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Gene Murabito

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La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

AGENDA AND NOTICE OF THE REGULAR MEETING OF THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS GOVERNING BOARD

APRIL 21, 2016 - 6:00 P.M.

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

Thank you for participating in tonight's meeting. The Governing Board encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Governing Board are held on the third Thursday of each month at 6:00 PM at the Upper San Gabriel Valley Municipal Water District Office (602 E. Huntington Drive, Suite B, Monrovia, California 91016).* The Governing Board agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvkog.org). Documents distributed to a majority of the Board after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

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

TO ADDRESS THE GOVERNING BOARD: At a regular meeting, the public may comment on any matter within the jurisdiction of the Board during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. There is a three minute limit on all public comments. Proxies are not permitted and individuals may not cede their comment time to other members of the public. **The Governing Board may not discuss or vote on items not on the agenda.**

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

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

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



PRELIMINARY BUSINESS

5 MINUTES

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the President may place reasonable time limits on all comments*)
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

CONSENT CALENDAR

10 MINUTES

(It is anticipated that the SGVCOG Governing Board may take action on the following matters)

6. Governing Board Meeting Minutes
Recommended Action: Adopt February 18, 2016 Governing Board minutes.
7. Monthly Cash Disbursements/Balances/Transfers
Recommended Action: Approve Monthly Cash Disbursements/Balances/Transfers.
8. ACE Board of Directors Minutes
Recommended Action: Receive and file.
9. ACE Monthly Report
Recommended Action: Receive and file.
10. FY 2015-16 Committee Attendance
Recommended Action: Receive and file.
11. Metro's Active Transportation Strategic Plan (ATSP)
Recommended Action: Adopt Resolution 16-07 supporting Metro's ATSP and identifying priority regional active transportation projects.
12. Metro San Gabriel Valley Service Sector
Recommended Action: Reappoint Dave Spence (La Canada Flintridge) to serve as one of the SGVCOG's representatives on the Metro San Gabriel Valley Service Sector.
13. Meeting Times, Dates and Locations
Recommended Action: Adopt Resolution 16-08 updating committee meeting dates, times and locations.

ACTION ITEMS

60 MINUTES

(It is anticipated that the SGVCOG Governing Board may take action on the following matters)

14. SGVCOG Strategic Plan
Recommended Action: Adopt Resolution 16-09 updating the SGVCOG Strategic Plan.
15. Metro Draft Sales Tax Expenditure Plan
Recommended Actions: 1) Endorse Metro's Draft Expenditure Plan for a Proposed 2016 LA County Transportation Ballot Measure; 2) Request that Metro maintain expenditure timing flexibility to allow for individual project acceleration to match federal or state project grant allocations and move the SR-60 project be moved up to the first 15 years of funding and 3) Schedule a discussion of the Governing Board and consideration of a possible endorsement of the potential measure following Metro's placement of the measure on the ballot.

16. Additional SGVCOG Appointment to San Gabriel Mountains and Lower Los Angeles Rivers and Mountains Conservancy
Recommended Action: Direct staff to issue a call for nominations for this position and accept nominations from any mayor or councilmember from eligible cities.
17. FY 2014-15 Financial Audit
Recommended Action: Receive and file.

PRESIDENT'S REPORT

10 MINUTES

(It is anticipated that the SGVCOG Governing Board may take action on the following matters)

18. Oral Report
Recommended Action: For information.
19. Participation on SGVCOG Policy Committees
Recommended Action: For information.

EXECUTIVE DIRECTOR'S REPORT

15 MINUTES

20. Oral Report
Recommended Action: For information.
21. Draft FY 2016-17 Budget
Recommended Action: For information.

GENERAL COUNSEL'S REPORT

COMMITTEE REPORTS

10 MINUTES

Transportation Committee
Housing, Community, and Economic Development
Energy, Environment and Natural Resources Committee
Water Committee

PROJECT REPORTS

10 MINUTES

The ACE Project
San Gabriel Valley Energy Wise Partnership

LIAISON REPORTS

10 MINUTES

Gold Line Foothill Extension Construction Authority
San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
Southern California Association of Governments
San Gabriel Valley Economic Partnership
South Coast Air Quality Management District

BOARD MEMBER ITEMS

ANNOUNCEMENTS

ADJOURN



SGVCOG Governing Board Unapproved Minutes

Date: March 17, 2016

Time: 6:00 p.m.

Location: Upper San Gabriel Valley Municipal Water District (USGVMWD)
Offices (602 E. Huntington Drive; Monrovia, CA 91016)

PRELIMINARY BUSINESS

1. Call to Order
President Gene Murabito called the meeting to order at 6:14 p.m.
2. Pledge of Allegiance
S. Pedroza led the Pledge of Allegiance.
3. Roll Call
A quorum was in attendance.

