the remainder of the ACE Project.

To summarize, the MTA funding for the remainder of the program is estimated as:

Probable additional 17% share	\$32 million
Measure R	<u>\$358 million</u>
	\$390 million

UPRR Contributions: While it has not been a significant source of project funding to date, we can expect the Union Pacific Railroad will make contributions to future grade separations. Based on past experience, \$13 million in aggregate UPRR contributions (\$2.0-\$2.5 million per project) is a reasonable expectation.

Funding Summary: Based on the foregoing, staff believes a conservative estimate of the funding we can rely on for the future program from the sources cited above is as follows:

State (CPUC)	\$20 million
MTA (17% share and Measure R)	390 million
UPRR	<u>13 million</u>
	\$428 million

Grade Separations Recommended for Adoption – As mentioned above, ACE staff believes the method used by the technical subcommittee is valid and can be used for determining future priorities. Also as mentioned, the subcommittee's priority list was compiled while ACE's outreach to host jurisdictions was still in process, and therefore was not completely vetted with the respective cities to determine whether a proposed project configuration could be supported by the host jurisdictions. That consultation has gone on simultaneously with the review of subcommittee's recommendations.

The result of that process is that of the five alternative projects in Montebello, only one – the full railroad lowering – has the support of the City Council. A written request was made for a declaration of support specifically for the highly-rated Greenwood Avenue underpass alternative but the Council declined to do so. Therefore, staff is reluctant to recommend it as part of the scope of the remaining ACE Project.

Aside from Montebello, other potential host jurisdictions are in support of continuing the projects into detailed development.

Working from the technical subcommittee's priority list, removing Montebello projects not supported by the City and duplicative projects, the remaining list, in priority order, is:

<u>Crossing</u>	<u>Conceptual Cost Estimate</u> <u>(In millions)</u>
Fullerton Rd. (LA)	\$131.8
Hamilton Blvd. (Alh/LA)	68.1
Fairway Dr. (Alh)	72.9
Turnbull Canyon Rd. (LA)	84.8
Fairway Dr. (LA)	100.1
Puente Ave. (Alh)	82.8
Durfee Ave. (LA)	64.5
Rose Hills Rd. (LA)	45.8
Montebello Blvd. Full Rail Lowering (LA)	389.4
Lemon Ave. (LA)	81.4
San Antonio Ave. (Alh/LA)	83.4

Matching known and potential revenue over a 5-7 year period (which is what it would take to build out the current and probable future projects) to the above priority list, ACE staff recommends that the following projects be adopted into the scope of the ACE Project:

<u>Grade Separation</u>	<u>Conceptual Cost Estimate</u> <u>(In millions)</u>
Fullerton Rd. (LA)	\$131.8
Hamilton Blvd. (Alh/LA)	68.1
Fairway Dr. (Alh)	72.9
Turnbull Canyon Rd. (LA)	84.8
Fairway Dr. (LA)	100.1
Puente Ave. (Alh)	<u>82.8</u>
Total	\$540.5 million

Cost Estimates – The cost estimates consist of four major components – design, construction, right of way (including utilities) and a number of agency costs (internal labor, third parties and indirect costs). Construction costs estimates were prepared by JL Patterson and Associates based on past experience with underpass construction on

ACE and other similar projects, and on ACE cost estimates for trench construction. Railroad costs (track, signal, flagging, etc.) were developed from similar sources. Construction and railroad estimates include a 30% contingency for factors that can't be predicted when no design has been done. Design costs are estimated at 10% of construction costs.

Right of way costs are based on estimated full and part take requirements with a conservative, uniform property value multiplier and a significant allowance for acquisition costs and contingencies.

Not included in the consultant cost estimates was a future inflation allowance. Based on the current construction climate staff has added an escalation allowance based on these assumptions:

- Inflation allowances should be included for all cost estimate components except right of way where conservative property value and significant contingency is already in the estimates;
- Construction inflation will continue to be insignificant through June 2013;
- The remaining projects will be designed and constructed over a seven-year period. Four of the six projects will move as expeditiously as possible; two remaining projects would begin design in 2013;
- Inflation allowances of 2%/year (adopted U.S. Army Corps Of Engineers allowance) applied to all projects starting in July 2013.

When inflation allowances are added to the baseline cost estimates as described above an additional \$30.3 million would be added to the total:

Current Dollar Total Cost Estimate	\$540.5 million
Inflation Allowance	<u>30.3 million</u>
Total	\$570.8 million

Comparing the cost estimate for the recommended program to the known available funding described above:

Cost of Recommended Project	\$571 million
Available Funding	<u>423 million</u>
Shortfall	\$143 million

Staff believes it is prudent to establish the future project list as described above, despite the funding shortfall, based on a number of considerations:

- The estimate of available funds is a conservative one. It assumes that projects ready to go to bid now will not come in under estimates. Bids below estimates has become the rule, not the exception, in construction;
- The funds estimate includes no new Federal or State funding. While none can be assured, our experience and continued diligent efforts should make some funding available over the next 2-3 years. As a matter of policy, we should not walk away from continuing to seek Federal or State funding for worthwhile projects;
- Specific to the State bond issue source, there is a reasonable likelihood that additional revenue could become available from other projects not proceeding or widespread underbidding;
- The remaining projects would be phased so that no financial commitments would be made for the last 1-2 without an improved revenue outlook. Moving into new projects beyond the projected fund availability would be conditioned on ACE and SGVCOG Board authorization which would take into account both the cost experience on early projects and the future funding prospects;
- The recommended program represents the same number of grade separations as originally adopted – 20 – and makes relatively minor changes in terms of the remaining projects (four of the six are already a part of the Project).

As mentioned above, to eliminate the risk of spending beyond available funding, if the above program, or something close to it, is approved by both the ACE and SGVCOG Boards staff will return in the near future with a phasing strategy that expedites project implementation but avoids financial risk. In the meantime, engineering work already begun on the Fairway Dr. (LA) and Puente Ave. projects will continue.

Attachments

Exhibit I

Total Daily Vehicular Delay Future (2025) Traffic Conditions – Single-Tracked (Sorted by Ranking)

Korve Study Ranking	2010 Ranking	Street/UPRR Sub.	Alhambra Subdivision Single-Tracked
6	1	Fullerton Rd *(Alh)	192.3
11	2	Fullerton Rd *(Alh)	115.4
3	3	Fairway Dr *(Alh)	87.6
1	4	Fairway Dr *(Alh)	62.5
20	5	Stimson Ave *(Alh)	52.7
8	6	Montebello Blvd *(Alh)	43.5
29	7	Workman Mill Rd *(Alh)	42.2
28	8	Turnbull Canyon Rd *(Alh)	38.9
13	9	San Antonio Ave *(Alh/LA)	37.2
14	10	Hamilton Blvd *(Alh/LA)	36.8
22	11	Durfee Ave *(LA)	34.0
16	12	Park Ave	32.7
2	13	Puente Ave *(Alh)	31.5
5	14	Lemon Ave *(Alh)	30.6
25	15	Tyler Ave *(Alh)	30.1
9	16	Temple Ave *(Alh)	30.1
17	17	Lemon Ave *(Alh)	28.8
26	18	Palomares St *(Alh)	28.7
23	19	Rose Hills Rd *(Alh)	26.9
7	20	Brea Canyon Rd *(Alh)	22.8
27	21	Vail Ave *(Alh)	19.8
12	21	California Ave *(Alh)	14.7
30	22	Greenwood Ave *(Alh)	14.4
31	23	Maple Ave *(Alh)	10.1
18	24	Vineland Ave *(Alh)	9.1
32	25	Main St *(Alh)	8.7
11	26	Temple City Blvd *(Alh)	8.1
10	27	Lowe Azusa Rd *(Alh)	6.7
21	28	Cogswell Rd *(Alh)	6.6
15	29	Walnut Grove Ave *(Alh)	6.1
33	30	Bixby Dr *(Alh)	5.7
34	31	Mission Mill Rd *(Alh)	4.5
19	32	Arden Dr *(Alh)	3.0
24	33	Encinita Ave *(Alh)	2.7

*Preempted by railroad interconnected to traffic signal system.

Exhibit II

**Priority Index Ranking Based on CPUC Formula
(Sorted by Ranking)**

CPUC Ranking	Cong. Ranking	Street/UPRR Sub.	Priority Index Number
1	16	Temple Ave (Alh)	2439
2	13	Puente Ave (Alh)	965
3	2	Fullerton Rd (Alh)	776
4	5	Stimson Ave (Alh)	711
5	8	Turnbull Canyon Rd (Alh)	554
6	10	Hamilton Blvd (Alh)	462
7	1	Fullerton Rd (Alh)	302
8	6	Montebello Blvd (Alh)	289
9	17	Lemon Ave (Alh)	268
10	11	Durfee Ave (Alh)	247
11	4	Fairway Dr (Alh)	230
12	19	Rose Hills Rd (Alh)	185
13	3	Fairway Dr (Alh)	182
14	14	Lemon Ave (Alh)	163
15	29	Cogswell Rd (Alh)	151
16	18	Palomares St (Alh)	134
17	15	Tyler Ave (Alh)	133
18	22	California Ave (Alh)	128
19	9	San Antonio Ave (Alh)	124
20	25	Main St (Alh)	105
21	12	Park Ave (Alh)	97
21	32	Mission Mill Rd (Alh)	92
22	26	Vineland Ave (Alh)	91
23	20	Brea Canyon Rd (Alh)	87
24	7	Workman Mill Rd (Alh)	87
25	21	Vail Ave (Alh)	77
26	23	Greenwood Ave (Alh)	69
27	27	Temple City Blvd (Alh)	67
28	24	Maple Ave (Alh)	54
29	28	Lower Azusa Rd (Alh)	53
30	30	Walnut Grove Ave (Alh)	41
31	31	Bixby Dr (Alh)	39
32	33	Arden Dr (Alh)	38
33	34	Encinita Ave (Alh)	30

Exhibit III

Candidate ACE Grade Separations Public Works TAC Review and Ranking

Overall Ranking	Crossing	Cost & Benefit Ranking	CPUC Index Ranking	Average Cost Benefit/CPUC Ranking
1	Fullerton Rd. (LA)	3	2	2.5
2	Montebello Greenwood Option (LA)	2	5	3.5
3	Hamilton Blvd. (Alh/LA)	7	4	5.5
4	Fairway Dr. (Alh)	1	10	5.5
5	Turnbull Canyon Rd. (LA)	9	3	6.0
6	Fairway Dr. (LA)	5	8	6.5
7	Puente Ave. (LA)	13	1	7.0
8	Fairway Dr./Lemon Ave. (Alh)	4	10	7.0
9	Montebello Blvd. Option (LA)	10	5	7.5
10	Durfee Ave. (LA)	8	7	7.5
11	Rose Hills Rd. (LA)	6	9	7.5
12	Montebello Rail Flyover Option (LA)	12	5	8.5
13	Montebello Full Lowering Option (LA)	15	5	10.0
14	Lemon Ave. (LA)	14	6	10.0
15	Montebello Partial Lowering Option (LA)	16	5	10.5
16	San Antonio Ave. (Alh/LA)	11	11	11.0

Note: Rankings for cost-benefit and CPUC Index reflect relative position among projects remaining for consideration (i.e., not ranking among the original 34 crossings in the study).



Alameda Corridor-East Construction Authority

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MEMO TO: Angel Carrillo
President
San Gabriel Valley Council of Governments

John Fasana
Chairman
Transportation Committee
San Gabriel Valley Council of Governments

FROM: Tim Spohn 
Chairman
ACE Construction Authority

DATE: November 1, 2011

SUBJECT: **RECOMMENDED AMENDMENTS TO SCOPE OF THE ACE PROJECT**

At its October 24th meeting the ACE Construction Authority voted to recommend two amendments to the scope of the overall ACE Project which require approval of the Governing Board of the San Gabriel Valley Council of Governments (SGVCOG).

IRRIS Project. The first is the removal of the Integrated Rail Roadway Interface System (IRRIS) from the scope of the ACE Project. An advanced signal system demonstration project, later to be known as IRRIS, was included in the original adoption of the ACE Project by SGVCOG in the late 1990's. The ACE Construction Authority began implementing IRRIS in 2000 and continued system installation, testing, modification and failure analysis through mid-2009 at which time we suspended further work on the project. At this time, ACE concluded that successful completion of the project was by no means assured and the time it would take and ultimate cost could not be reliably predicted. Further, the difficulties and cost of keeping a relatively sophisticated, integrated series of technical components operating accurately and reliably over an extended period – a responsibility which would shift to the City of Pomona by prior agreement – would be a significant burden.

Attached to this recommendation is a more detailed explanation of the history of the project which went to the ACE Board in June 2009 (Attachment I).

MTA, Caltrans and the Federal Highway Administration have all approved the closeout of the demonstration project. No grant reimbursement is being requested.

Grade Separations. The second recommended amendment is to the scope of the remaining grade separations in the overall project.

Phase II Study. As you know, 14 of the 20 grade separations originally adopted by the SGVCOG in the late 1990's are either in service, in construction or fully funded and ready to start construction. ACE began a study in 2009 to update all of the original data used by

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SGVCOG in the original project selection and review options for the remaining grade separations to be built. As the study was nearing completion in 2010 it was referred by SGVCOG to its Public Works Directors Technical Advisory Committee which empanelled a subcommittee to do the requested review. That review has been completed and is working its way through the SGVCOG approval process.

ACE Staff Recommendation. ACE staff prepared a recommendation to incorporate the projects ranked highest by the SGVCOG subcommittee. The recommendation matched the ranked projects against an estimate of project funding which can be relied upon at this point from all sources used in the past and possible in the future. The estimate, very conservative by its nature, set the readily available funding at \$423 million. The recommended program consisted of the six highest ranked projects, save one project in Montebello (which the City Council declined to support), was estimated to cost \$571 million. The funding shortfall, \$148 million, was seen as reasonable by virtue of the very conservative funding estimates and, more importantly, manageable since not all project would go forward simultaneously. The last 1-2 projects would only go ahead if funding prospects became positive and only with ACE and SGVCOG Board approval.