Governing Board Members Present

Alhambra	Barbara Messina
Arcadia	Sho Tay
Azusa	Angel Carrillo
Baldwin Park	Susan Rubio
Claremont	Sam Pedroza
Covina	Kevin Stapleton
Duarte	John Fasana
El Monte	Victoria Martinez
Glendora	Gene Murabito, Judy Nelson
La Canada Flintridge	Terry Walker
La Verne	Tim Hepburn
Monrovia	Becky Shevlin
Monterey Park	Hans Liang
Pasadena	Andy Wilson
Rosemead	Margaret Clark
San Marino	Allan Yung
Sierra Madre	John Harabedian
South El Monte	Joseph Gonzales
South Pasadena	Diana Mahmud
Temple City	Cynthia Sternquist
Walnut	Mary Su
West Covina	James Toma
First District (LA County)	Javier Hernandez,
LA County District 5	Brian Meija
SGV Water Districts	Carlos Goytia

Absent

Bradbury
Diamond Bar
Industry
Irwindale
La Puente
Montebello
Pomona
San Dimas
San Gabriel
LA County District 4

SGVCOG Staff

Phil Hawkey, Executive
Director
Kim Barlow, General
Counsel
Marisa Creter, Staff
Stefanie Hernandez, Staff
Katie Ward, Staff

4. Public Comment
No public comments.
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

PRESENTATIONS

6. Update on Stormwater Education and Outreach Efforts – Diana Mahmud, Chair, Water Committee; Sam Pedroza, Member, Water Committee
D. Mahmud and S. Pedroza presented on this item. G. Murabito remarked U.S. Congress has a lack of understanding on the issue and concise points need to be made to educate. Extending the Water Quality Act was referenced as a means to address stormwater. J. Fasana commented a critical issue is the scope of funding is not feasible in relation to residents' willingness to pay.

CONSENT CALENDAR

7. Governing Board Meeting Minutes
Recommended Action: Adopt February 18, 2016 Governing Board minutes.
8. Monthly Cash Disbursements/Balances/Transfers
Recommended Action: Approve Monthly Cash Disbursements/Balances/Transfers.
9. ACE Board of Directors Minutes
Recommended Action: Receive and file.
10. Committee Appointments
Recommended Action: Appoint the City of Monrovia to the Water Committee.
11. ACE Monthly Report
Recommended Action: Receive and file.
12. FY 2015-16 Committee Attendance
Recommended Action: Receive and file.
13. AB 2170 (Frazier)
Recommended Action: Adopt Resolution 16-03 supporting AB 2170 (Frazier).
14. Safekeeping of Property and Official Signatures
Recommended Action: Adopt Resolution No. 16-04 authorizing official signatures on financial accounts at commercial bank institutes for the safekeeping of property.
15. Investment of Monies in the Local Agency Investment Fund (LAIF)
Recommended Action: Adopt Resolution No. 16-05 authorizing officers and staff to order the deposit or withdrawal of monies in the Local Agency Investment Fund (LAIF).

There was a motion to approve consent calendar items 7-15 (M/S: S. Pedroza/ D. Mahmud)

[Motion Passed]

AYES:	Alhambra, Arcadia, Azusa, Baldwin Park, Claremont, Covina, Duarte, El Monte, Glendora, La Canada Flintridge, La Verne, Monrovia, Monterey Park, Pasadena, Rosemead, San Marino, Sierra, South El Monte, South Pasadena, Temple City, Walnut, West Covina, LA County District 1, LA County District 5, SGV Water Districts
NOES:	
ABSTAIN:	
ABSENT:	Bradbury, Diamond Bar, Industry, Irwindale, La Puente, Montebello, Pomona, San Dimas, San Gabriel, LA County District 4

CLOSED SESSION

16. Conference with Legal Counsel – Pending Litigation – Government Code section 54956.9(d)(1) – San Gabriel Valley Council of Governments v. Allied World National Assurance Company (U.S.) Inc.
17. Pursuant to Government Code Section 54957: Public Employment, Title: Assistant to the Executive Director, Senior Management Analyst
Pursuant to Government Code Section 54957.6: Conference with Labor Negotiators
18. Agency designated representatives: Phil Hawkey, Dick Jones; Unrepresented employees: Assistant to the Executive Director, Senior Management Analyst

ACTION ITEMS

19. Salary and Classification Resolution
There was a motion to adopt resolution 16-06 updating the SGVCOG salary and classification system to change the title of Assistant to the Executive Director to the Assistant Executive Director, to increase the pay range for the Assistant Director, to increase the pay range for the Senior Management Analyst, and to place both position in an exempt classification (M/S: J. Fasana/ B. Messina).