A copy of the full ACE staff analysis and recommendation is attached. (Attachment II).

ACE Board Action. At its October 24 meeting the ACE Board voted unanimously to approve staff's recommended program and include the highly ranked Montebello project mentioned above—an underpass at Greenwood Avenue. The decision to include the Montebello project was based on a number of considerations:

- The Greenwood Avenue project is highly rated, appears to be cost effective, and is the only project in the City meeting that standard;
- It was premature to exclude the City of Montebello from the ACE Program until the last possible decision point at which a decision has to be made;
- Keeping Greenwood Avenue project within the ACE Project will provide time during which the sentiment of the City council regarding this project might change;
- Like 1-2 projects on the recommended list, no expenditures will be made on this project unless funding prospects improve and only if approved by the ACE and SGVCOG Boards.

Based on the ACE Board's action, the following amendment to the remaining scope of the ACE Project is recommended:

Existing

Fairway Drive (Alh)
 Fairway Drive (LA)
 Montebello Boulevard
 Puente Avenue

Proposed Amended

Hamilton Boulevard
 Fairway Drive (Alh)
 Fairway Drive (LA)
 Fullerton Road

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Rose Hills Road
Turnbull Canyon Road

Greenwood Avenue
Puente Avenue
Turnbull Canyon Road

Should the project ranking recommend by the technical subcommittee change during the remaining SGVCOG approval process, the ACE Board will reconsider its recommendation.

ACE staff will return to the ACE and SGVCOG Boards with a staged implementation plan for the adopted program which will insure that no project goes forward until adequate funding will be available. This would not apply to previously authorized work – preliminary engineering of the Fairway Drive (LA) and Puente Avenue projects which has begun

The more detailed memoranda on the two requested amendments are attached.

I and my fellow ACE Board Members look forward to discussing our recommendation with your Governing Board.

Attachments

cc: Nicholas Conway



MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond
Chief Executive Officer

DATE: June 22, 2009

SUBJECT: Approval of Suspension of IRRIS Project

RECOMMENDATION: Staff recommends that we suspend the continued development of the Integrated Rail Roadway Interface System (IRRIS), transfer ownership of traffic control components to the City of Pomona, and monitor future train control technology to consider its usefulness in achieving the original objectives of the IRRIS program.

BACKGROUND: Development of an advanced signal system demonstration project was one of the elements of the Alameda Corridor-East (ACE) Project adopted by the San Gabriel Valley Council of Governments (SGVCOG) in the late 1990s. The demonstration project, later named IRRIS, was intended to improve mobility for motorists trying to get across future unseparated grade crossings by:

- Accurately predicting crossing gate down times, and
- Where warranted redirect traffic to nearby grade separated crossings through changeable message signs and traffic signal timing adjustments, and
- Provide crossing delay information to emergency responders.

An implementation plan for the project selected Pomona as the most promising location to test the application of advanced signalization techniques. The demonstration project was to consist of three project elements:

- A traffic subsystem including upgraded control software, upgraded signal equipment, changeable message signs and vehicle detectors encompassing an approximate 112 square block area of central Pomona;
- A railroad subsystem which would detect train location, length and speed at 19 separate locations over a 12-mile length, and communicate the necessary information to;
- A traffic control center which would "read" the train information and determine whether to activate the traffic re-routing advisory.

Project cost was estimated at \$7.2 million, consisting of \$5.65 million for hardware, software and construction and \$1.55 million for technical services.

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Request for Approval of Suspension of IRRIS Project
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Contracts for the field communications and train detection equipment were awarded in 2001, traffic control system software was purchased in late 2002 and a contract for the upgraded traffic control system was awarded in late 2003. A pilot installation of the train detection system was conducted in 2003; full installation of the system was authorized with the scheduled completion of late 2004 with acceptance testing to follow.

Testing in early 2005 revealed that the train detection component of the system was not meeting the requirements for reliable and accurate train detection. The train detection system vendor, EVA Signal Corporation, performed a series of upgrades and retests throughout 2005 continuing up to August 2006. By this time the firm was experiencing severe financial difficulties and obvious trouble with supporting their installation in Pomona. In October 2006 we found them in default of their contract. About the same time EVA filed for bankruptcy. Through Counsel we pursued remedy through their performance bond; Counsel advised us that preliminary acceptance of the pilot installation (3 of 19 sites) and the relatively small value of the bond made meaningful recovery unlikely.

In March 2007 you authorized a contract with Automated Switching and Controls, Inc. (ASCI), who provided the project's communications system, to evaluate alternative train detection systems. ASCI evaluated five different technologies, recommended a new generation of magnetometers (the type of detection which failed earlier), and estimated their installed cost at \$421,000.

Current Situation: Staff is recommending that we suspend further development of the IRRIS Project based on these considerations:

- Remaining Uncertainties – while the evaluation of a replacement train detection system has been thorough and appears sound, the remaining project components would still have to be integrated at an undetermined cost and duration, technical support resources (consultants) would have to be remobilized and, if our experience is any guide, there will be still be significant challenges in store;
- Prospects for Long Term Success – Beyond the challenge of getting the system to meet accuracy and reliability expectations, the system will require long term operation and maintenance attention. This was recognized at the outset of the project and we have a project agreement with the City of Pomona to support the project after acceptance. Again, our experience has shown us that maintaining a moderately sophisticated technological application like IRRIS in the demanding environment of an operating railroad will not be easy or inexpensive. In recent

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discussion on this subject City of Pomona staff have expressed concerns over this.

- Evolution of Alternative Relevant Technology – in the aftermath of last year's Metrolink/UPRR accident in Chatsworth, major attention is going into the development of a more effective train control system using newer technologies. Positive Train Control is expected to generate train tracking and communications capabilities which could potentially be used for purposes akin to IRRIS, and the urgency associated with this effort is expected to produce results within the next few years.

Financial Considerations – A total of \$6,445,027 has been charged to the IRRIS project to date. All contract work and professional services were completed and accepted with the exception of the train detection system mentioned above. The amount paid on that contract was \$1,041,542.

Of the \$6.445 million spent, \$3.5 million was spent on the planning, design and installation of the upgraded traffic signal system and changeable message signs, most of which has been in use since 2005 and will have lasting public benefit. A total of \$2.9 million was spent on the planning, design and installation of the railroad and communications components of the project, which would not be used if this recommendation is approved.

Next Steps – As mentioned above, we have had initial discussions with Pomona staff regarding the future use of the traffic equipment already installed. Should the project be suspended we will also need to discuss with the Union Pacific the disposition of equipment installed on their right-of-way.

If suspension is approved, a request will have to be made to the SGVCOG for an amendment to the scope of this adopted ACE Project.