[Motion Passed]

AYES:	Alhambra, Arcadia, Azusa, Baldwin Park, Claremont, Covina, Duarte, El Monte, Glendora, La Canada Flintridge, La Verne, Monrovia, Monterey Park, Pasadena, Rosemead, San Marino, Sierra, South El Monte, South Pasadena, Temple City, Walnut, West Covina, LA County District 1, LA County District 5, SGV Water Districts
NOES:	
ABSTAIN:	
ABSENT:	Bradbury, Diamond Bar, Industry, Irwindale, La Puente, Montebello, Pomona, San Dimas, San Gabriel, LA County District 4

20. Consideration of Proposed Settlement Agreement with Allied World National Assurance Company (U.S.) Inc.
There was a motion to approve proposed Settlement Agreement with Allied World National Assurance Company (U.S.) Inc. (M/S: J. Gonzales / B. Shevlin).

[Motion Passed]

AYES:	Alhambra, Arcadia, Azusa, Baldwin Park, Claremont, Covina, Duarte, El Monte, Glendora, La Canada Flintridge, La Verne, Monrovia, Monterey Park, Pasadena, Rosemead, San Marino, Sierra, South El Monte, South Pasadena, Temple City, Walnut, West Covina, LA County District 1, LA County District 5, SGV Water Districts
NOES:	
ABSTAIN:	
ABSENT:	Bradbury, Diamond Bar, Industry, Irwindale, La Puente, Montebello, Pomona, San Dimas, San Gabriel, LA County District 4

EXECUTIVE DIRECTOR'S REPORT

21. Oral Report
P. Hawkey reported on this item. The Governing Board will be holding a special meeting on March 24 to meet with Southern California Edison's president.
22. Draft Strategic Plan
M. Creter presented on this item. T. Walker commented on potentially adding a statement on unity, possibly by having a footnote to refer to the mission statement.

GENERAL COUNSEL'S REPORT

PRESIDENT'S REPORT

23. Oral Report
G. Murabito reported on this item.

COMMITTEE REPORTS

Transportation Committee

J. Fasana reported on this item.

Housing, Community, and Economic Development

B. Shevlin reported on this item. She remarked that the Committee needs additional participation from other members.

Energy, Environment and Natural Resources Committee

There was no report.

Water Committee

D. Mahmud reported on this item.

PROJECT REPORTS

The ACE Project

There was no report.

San Gabriel Valley Energy Wise Partnership

There was no report.

LIAISON REPORTS

Gold Line Foothill Extension Construction Authority

There was no report.

San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy

There was no report.

Southern California Association of Governments

San Gabriel Valley Economic Partnership

There was no report.

South Coast Air Quality Management District

There was no report.

ADJOURN

The meeting adjourned at 8:29 PM.

BOARD APPROVED

Date

Philip A. Hawkey, Secretary

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS
Check Register and Cash Disbursements
March 2016

Check Date	Check #	Name	Description	Check Amount
3/3/2016		EFT Payroll Period Ended 02.28.16	Paychex	\$ 8,818.10
3/3/2016	9100	Kelly Associates	Executive Director Services	13,000.00
3/3/2016	9101	Jones & Mayer	Legal Services	2,194.44
3/3/2016	9102	Brittany Hardy	Reimbursement	78.25
3/3/2016	9103	Artin Baghkhani	Reimbursement	65.88
3/3/2016	9104	Argus Consulting Group	Microsoft Dynamics GP License	3,371.59
3/3/2016	9105	Alameda Corridor East Construc	ACE Calpers Reimbursement	626.39
3/13/2016		EFT Payroll Period Ended 03.13.16	Paychex	7,894.91
3/16/2016	9107	Katie Ward	Mileage Reimbursement	44.28
3/16/2016		EFT American Express	AMEX	10,151.89
3/16/2016	9108	Gene Murabito	Travel Reimbursement	317.46
3/16/2016	9109	Image IV Systems	Copying Services	561.40
3/16/2016	9110	Philip A. Hawkey	Travel Reimbursement	238.40
3/16/2016	9111	Platinum Consulting Group	Accounting Services for Jan & Feb	5,772.50
3/16/2016	9112	VOID	Void	-
3/16/2016	9113	The Alhambra Office Community,	Rent & Storage	5,928.34
3/16/2016	9114	Vantagepoint Transfer Agents 3	Employee 457 Contribution	10.00
3/27/2016		EFT Payroll Period Ended 03.27.16	Paychex	16,968.43
Total				<u><u>\$ 76,042.26</u></u>

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS
Cash Balances per Reconciliation of Bank Statements to SGVCOG General Ledger
Fiscal Year 2015 - 2016