Finally, if further work on IRRIS is suspended, staff intends to follow the progress of Positive Train Control and its potential applicability to the objectives of the IRRIS project.



Alameda Corridor-East Construction Authority

Attachment 3
ATTACHMENT II

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond
Chief Executive Officer

DATE: October 24, 2011

SUBJECT: Approval of Recommended Scope for Remainder of ACE Program

RECOMMENDATION: Based on the project rankings approved by the San Gabriel Valley Council of Governments (SGVCOG) Public Works Directors Technical Advisory Committee, staff recommends that the remaining scope of the ACE Project (beyond the 14 grade separations built or under development) consist of the following grade separations (alphabetic order):

- Hamilton Boulevard
- Fairway Drive (Alh)*
- Fairway Drive (LA) *
- Fullerton Road
- Puente Avenue*
- Turnbull Canyon Road*

In the event the project priority rankings now pending before the SGVCOG Transportation Committee change, staff intends to bring the recommendation back to your Board for further consideration.

Staff requests that this recommended change to the scope of the ACE Project be forwarded to the SGVCOG Transportation Committee and the SGVCOG Governing Board for their consideration.

In the event this project scope, or something similar, is approved by both the ACE and SGVCOG Boards, staff will return with a project phasing plan before any work beyond that already authorized (preliminary design on Fairway Drive (LA) and Puente Avenue) proceeds.

BACKGROUND

Phase II Study: In 2009, as progress was being made on Phase II of the ACE Project, a Phase II study was begun to renew the information used in establishing the scope of the ACE Project in the late 1990s, and to revisit the remaining six adopted separations

* Included in originally adopted ACE Project.

not already in project development, including nearby alternative locations. The purpose of the study was to provide the necessary information for the ACE and SGVCOG Boards to adopt a scope for the completion of the ACE Project.

The study consisted of two parts – an updated traffic analysis and concept plans for alternative grade separations.

Traffic Analysis: The traffic analysis recorded current vehicular and train traffic at all 34 remaining corridor crossings and, using adopted SCAG traffic projections, updated the vehicular projections to the year 2025. The 34 crossings are all those not accounted for as a result of grade separations already complete or committed.

Estimated future congestion levels at each crossing were projected using essentially the same methodology as employed in the 1997 study which formed the basis of the ACE Project adoption. This new crossing congestion forecast resulted in changes in the relative congestion rankings as compared to the 1997 study (Exhibit I). Some of the crossings with the highest anticipated congestion levels are not part of the currently adopted ACE Project (which was also the case with the results of the 1997 study).

The consultant also analyzed the 34 crossings under the California Public Utilities Commission (CPUC) criteria which is used for scoring grade separation applications statewide. The CPUC formula puts a relatively heavy emphasis on accident history and other safety factors. Predictably, analyzing the crossings under the CPUC criteria produced different rankings than did the congestion formula (Exhibit II).

Concept Plans: As mentioned above, the study also included the development of concept plans for the six adopted grade separations, including alternative locations or configurations. For the adopted six locations preliminary concepts totaled 17 different locations or configurations. These preliminary options were reviewed with each of the host jurisdictions to determine acceptability at a cursory level.

Based on those discussions a lesser set of 12 concept plans was prepared to a greater level of detail. These concept plans addressed approximate project limits, engineering or railroad issues, utility relocation and property acquisition requirements and coarse level cost estimates. The concept plans were re-circulated to the host jurisdictions to confirm their interest in seeing these projects move forward to the next stage of project development.

SGVCOG Review: In September 2010 the Phase II study was referred by the SGVCOG Governing Board to its Public Works Directors' Technical Advisory Committee (TAC) for review and comment. That referral was expanded upon in January 2011 to ask the TAC to review the candidate projects and up to eight additional locations, and make

recommendations on the priority of the projects under consideration in light of their cost benefit and regional benefit.

The TAC established a volunteer subcommittee to carry out the requested review. The subcommittee, after receiving thorough briefings on how the Phase II study had been conducted by the consultant (KOA Corp.) and subconsultant (JL Patterson and Associates), decided to consider both ranking methods addressed in the study - the congestion-based ranking method and the CPUC-based ranking for candidate projects. After merging the top ten ranked projects for each ranking method, and dropping projects that the subcommittee felt were either infeasible to construct, ineffective in correcting the crossing deficiency, or lacked regional significance, the subcommittee added four locations to those already studied, for a total of 16. The final list of projects study, grouped by location, was:

- Fairway Dr. Rail Flyover (Alh.)
- Fairway Dr./Lemon Ave. Rail Flyover (Alh.)
- Fairway Dr. Underpass (LA)
- Lemon Ave. Underpass (LA)
- Montebello Blvd. Underpass
- Montebello Partial Rail Lowering
- Montebello Full Rail Lowering
- Montebello Partial Rail Flyover
- Greenwood Ave. Underpass
- Puente Ave. Underpass
- Turnbull Canyon Rd. Underpass
- Rose Hills Rd. Overpass
- Fullerton Rd. Underpass (LA)
- Hamilton Blvd. Underpass
- San Antonio Ave. Underpass
- Durfee Ave. Underpass

The subcommittee considered at length different methods of arriving at a priority listing and decided to consider the 16 candidate projects under both a coarse level cost-benefit, congestion relief-based ranking and a CPUC-based ranking. The two rankings were then merged with equal weighting, and the projects with the best combined

rankings were the highest recommended priorities (Exhibit III). In case of a tie in combined rankings, the project with the higher CPUC ranking prevailed.

The TAC subcommittee recommendations were approved by the full TAC and are pending at the SGVCOG City Manager's Steering Committee before going to the SGVCOG Transportation Committee.

In ACE staff's view, the method used by the subcommittee in arriving at its priority rankings, while not the only way of doing so, is valid and would recommend it be used as the basis for setting the remaining scope of the ACE Project.

As mentioned above, during the course of the Phase II study staff sought the input of the host jurisdictions on different project alternatives. The concept plans for the four grade separation alternatives added by the subcommittee were also distributed to the host jurisdictions for comment. While it is premature for the jurisdictions, or ACE, to commit to a particular project, we would not recommend going to the design and environmental impact review stage on a project to which the host jurisdiction objects.

Project Financing – Thus far the ACE Project has been almost entirely financed by Federal, State and local MTA transportation funding programs. A substantial effort was made in the 2005-07 period to generate funds from private sector beneficiaries of goods movement growth (container fees in this case) which was unsuccessful, then became infeasible due to declines in traffic. A resurgence in goods movement activity could make it practical to revive private sector funding, but it should not be relied upon at this point.

The prospects for the primary future funding sources are as follows:

Federal: There are two potential sources of additional Federal funding.

Multi-year surface transportation program authorization legislation, now long overdue, has been the most significant source of federal funds for the ACE projects, with nearly \$200 million committed through two prior bills. While deficit reduction is a priority in Washington, road and highway projects traditionally attract strong bipartisan Congressional support. New for this reauthorization round are freight infrastructure grant programs, with as-yet unspecified funding levels, which have been proposed in the House and Senate. Staff is working with our Congressional supporters to ensure the eligibility of the ACE Construction Authority and projects for freight programs.

Also, before the end of October, ACE will submit applications for the Nogales Street and San Gabriel Trench projects seeking discretionary capital grant funding through the TIGER 3 grant program. The ACE projects are a good fit with this program which

makes nearly \$527 million available to be awarded on a competitive basis for projects of national or regional significance. However, the TIGER programs have been heavily oversubscribed and previous applications submitted by ACE, while recommended following review by USDOT technical teams, have not been awarded funds.

While there are two prospects for additional Federal funding, particularly in the program reauthorization, neither one can be counted on as an assured source at this point.

State: There are three existing sources of State funding from which we can seek funding.

First is the ongoing State Transportation Improvement Program (STIP). We were successful in obtaining \$39 million from this source at the beginning of the project but for many years now the STIP has been oversubscribed with conventional highway construction projects nominated by Caltrans and regional agencies.

Second, there have been periodic infusions of one-time State funding into transportation, the most recent being the Prop 1B (2006) program. Prospects for another infusion in the near future are dim given the State's budget pressures and general economic distress. There is a potential for capturing any Prop 1B funds from projects failing to meet deadlines or from widespread cost underruns, but this would be speculative to rely on at this point.

A third State source would be the Section 190 Grade Separation Fund administered by the Public Utilities Commission and Caltrans. We have received \$5 million from this program in the past and have projects pending at this time. Given our ambitious program staff believes it is reasonable to expect securing \$20 million from the Section 190 source over the remaining life of the ACE Project.

Local: MTA funding comes from two sources: The MTA made an initial commitment to a 17% share of the total project costs dating back to the beginning of the ACE Project, and reaffirmed in 2007. In addition, the ACE Project was included in the Measure R local sales tax program passed by the voters in 2008 in the amount of \$400 million.

A large portion of the 17% share has been programmed already by the MTA but a modest portion of additional funding (approximately \$32 million), depending on the size of the adopted program, would be eligible. There is substantial likelihood that favorable bidding on our three projects ready for construction in the next few months will free up funding already allocated by the MTA. In the interest of being fiscally conservative we are not including it in this forecast, but it is a very real possibility.

Of the Measure R funding, \$358 million should be available for completion of the remainder of the ACE Project.

To summarize, the MTA funding for the remainder of the program is estimated as:

Probable additional 17% share	\$32 million
Measure R	<u>\$358 million</u>
	\$390 million

UPRR Contributions: While it has not been a significant source of project funding to date, we can expect the Union Pacific Railroad will make contributions to future grade separations. Based on past experience, \$13 million in aggregate UPRR contributions (\$2.0-\$2.5 million per project) is a reasonable expectation.

Funding Summary: Based on the foregoing, staff believes a conservative estimate of the funding we can rely on for the future program from the sources cited above is as follows:

State (CPUC)	\$20 million
MTA (17% share and Measure R)	390 million
UPRR	<u>13 million</u>
	\$423 million

Grade Separations Recommended for Adoption – As mentioned above, ACE staff believes the method used by the technical subcommittee is valid and can be used for determining future priorities. Also as mentioned, the subcommittee's priority list was compiled while ACE's outreach to host jurisdictions was still in process, and therefore was not completely vetted with the respective cities to determine whether a proposed project configuration could be supported by the host jurisdictions. That consultation has gone on simultaneously with the review of subcommittee's recommendations.

The result of that process is that of the five alternative projects in Montebello, only one – the full railroad lowering – has the support of the City Council. A written request was made for a declaration of support specifically for the highly-rated Greenwood Avenue underpass alternative but the Council declined to do so. Therefore, staff is reluctant to recommend it as part of the scope of the remaining ACE Project.

Aside from Montebello, other potential host jurisdictions are in support of continuing the projects into detailed development.

Working from the technical subcommittee's priority list, removing Montebello projects not supported by the City and duplicative projects, the remaining list, in priority order, is:

<u>Crossing</u>	<u>Conceptual Cost Estimate</u> <u>(In millions)</u>
Fullerton Rd. (LA)	\$131.8
Hamilton Blvd. (Alh/LA)	68.1
Fairway Dr. (Alh)	72.9
Turnbull Canyon Rd. (LA)	84.8
Fairway Dr. (LA)	100.1
Puente Ave. (Alh)	82.8
Durfee Ave. (LA)	64.5
Rose Hills Rd. (LA)	45.8
Montebello Blvd. Full Rail Lowering (LA)	389.4
Lemon Ave. (LA)	81.4
San Antonio Ave. (Alh/LA)	83.4

Matching known and potential revenue over a 5-7 year period (which is what it would take to build out the current and probable future projects) to the above priority list, ACE staff recommends that the following projects be adopted into the scope of the ACE Project:

<u>Grade Separation</u>	<u>Conceptual Cost Estimate</u> <u>(In millions)</u>
Fullerton Rd. (LA)	\$131.8
Hamilton Blvd. (Alh/LA)	68.1
Fairway Dr. (Alh)	72.9
Turnbull Canyon Rd. (LA)	84.8
Fairway Dr. (LA)	100.1
Puente Ave. (Alh)	82.8
Total	\$540.5 million

Cost Estimates – The cost estimates consist of four major components – design, construction, right of way (including utilities) and a number of agency costs (internal labor, third parties and indirect costs). Construction costs estimates were prepared by JL Patterson and Associates based on past experience with underpass construction on

ACE and other similar projects, and on ACE cost estimates for trench construction. Railroad costs (track, signal, flagging, etc.) were developed from similar sources. Construction and railroad estimates include a 30% contingency for factors that can't be predicted when no design has been done. Design costs are estimated at 10% of construction costs.

Right of way costs are based on estimated full and part take requirements with a conservative, uniform property value multiplier and a significant allowance for acquisition costs and contingencies.

Not included in the consultant cost estimates was a future inflation allowance. Based on the current construction climate staff has added an escalation allowance based on these assumptions:

- Inflation allowances should be included for all cost estimate components except right of way where conservative property value and significant contingency is already in the estimates;
- Construction inflation will continue to be insignificant through June 2013;
- The remaining projects will be designed and constructed over a seven-year period. Four of the six projects will move as expeditiously as possible; two remaining projects would begin design in 2013;
- Inflation allowances of 2%/year (adopted U.S. Army Corps Of Engineers allowance) applied to all projects starting in July 2013.