Month	Total	Checking	Savings Accounts			Petty Cash	LAIF
			Metals	2766	MS4		
JUL	\$489,883	\$150,082	\$55,451	\$1,584	\$54,687	\$304	\$227,775
AUG	\$796,976	\$457,176	\$55,451	\$1,584	\$54,687	\$304	\$227,775
SEP	\$788,218	\$448,388	\$55,465	\$1,585	\$54,701	\$304	\$227,775
OCT	\$959,748	\$619,736	\$55,465	\$1,585	\$54,700	\$304	\$227,958
NOV	\$959,206	\$619,194	\$55,465	\$1,585	\$54,700	\$304	\$227,958
DEC	\$873,495	\$533,359	\$55,479	\$1,585	\$54,714	\$400	\$227,958
JAN	\$884,466	\$544,119	\$55,479	\$1,585	\$54,714	\$400	\$228,169
FEB	\$935,291	\$594,944	\$55,479	\$1,585	\$54,714	\$400	\$228,169
MAR	\$877,112	\$536,738	\$55,493	\$1,586	\$54,727	\$400	\$228,169

Month	Transfers						
	Total	Checking	Metals	2766	MS4	Petty Cash	LAIF
JUL	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AUG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SEP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OCT	\$0	\$300,000	\$0	\$0	\$0	\$0	(\$300,000)
OCT	\$0	(\$300,000)	\$0	\$0	\$0	\$0	\$300,000
NOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DEC	\$0	\$0	\$0	\$0	\$0	\$0	\$0
JAN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEB	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MAR	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Alameda Corridor-East Construction Authority

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

ACE Construction Authority Board of Directors Regular Meeting February 22, 2016 Minutes

Chairman Jack Hadjinian called the meeting of the Board of Directors of the Alameda Corridor-East Construction Authority to order at 2:06PM at the Montebello Council Chambers.

1. **Pledge of Alliance** – Phil Hawkey, Executive Director of the San Gabriel Valley Council of Governments led the pledge of allegiance.

2. **Roll Call:** In attendance was:

Jack Hadjinian, Chair
Juli Costanzo, Vice Chair
Barbara Messina
Victoria Martinez
Elliott Rothman

Staff:

Mark Christoffels, CEO
Gregory Murphy, BWS, legal counsel
Deanna Stanley
Amy Hanson
Genichi Kanow
Charles Tsang
Phil Balmeo
Paul Hubler
Victoria Butler
Cecilia Cardenas

Guests:

Victoria Shin Park, Citadel CPM
Fadi Rassham, Citidel CPM
Hank Fung, LA County DPW
Richard Rea, Senator Bob Huff
John Dietler, SWCA
Charlie Nakamoto, Jacobs

3. **Public Comments** – There were no public comments.
4. **Approval to Receive and File Finance Committee Meeting minutes** – A motion was made to approve the February 3, 2016 Finance Committee minutes.

M/S/C/Rothman/Costanzo /Unanimous

5. **Approval of January 25, 2016 Regular Meeting minutes** – A motion was made to approve the January 25, 2016 Regular meeting minutes.

M/S/C/Rothman/Martinez/Unanimous

5. **Chairman Remarks** – Chairman Hadjinian congratulated member Barbara Messina who would be appointed Mayor of Alhambra this evening.
6. **Board Member Comments** – There were no board member comments.

7. **Chief Executive Officer's Report** – Mr. Christoffels has followed up with a letter of support of the TCIF program. He reported that the San Gabriel Valley Council of Governments approved two MOUs for ACE to provide accounting, IT and human resources support services. He indicated this item would be brought to the ACE Board in March. Mr. Christoffels indicated ACE received a suit alleging ADA violations on the ACE-owned property at Fairway Drive which has been settled. He indicated restriping of the parking lot would be done as part of the settlement. Mr. Christoffels also reported that Caltrans has begun an audit of ACE Prop 1B funded projects which are Baldwin and San Gabriel Trench and results will likely be available in May.

8. **Project Construction Progress Reports** – Senior Project Manager Genichi Kanow reviewed storm drain installation at Workman Mill Road and valley. Preparation of installation of concrete pavement. Puente Avenue project. Senior Project Manager Charles Tsang reviewed retaining wall construction, bridge work and JP Original parking lot work at Nogales Street and. Mr. Tsang also reviewed finishing pour of pump station and demolition at Fairway Storage at the Fairway Drive project. Senior Project Manager Phil Balmeo reviewed the completed bridge work and an overall aerial of construction activities along the trench project.

Member Antonovich arrives.

9. **Approval of Regular Meeting Time Change** – Mr. Christoffels reminded the Board that at the request of one of its members, the Board was polled to potentially move the regular meeting time from 2pm to 1pm.

A motion was made to move the Regular Board meetings from 2pm to 1pm.

M/S/C/Martinez/Messina/Unanimous

10. **Approval of Task Order #2 to Berg & Associates for Construction Management Services for the Fullerton Road Grade Separation Project** – Mr. Christoffels reminded the Board that Berg & Associates was selected to provide construction management services for the Fullerton Road grade separation project. He reviewed the elements of task order #2 which was for a duration of 50 months. He indicated staff has prepared an independent estimate of the costs to compare against the estimate produced by the contractor and the cost is reasonable. He reminded the board that the contract is based on time and material of work actually provided and that 14% is within the range of the estimated construction management contract. There are no questions.

A motion was made to authorize the Chief Executive Officer to execute Task Order 2 under the construction management services contract with Berg & Associates for a not-to-exceed amount of \$11,871,963 for a total contract value of \$12,091,017 for the Fullerton Road grade separation project.

M/S/C/Costanzo/Martinez/Unanimous

11. **Approval of Task Order #2 Amendment to SWCA for Cultural Resource Services for the San Gabriel Trench Project** – Dr. John Dietler, Cultural and Paleontological Resources Director of SWCA Environmental summarized the data recovery efforts through 2012. He shared that a book of the findings was being printed and available shortly. He reminded the board that the material underneath the then active railroad tracks was unreachable until the tracks were removed, at which time additional work was performed. He reported that extensive water works and archeological features were uncovered and construction monitoring is ongoing but at a significantly reduced level. He reported that at the Ramona Street crossing a 1830s dome shaped hut was uncovered. He indicated the hut has been featured in early drawings of the structures near the Mission, extremely rare and was filled with artifacts including spindle whirles. He indicated the feature will remain intact and be preserved. He indicated the additional work now required included trench monitoring during excavation, analysis of additional data, completing various reports including national historic landmark nomination and curating of artifacts required by Memorandum of Understanding between ACE and Caltrans. Member Martinez asked how the artifacts would be disseminated and Mr. Dietler responded, there was hierarchy established including some belonging to the landowner but the MOA agreement dictates that the museum-worthy pieces shall go to the UCLA Fowler Museum, while others will be distributed for educational purposes to the local Mission and Historical Society.

A motion was made to authorize the Chief Executive Officer to increase Task Order 2 on the contract with SWCA Environmental Consultants for cultural resources management on the San Gabriel Trench Project for a not-to-exceed amount of \$494,824 for a task order contract authorization of \$3,970,221

M/S/C/ Messina/Costanzo/Unanimous

13. **Receive and File Sale of Excess Property on the Baldwin Avenue Grade Separation Project**– Mr. Christoffels indicated the sale of the excess property has been completed. Nelson Yip has agreed to purchase the three parcels previously declared excess with an all cash offer of \$1.2 million. He indicated the parcel will be used to develop veteran housing. He indicated the funds would be applied to other ACE Projects.

A motion was made to receive and file an update on the sale of excess property of the Baldwin Avenue grade separation project.

M/S/C/Costanzo/Rothman/Unanimous

14. **Approval to Receive and File Management Report and Audited Financial Statements for Fiscal Year 2015** – Roger Martinez, Vasquez & Associates indicated the financial audit for fiscal year 2015 has been complete and reviewed the requirements of the audit. He indicated there were no material findings and the opinion was that policies and procedures are in place and acceptable.

A motion was made to receive and file the management report and audited financial statements for Fiscal Year 2015.

M/S/C/Rothman//Unanimous

17. **Adjournment** – The meeting was adjourned in memory of former El Monte Mayor and ACE Board Member Ernest Gutierrez at 2:56pm. The next meeting of the Board will be held on March 28, 2016.

X 

Deanna Stanley
Clerk of the Board



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: Jack Hadjinian, Chair

DATE: April 12, 2016

SUBJECT: Monthly Report

The following are items of note since the last meeting:

Grant Applications – ACE will submit grant applications seeking \$25 million in federal FASTLANE freight grant funds for the \$78.4 million Durfee Avenue Grade Separation Project in Pico Rivera and \$35 million in grant funds for the \$142 million Montebello Corridor Grade Separation Project. The ACE grade separations are integral to Southern California's strategy to mitigate the impacts on local communities of nationally and regionally significant goods movement.

Trade Corridors Support – ACE is supporting Assembly Bill 1780 (Medina) which would continuously appropriate 20 percent of the annual proceeds of the Greenhouse Gas Reduction Fund to the Trade Corridors Improvement Fund (TCIF) for projects that reduce greenhouse gas emissions in trade corridors. The TCIF program provides funds for trade infrastructure improvements along federally designated "Trade Corridors of National Significance" and other corridors with high volumes of freight movement.

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

- Distributed construction alert notices regarding the opening of a new pedestrian detour for the Puente Avenue project; and,
- Conducted ongoing community outreach and support activities for the San Gabriel Trench, Nogales Street, Puente Avenue and Fairway Drive grade separation projects.