When inflation allowances are added to the baseline cost estimates as described above an additional \$30.3 million would be added to the total:

Current Dollar Total Cost Estimate	\$540.5 million
Inflation Allowance	<u>30.3 million</u>
Total	\$570.8 million

Comparing the cost estimate for the recommended program to the known available funding described above:

Cost of Recommended Project	\$571 million
Available Funding	<u>423 million</u>
Shortfall	\$143 million

Staff believes it is prudent to establish the future project list as described above, despite the funding shortfall, based on a number of considerations:

- The estimate of available funds is a conservative one. It assumes that projects ready to go to bid now will not come in under estimates. Bids below estimates has become the rule, not the exception, in construction;
- The funds estimate includes no new Federal or State funding. While none can be assured, our experience and continued diligent efforts should make some funding available over the next 2-3 years. As a matter of policy, we should not walk away from continuing to seek Federal or State funding for worthwhile projects;
- Specific to the State bond issue source, there is a reasonable likelihood that additional revenue could become available from other projects not proceeding or widespread underbidding;
- The remaining projects would be phased so that no financial commitments would be made for the last 1-2 without an improved revenue outlook. Moving into new projects beyond the projected fund availability would be conditioned on ACE and SGVCOG Board authorization which would take into account both the cost experience on early projects and the future funding prospects;
- The recommended program represents the same number of grade separations as originally adopted – 20 – and makes relatively minor changes in terms of the remaining projects (four of the six are already a part of the Project).

As mentioned above, to eliminate the risk of spending beyond available funding, if the above program, or something close to it, is approved by both the ACE and SGVCOG Boards staff will return in the near future with a phasing strategy that expedites project implementation but avoids financial risk. In the meantime, engineering work already begun on the Fairway Dr. (LA) and Puente Ave. projects will continue.

Attachments

Exhibit I

Total Daily Vehicular Delay Future (2025) Traffic Conditions – Single-Tracked (Sorted by Ranking)

Korve Study Ranking	2010 Ranking	Street/UPRR Sub.	Alhambra Subdivision Single-Tracked
6	1	Fullerton Rd *(Alh)	192.3
11	2	Fullerton Rd *(Alh)	115.4
3	3	Fairway Dr *(Alh)	87.6
1	4	Fairway Dr *(Alh)	62.5
20	5	Stimson Ave *(Alh)	52.7
8	6	Montebello Blvd *(Alh)	43.5
29	7	Workman Mill Rd *(Alh)	42.2
28	8	Turnbull Canyon Rd *(Alh)	38.9
13	9	San Antonio Ave *(Alh/LA)	37.2
14	10	Hamilton Blvd *(Alh/LA)	36.8
22	11	Durfee Ave *(LA)	34.0
16	12	Park Ave	32.7
2	13	Puente Ave *(Alh)	31.5
5	14	Lemon Ave *(Alh)	30.6
25	15	Tyler Ave *(Alh)	30.1
9	16	Temple Ave *(Alh)	30.1
17	17	Lemon Ave *(Alh)	28.8
26	18	Palomares St *(Alh)	28.7
23	19	Rose Hills Rd *(Alh)	26.9
7	20	Brea Canyon Rd *(Alh)	22.8
27	21	Vail Ave *(Alh)	19.8
12	21	California Ave *(Alh)	14.7
30	22	Greenwood Ave *(Alh)	14.4
31	23	Maple Ave *(Alh)	10.1
18	24	Vineland Ave *(Alh)	9.1
32	25	Main St *(Alh)	8.7
11	26	Temple City Blvd *(Alh)	8.1
10	27	Lowe Azusa Rd *(Alh)	6.7
21	28	Cogswell Rd *(Alh)	6.6
15	29	Walnut Grove Ave *(Alh)	6.1
33	30	Bixby Dr *(Alh)	5.7
34	31	Mission Mill Rd *(Alh)	4.5
19	32	Arden Dr *(Alh)	3.0
24	33	Encinita Ave *(Alh)	2.7

*Preempted by railroad interconnected to traffic signal system.

Exhibit II

**Priority Index Ranking Based on CPUC Formula
(Sorted by Ranking)**

CPUC Ranking	Cong. Ranking	Street/UPRR Sub.	Priority Index Number
1	16	Temple Ave (Alh)	2439
2	13	Puente Ave (Alh)	965
3	2	Fullerton Rd (Alh)	776
4	5	Stimson Ave (Alh)	711
5	8	Turnbull Canyon Rd (Alh)	554
6	10	Hamilton Blvd (Alh)	462
7	1	Fullerton Rd (Alh)	302
8	6	Montebello Blvd (Alh)	289
9	17	Lemon Ave (Alh)	268
10	11	Durfee Ave (Alh)	247
11	4	Fairway Dr (Alh)	230
12	19	Rose Hills Rd (Alh)	185
13	3	Fairway Dr (Alh)	182
14	14	Lemon Ave (Alh)	163
15	29	Cogswell Rd (Alh)	151
16	18	Palomares St (Alh)	134
17	15	Tyler Ave (Alh)	133
18	22	California Ave (Alh)	128
19	9	San Antonio Ave (Alh)	124
20	25	Main St (Alh)	105
21	12	Park Ave (Alh)	97
21	32	Mission Mill Rd (Alh)	92
22	26	Vineland Ave (Alh)	91
23	20	Brea Canyon Rd (Alh)	87
24	7	Workman Mill Rd (Alh)	87
25	21	Vail Ave (Alh)	77
26	23	Greenwood Ave (Alh)	69
27	27	Temple City Blvd (Alh)	67
28	24	Maple Ave (Alh)	54
29	28	Lower Azusa Rd (Alh)	53
30	30	Walnut Grove Ave (Alh)	41
31	31	Bixby Dr (Alh)	39
32	33	Arden Dr (Alh)	38
33	34	Encinita Ave (Alh)	30

Exhibit III

Candidate ACE Grade Separations Public Works TAC Review and Ranking

Overall Ranking	Crossing	Cost & Benefit Ranking	CPUC Index Ranking	Average Cost Benefit/CPUC Ranking
1	Fullerton Rd. (LA)	3	2	2.5
2	Montebello Greenwood Option (LA)	2	5	3.5
3	Hamilton Blvd. (Alh/LA)	7	4	5.5
4	Fairway Dr. (Alh)	1	10	5.5
5	Turnbull Canyon Rd. (LA)	9	3	6.0
6	Fairway Dr. (LA)	5	8	6.5
7	Puente Ave. (LA)	13	1	7.0
8	Fairway Dr./Lemon Ave. (Alh)	4	10	7.0
9	Montebello Blvd. Option (LA)	10	5	7.5
10	Durfee Ave. (LA)	8	7	7.5
11	Rose Hills Rd. (LA)	6	9	7.5
12	Montebello Rail Flyover Option (LA)	12	5	8.5
13	Montebello Full Lowering Option (LA)	15	5	10.0
14	Lemon Ave. (LA)	14	6	10.0
15	Montebello Partial Lowering Option (LA)	16	5	10.5
16	San Antonio Ave. (Alh/LA)	11	11	11.0

Note: Rankings for cost-benefit and CPUC Index reflect relative position among projects remaining for consideration (i.e., not ranking among the original 34 crossings in the study).

January 20, 2011

MOTION
San Gabriel Valley Council of Governments
Transportation Committee

Following direction from the San Gabriel Valley Council of Governments (SGVCOG) to review the ACE Phase II Grade Separation Traffic Study and Concept Plans (Study), the SGVCOG Public Works Technical Advisory Committee (PWTAC) created a subcommittee to complete this task. The PWTAC subcommittee has since requested further guidance from the SGVCOG Transportation Committee as to the scope of their work.

I, THEREFORE, MOVE that the SGVCOG Transportation Committee direct the Public Works TAC subcommittee for ACE Phase II to develop a Report that:

- (1) Performs a full review, analysis and critique of the Study that includes an analysis and critique of the methodology used by the Study consultant for its data collection and forecasts, including but not limited to existing count data, future motor vehicle traffic forecasts, future railroad train movement forecasts, vehicle delay, and CPUC rankings
- (2) Creates an evaluation of “regional benefit” of all of the grade crossings in the Study and ranks the projects based on this developed metric of “regional benefit”
- (3) Analyzes and critiques both the cost assumptions for current Phase II projects and estimated costs for the other grade crossing projects analyzed in the Study.

(4) Using the “regional benefit” metric and the cost analysis for all the grade crossings analyzed in the Study, develop a cost/benefit assessment of the projects in the Study and create a priority ranking for these projects.

(5) Present this Report to the SGVCOG Public Works TAC and SGVCOG City Managers Steering Committee for discussion and input.

I ALSO MOVE that the SGVCOG Governing Board City Managers Steering Committee analyze and critique the current revenue assumptions used by ACE for Phase II and include this analysis as part of the Report prior to sending it to the SGVCOG Transportation Committee.

I FURTHER MOVE that the SGVCOG Governing Board direct that the process for input on this Report be as follows:

1. SGVCOG Public Works TAC and SGVCOG City Managers Steering Committee receive report from the SGVCOG Public Works TAC Subcommittee, provide written input on the report and send it to the SGVCOG Transportation Committee.
2. SGVCOG Transportation Committee reviews the Report and additional input, provides written input on the report, and sends Report plus all additional input to the ACE Board of Directors
3. ACE Board of Directors reviews report and additional input, provides written input on the Report, and sends Report and all additional input back to the SGVCOG Transportation Committee and ultimately the SGVCOG Governing Board for review and consideration.

During discussion at the SGVCOG Transportation Committee, this motion was clarified as follows:

1. The Subcommittee will aim to complete its tasks by June 1, 2011, to allow for the Report to move forward during the June 2011 SGVCOG committee and board cycle.
2. The Subcommittee will be provided the latitude to complete the identified tasks to the extent reasonable, given the time constraints.
3. The Subcommittee will perform a cursory review of all 34 grade crossings, and narrow the list of projects for further review and consideration to no more than 14 (six adopted projects plus up to eight additional projects). These 14 projects will be given further analysis including cost, benefit, cost-benefit analysis and priority rankings. The ACE Board of Directors is being asked to provide the funding for the cost-estimates for the additional projects (up to eight beyond the original six for a total of 14) as part of this effort.




Metro

Interoffice Memo

Date January 5, 2012

To Metro TOD Planning Grant Round 2 Eligible Cities

From Jenna Hornstock Gulager, Deputy Executive Officer
Countywide Planning 

Subject Metro TOD Principles Planning Grants, 2nd Round

On October 27, 2011 the Metro Board authorized \$1 million to fund a second round of a new Transit Oriented Development (TOD) Planning Grant launched by Metro this current fiscal year. The second round of funding is open to Los Angeles County communities with existing Metrolink stations, and cities along Metro's South Bay and West Santa Ana branch Green Line extension. A list of such communities is attached.

The first round of the TOD Planning Grant focused on applications which, if funded, would result in changes to existing local land use regulations that remove barriers to transit oriented districts and developments. These include amendments to general plans, specific plans, zoning ordinances etc, and the requisite CEQA processing required for such actions.

For the second round of funding, the Program Guidelines may include the program outlined in the initial round (see attached Round 1 Guidelines) as well as the possibility to expand the eligible projects to include cooperative planning efforts among adjacent communities (such as allowing Joint Powers Authorities and/or Councils of Government to apply) and may fund pre-planning and feasibility studies that develop model ordinances or similar efforts which can then lead to regulatory changes that support TOD. The longer term objective of the TOD Planning Grant remains to promote the principles of Transit Oriented Districts and Development, with the intent to reduce single occupancy vehicle trips and increase the use of public transit, bicycles and other modes.

Should you have an interest in participating in this 2nd round and have questions as to how a specific program you are considering might be addressed in the guidelines being developed, please contact me at (213) 922-7437 or gulagerj@metro.net. Revised Guidelines will be finalized by January 17th 2012 for presentation to the Metro Board in February 2012. We look forward to your comments. Following approval of the Guidelines by the Metro Board, complete application packages will be forwarded to all eligible communities.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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METRO

Transit Oriented Development Grant Program Guidelines

10/1/2011

I. INTRODUCTION AND PURPOSE

The Transit Oriented Development (“TOD”) Grant Program provides Los Angeles County Metropolitan Transportation Authority (LACMTA) funds to encourage local governments to adopt land use regulations that promote sustainable transit oriented design principles. TOD projects take advantage of the proximity and access to public transit through appropriate density, reduced reliance upon private automobile, and enhanced walkability. Such development is found to increase the accessibility and utilization of public transportation. This program will provide funds to local government to adapt their existing general plans, specific plans, zoning and other ordinances to encourage such sustainable development forms. Grant funding shall be limited to the development of specific regulatory documents that can be adopted by the governing bodies, such as:

- New or amended specific plans
- New or amended ordinances
- New or amended overlay zones
- New or amended general plans
- Transit Village Development Districts
- Environmental studies required to support the new or amended regulatory documents.

II. PROGRAM OBJECTIVES

The primary objectives of the TOD Grant Program are to provide funding to:

- Increase access to transit by assisting local governments to accelerate the adoption of TOD regulatory frameworks.
- Improve utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit lines.
- Further the reduction in greenhouse gases through encouraging in-fill development along transit corridors.
- Support and implement sustainable development principles.

III. ELIGIBLE APPLICANTS

Communities with land use regulatory jurisdiction within 1/4 mile of Metro transit station locations.

IV. FUNDING PRIORITIES

- a. First priority will be for funding proposals that will result in eliminating regulatory constraints to TOD projects and developing the regulatory documents described in Section I above. Such regulatory changes will

result in conditions that encourage development near transit stations, provide for appropriate density given the immediate access to transit, reduce dependency on the private automobile and provide for strong pedestrian and bicycle connections between development sites and transit. While adoption of a Transit Village Development District [Government Code 65460] is only one method of achieving the regulatory changes desired under this grant program, proposals may seek to emulate major portions of the objectives stated in Government Code 65460.

- b. Second priority will be given to funding proposals that include planning at or near station locations that may be a precursor to regulatory change, including but not limited to, traffic modeling, density studies and financial feasibility of various development forms. Funding of such projects will only be considered if available funds remain after qualified first priority projects are funded.

V. SCORING: The following provides guidance in the scoring of the applications. Each section of the application contains an indication of the maximum points that may be awarded for each section.