**Governing Board
FY 2015-16**

	2015						2016					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Alhambra		✓	✓	✓			✓	✓	✓			
Arcadia		✓	✓	✓	✓			✓	✓			
Azusa		✓	✓	✓			✓	✓	✓			
Baldwin Park		✓			✓		✓		✓			
Bradbury												
Claremont			✓	✓	✓		✓	✓	✓			
Covina		✓	✓	✓	✓		✓	✓	✓			
Diamond Bar		✓	✓	✓	✓		✓	✓				
Duarte		✓	✓	✓	✓		✓	✓	✓			
El Monte							✓	✓	✓			
Glendora		✓	✓	✓	✓		✓	✓	✓			
Industry												
Irwindale												
La Canada Flintridge			✓	✓	✓		✓	✓	✓			
La Puente		✓										
La Verne		✓	✓				✓	✓	✓			
Monrovia		✓		✓	✓		✓	✓	✓			
Montebello								✓				
Monterey Park			✓	✓	✓		✓	✓	✓			
Pasadena		✓	✓	✓	✓		✓	✓				
Pomona							✓		✓			
Rosemead		✓	✓	✓	✓		✓	✓	✓			
San Dimas		✓	✓	✓	✓		✓	✓				
San Gabriel		✓		✓	✓		✓	✓				
San Marino								✓	✓			
Sierra Madre		✓			✓			✓	✓			
South El Monte		✓		✓	✓		✓	✓	✓			
South Pasadena		✓	✓	✓	✓		✓	✓	✓			
Temple City		✓	✓	✓	✓		✓	✓	✓			
Walnut		✓		✓			✓	✓	✓			
West Covina		✓		✓	✓		✓	✓	✓			
LA County District 1					✓		✓	✓	✓			
LA County District 4		✓	✓	✓	✓		✓					
LA County District 5		✓	✓	✓	✓		✓		✓			
SGV Water Agencies		✓		✓			✓	✓	✓			

Major Action Items and Presentations

August

Transportation Priorities for Countywide Sales Tax Measure

Transportation Consultant Contract

Financial Audit Contract

4th Quarter Financial Report

**Governing Board
FY 2015-16**

September

Caltrans Sustainable Transportation Planning Grant Application
Fix Our Roads Resolution of Support
Appointment of Executive Director/ Contract with Kelly & Associated Management Group

October

SCAG RTP/SCS Presentation
AQMD 2016 AQMP Presentation
Settlement with City of Irwindale
Resolution of support for California Water Fixx
SGVCOG Representative on SCAG Transportation Committee
Election of 3rd Vice President

November

RMC Update
Active Transportation Priority Areas
Letter Re: Allocation of Prop. 1 Funds to RMC
1st Quarter Financial Report
FY 2011-12 and FY 2012-13 AB 2766 Financial Audit
Treasurer Position

January

CCA Presentation
El Nino Preparedness Presentation
Contract for Financial Audit Services
Energy Wise Contract Extension
CEESP Phase 3 Contract Extension
Strategic Plan Survey Results

February

Strategic Plan Workshop
Treasurer Position
Financial Management MOU
Administrative Support MOU

March

Stormwater Presentation
AB 2170
Insurance Settlement
Salary & Classification Resolution
Draft Strategic Plan

**Transportation Committee Attendance
FY 2015-16**

	2015						2016					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Alhambra	✓			✓		✓	✓	✓				
Claremont	✓		✓			✓	✓	✓	✓			
Diamond Bar	✓		✓	✓		✓	✓			✓		
Duarte	✓		✓	✓		✓	✓	✓	✓	✓		
Glendora			✓	✓		✓	✓	✓	✓			
Industry	✓											
La Canada Flintridge				✓			✓		✓	✓		
La Puente												
LA County District 1	✓		✓			✓		✓	✓	✓		
LA County District 5				✓				✓	✓	✓		
Monterey Park	✓		✓	✓			✓	✓	✓	✓		
Rosemead	✓					✓	✓			✓		
South El Monte	✓		✓	✓		✓	✓	✓	✓	✓		
South Pasadena	✓			✓		✓	✓			✓		
Walnut	✓		✓	✓		✓			✓			

Agenda Topics

July

Transportation Priorities for Countywide Sales Tax Measure

September

LA County Bikeshare Program

Fix Our Roads Campaign

Active Transportation Strategic Plan Update

October

Ontario Airport Update

SCAG "Go Human" Campaign

SGVCOG Active Transportation Priority Areas

December

626 Open Streets Event

Metrolink Update

January

60/605 Project

AB 620

February

El Monte Bike Hub

Gold Line Foothill Extension Update

ExpressLanes Net Toll Revenue Grant Program

NoHo to Pasadena Bus Service Pilot

March

LA-SB Intercounty Rail Study (SCAG)

Metro Active Transportation Strategic Plan

Eastside Transit Corridor Phase 2

AB 2170

April

**Transportation Committee Attendance
FY 2015-16**

Metro Open Streets Grant Program

High Speed Rail Update

Metrolink Inclusion in Measure R2

Metro Draft Ballot Measure Expenditure Plan

Reminder: If a member agency misses more than three consecutive committee meetings, the agency must request reappointment by the Governing Board.

**EENR Committee Attendance
FY 2015-16**

	2015						2016					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Claremont		✓		✓		✓		✓	✓			
Duarte		✓	✓	✓		✓	✓	✓	✓			
Glendora		✓	✓	✓				✓	✓			
Rosemead		✓	✓	✓		✓	✓	✓	✓			
San Dimas		✓	✓	✓		✓	✓	✓	✓			
Sierra Madre		✓	✓	✓				✓	✓			
South Pasadena		✓		✓				✓	✓			

Agenda Topics

August

Statewide Mattress Recycling Program
Business Friendly Bicycle Districts
Annual Sustainability Award

September

UCLA Energy Atlas
Duck Farm Project Update

October

Council for Watershed Health Update
RMC Update
Countywide EPR Ordinance for Sharps and Prescriptions

December

EPR Pharmaceuticals and Sharps Ordinance
National Recreation Area Legislation

January

626 Golden Streets Presentation
Energywise Overview

February

LA County Residential PACE Overview

March

Multi-Benefit Open Space Project
Claremont Georgetown Energy Prize Efforts

**HCED Committee Attendance
FY 2015-2016**

	2015						2016					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Claremont				✓								
Monrovia												
Pasadena				✓								

Agenda Topics

October

East San Gabriel Valley Coalition for the Homeless
2016 Homeless Count

**Water Policy Committee
2015-2016 Attendance**

	2015						2016					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Claremont		✓				✓	✓	✓				
Diamond Bar				✓		✓	✓					
Glendora		✓		✓	✓	✓	✓	✓	✓			
Monrovia												
Rosemead		✓		✓		✓	✓	✓				
Sierra Madre					✓	✓	✓					
South Pasadena		✓		✓	✓	✓	✓	✓	✓			

Agenda Topics

August (Joint Meeting with Water TAC)

California Water Fix

MS-4 Permit Update

October (Joint Meeting with Water TAC)

Stormwater Costs Report

US Conference of Mayors Water Meeting

Model Water Efficient Landscape Ordinance

November Meeting (Joint Meeting with Water TAC)

Stormwater Costs Report

December Meeting (Joint Meeting with Water TAC)

Stormwater Presentation

January Meeting (Joint Meeting with Water TAC)

Stormwater Presentation

February Meeting (Joint Meeting with Water TAC)

Stormwater Presentation Audience

March Meeting (Joint Meeting with Water TAC)

Stormwater Workshops

Green Streets

**City Managers' Steering Committee Attendance
FY 2015-16**

	2015						2016					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Arcadia			✓		✓			✓				
Baldwin Park		✓	✓		✓	✓	✓	✓	✓	✓		
Claremont			✓			✓	✓	✓	✓	✓		
Diamond Bar		✓			✓		✓	✓	✓			
Duarte		✓	✓			✓	✓	✓	✓			
Glendora		✓	✓		✓	✓		✓	✓	✓		
La Canada Flintridge					✓			✓	✓	✓		
La Verne		✓	✓		✓		✓	✓	✓	✓		
Monterey Park		✓	✓		✓	✓	✓	✓	✓	✓		
Pomona			✓		✓	✓	✓	✓	✓	✓		
South El Monte		✓	✓		✓					✓		
South Pasadena		✓			✓	✓				✓		
Temple City		✓	✓		✓	✓	✓	✓	✓	✓		

Agenda Topics

August

LA County Workforce Development Programs
4th Quarter Financial Report

November

Stormwater Funding Options
Executive Director Staffing Options
AB 2766 Audit
1st Quarter Financial Report

December

Letter to SCE regarding communication with cities
Strategic Plan Update

January

Strategic Plan Update

February

Salary and Classification System
Treasurer Position
Financial Management

March

Salary and Classification System
Draft Strategic Plan

April

East SGV Coalition for the Homeless
Draft FY 14-15 Audit
Draft FY 16-17 Budget
Draft Strategic Plan

**Planning TAC Attendance
FY 2015-16**

	2015						2016					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Alhambra	✓	✓	✓	✓					✓			
Arcadia	✓	✓	✓	✓		✓	✓	✓	✓			
Azusa		✓	✓	✓					✓			
Baldwin Park		✓				✓		✓	✓			
Claremont			✓				✓					
Covina							✓	✓				
Diamond Bar	✓	✓	✓					✓	✓			
Duarte		✓	✓	✓		✓	✓	✓				
El Monte	✓	✓				✓			✓			
Glendora	✓	✓	✓	✓		✓	✓	✓	✓			
Irwindale		✓	✓	✓								
La Canada Flintridge												
LaVerne	✓	✓	✓	✓		✓			✓			
Monrovia	✓		✓	✓		✓	✓	✓				
Monterey Park	✓	✓	✓			✓	✓	✓				
Pasadena		✓										
Pomona	✓	✓		✓								
Rosemead	✓	✓	✓	✓			✓	✓	✓			
San Dimas	✓	✓	✓	✓				✓	✓			
San Gabriel	✓	✓	✓	✓		✓		✓				
Sierra Madre				✓					✓			
South El Monte		✓	✓				✓					
South Pasadena		✓				✓		✓				
Temple City	✓	✓	✓	✓					✓			
Walnut							✓					
West Covina		✓	✓	✓			✓	✓				