Section 1A Regulatory Documents: This section should list each of the regulatory documents that will require revision to allow TOD projects to go forward. This may include a community's general plan, zoning ordinances, parking codes, specific plans, Transit Village district documents, etc. (Up to 5 points)

Section 1B Community and Policy Maker Support: This section should provide evidence that there exists community stakeholder and policy maker support for the types of changes being proposed. This could be evidenced by prior actions implementing similar changes elsewhere in the community, specific direction by the council and mayor, etc. (Up to 5 points)

Section 2A Regulatory Constraints: This section should identify those specific regulatory constraints that the program is meant to address. This could include outdated parking requirements, height or density restrictions, lack of bicycle and pedestrian access and utilization incentives, etc. The description should be comprehensive and subject to regulatory relief. (Up to 15 points)

Section 2B Impact of Proposed Regulatory Changes: A strong application will carefully describe how the regulatory changes will directly mitigate the constraints previously identified. Projects that include regulatory changes that support the incentives offered in Transit Village statutes (Transit Village Development Planning Act of 1994 [Government

Code 65460. - 65460.11.]), as well as provisions of the Public Resources Code Chapter 4.2, beginning with Section 21155, are indicative of the type of regulatory changes sought in this program. (Up to 25 points)

Section 3 Public Participation: This section should demonstrate that the applicant has thought through the public participation and outreach program necessary to bring the regulatory changes forward and has considered the impact of the program on the project delivery schedule. (Up to 5 points)

Section 4A Opportunity Sites: The strongest applications will be able to link the changes to the regulatory environment with the near term potential for implementing TOD development principles. The availability of suitable sites, particularly if controlled by the applicant, will be one measure of near term implementation. (Up to 10 points)

Section 4B Economic Development Implementation: The presence of an active economic development, housing, or redevelopment program may also provide evidence that regulatory change may lead to near term implementation of TOD principles. (Up to 5 points)

Section 5A Project Management Scope of Work: This section should clearly describe all the work to be undertaken to effect the changes proposed leading to and including any required action of the legislative body. The work program should be comprehensive, with clearly stated realistic milestones and deliverables by which progress can be gauged. Responsibilities between staff and consultants should be identified. (Up to 20 points)

Section 5B Project Schedule and Budget: In this section of the application, a narrative description of the schedule should be provided, and the schedule should demonstrate that the regulatory changes can be brought forward for legislative policymaker action within the 24 month grant period. Any innovative approaches to the schedule that will expedite the program should also be described in this section. Any local match should be described including its availability. Strong applicants will have presented a realistic and highly cost efficient schedule that maximizes the impact of the grant funds requested. (Up to 10 points)

VI. ELIGIBLE COSTS

- a. Applicants will develop and submit a budget as part of the application. Funds awarded will not exceed the budget submitted and may be less if the key objectives can be achieved at lower costs. Any cost overruns shall be the responsibility of the applicant.

- b. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding. Such eligible costs shall not include overtime costs.
- c. Cost associated with community outreach and meeting CEQA requirements are eligible costs.

VII. NON-ELIGIBLE COSTS

- a. Costs such as equipment, furniture, vehicles, office leases or space cost allocations or similar costs.
- b. Applicant staff overtime costs, mileage reimbursements, and use of pool cars.

VIII. GENERAL AND ADMINISTRATIVE CONDITIONS

- a. **Duration of Grant Projects.** Projects' schedules must demonstrate that the projects can be completed, including action by the governing body on the proposed regulatory changes within 24 months of award.
- b. **Governing Body Authorization.** Completed TOD Planning Grant applications must include authorization and approval of the grant submittal by the governing body, if required to be considered for funding.
- c. **Memorandum of Understanding.** Each awarded applicant must execute a Memorandum of Understanding (MOU) with LACMTA which includes the statement of work, including planning objectives to be achieved, financial plan reflecting grant amount and any local match, if applicable, schedule and milestones and deliverables. The schedule and milestones must reflect that the project will be completed within 24 months from date of award.
- d. **Funding Disbursements.** Funding will be disbursed on a quarterly basis subject to satisfactory compliance with the expenditure plan and milestone schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. An amount equal to 5% of each invoice will be retained until final completion of the project and audits. In addition, final scheduled payment will be withheld until the project is complete and approved by LACMTA and all audit requirements have been satisfied. All quarterly reports will be due on the last day of the months of February, May, August, and November.
- e. **Audits.** All grant program funding is subject to LACMTA audit. The findings of the audit are final.

**Los Angeles County Metropolitan Transportation Authority (Metro)
Transit Oriented Development Planning Grant**

LAPSING POLICY

TIMELY USE OF FUNDS/REPROGRAMMING OF FUNDS

MOU LAPSING POLICY

Grantee must demonstrate timely use of the Funds by:

- (i) Executing an MOU within sixty (60) days of receiving formal transmittal of the MOU boilerplate,
- (ii) Meeting the Project milestones due dates as stated in the Scope of Work,
- (iii) Timely submitting of the Quarterly Progress/Expenditure Reports, and
- (iv) Expending the Funds granted within thirty (30) months from the date funds are available.

If the Grantee fails to meet any of the above conditions, the Project may be considered lapsed and may be submitted to the Board for deobligation. **Expenses that are not invoiced within sixty (60) days after the lapsing date are not eligible for reimbursement.**

In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated as part of its annual TOD Planning Grant Deobligation process and the Funds may be deobligated and reprogrammed to another project by the Board.

Administrative extensions may be granted under the following conditions:

- (i) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (legal challenge, act of God, etc). Inadequate staffing shall not be considered a basis for administrative extensions.
- (ii) Project delay due to an action that results in a change in scope or schedule that is mutually agreed upon by Metro and the project sponsor prior to the extension request.
- (iii) Project fails to meet completion milestone, however public action on the proposed regulatory change(s) has been scheduled and noticed to occur within 60 days of the scheduled completion milestone.

Appeals to any recommended deobligation will be heard by a Metro appeals panel.

If Grantee does not complete an element of the Project, as described in the Scope of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

TOD Planning Grant FY12 Round 2 Eligible Cities

LA County Metrolink Cities

- Los Angeles (Chatsworth, Northridge, Van Nuys, Sun Valley, Sylmar)
- Burbank
- Glendale
- Newhall
- San Fernando
- Palmdale
- Lancaster
- Acton
- Santa Clarita
- Cal State LA (East LA)
- El Monte
- Baldwin Park
- Covina
- Pomona
- Claremont
- Industry
- Montebello
- Commerce
- Norwalk
- Santa Fe Springs

Green Line Expansion Cities

- Inglewood
- Hawthorne
- Los Angeles
- El Segundo
- Manhattan Beach
- Redondo Beach
- Lawndale
- Torrance

West Santa Ana Branch Alternatives Cities

- Artesia
- Bellflower
- Cerritos
- Compton
- Downey
- Hawaiian Gardens
- Lakewood
- Long Beach
- Lynwood
- Norwalk
- Paramount
- Pico Rivera
- South Gate
- Bell
- Bell Gardens
- Cudahy
- Huntington Park
- Los Angeles
- Maywood
- Vernon