Agenda Topics

July

AB 52 Implementation

August

Model Water Efficiency Landscape Ordinance

SCAG Growth Forecasts

September

OPR Draft Revisions to CEQA Guidelines

October

Metro Bikeshare Program

UCLA Energy Atlas

Model Water Efficiency Landscape Ordinance

December

Metro's "First-Last Mile" Strategic Plan

January

SCAG's 2016-2014 RTP SCS

February

Metro's Sustainability Programs

**Planning TAC Attendance
FY 2015-16**

East San Gabriel Valley Area Plan

March

Mandatory Commercial Recycling

**Public Works TAC Attendance
FY 2015-16**

	2015						2016					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Arcadia			✓	✓			✓	✓	✓			
Azusa			✓		✓		✓	✓	✓			
Claremont			✓		✓				✓			
Covina			✓									
Diamond Bar			✓	✓	✓		✓		✓			
Duarte			✓	✓				✓				
Glendora			✓	✓	✓							
Industry			✓	✓			✓					
Irwindale								✓	✓			
Monterey Park												
Pasadena			✓		✓		✓	✓	✓			
Pomona			✓		✓		✓		✓			
San Dimas			✓	✓					✓			
South Pasadena				✓								
West Covina			✓	✓			✓	✓	✓			
LA County			✓	✓	✓		✓	✓	✓			

Agenda Topics

September:

- Natural Gas Pathways
- Glendora Pilot BMP Projects

October:

- Water Reclamation

November:

- California Water Fix/Eco Restore
- Arterial Traffic Performance Report Card

January:

- Public Works Mutual Aid
- Update on Federal and State Rules on "Deemed Granted" Shot Clock for Cell Towers

February:

- Economic Development 2.0- Post Redevelopment Tools
- Countywide Arterial Performance Measurement Framework

March:

- Regional Transportation Issues
- Stormwater Funding

**Water TAC Attendance
FY 2015-16**

	2015						2016					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Alhambra		✓		✓	✓	✓	✓	✓	✓			
Arcadia					✓			✓	✓			
Covina		✓										
Monrovia									✓			
Sierra Madre		✓			✓		✓					
LA County DPW		✓		✓	✓	✓	✓	✓	✓			
Upper San Gabriel Valley Municipal Water District				✓	✓	✓	✓	✓	✓			
<i>Ex-Officio</i>												
Foothill MWD					✓		✓					
LA County Sanitation Districts				✓	✓	✓	✓	✓	✓			
Main San Gabriel Basin Watermaster		✓		✓	✓	✓	✓					

Agenda Topics

August (Joint Meeting with Water Committee)

- California Water Fix
- MS-4 Permit Update

October (Joint Meeting with Water Committee)

- Stormwater Costs Report
- US Conference of Mayors Water Meeting
- Model Water Efficient Landscape Ordinance

November (Joint Meeting with Water Committee)

- Stormwater Costs Report

December (Joint Meeting with Water Committee)

- Stormwater Presentation

January (Joint Meeting with Water Committee)

- Stormwater Presentation

February Meeting (Joint Meeting with Water TAC)

- Stormwater Presentation Audience

March Meeting (Joint Meeting with Water TAC)

- Stormwater Workshops
- Green Streets

REPORT

DATE: April 21, 2016

TO: Governing Board Delegates and Alternates

FROM: Phil Hawkey, Executive Director

RE: METRO'S ACTIVE TRANSPORTATION STRATEGIC PLAN (ATSP)

RECOMMENDED ACTION

Adopt Resolution 16-07 supporting Metro's ATSP and directing staff to work with Metro and other partner agencies to secure funding for and implement the San Gabriel Valley projects identified in the Active Transportation Network as well as additional projects that are part of the San Gabriel Valley Greenway Network.

BACKGROUND

In July 2015, Metro initiated an effort to develop the ATSP, which is a county-wide effort to identify needs, resources, and strategies to improve and increase walking, bicycling and transit use in Los Angeles County. This plan was developed using data from cities' plans and activities, including active transportation plans, bicycle master plans and circulation elements.

The ATSP has three main components that are intended to help Metro and partner agencies work to plan, implement, and improve the overall quality of the County's active transportation network:

- First last mile station area access improvements;
- Regional Active Transportation Network; and
- Support programs, including performance metrics and monitoring

The ATSP is organized into four chapters as follows (links to each chapter are provided below):

- **[Chapter 1 – Introduction](#)**: This chapter describes the purpose and need for the Active Transportation Strategic Plan and defines its goals and objectives.
- **[Chapter 2 – The Role of Active Transportation](#)**: This chapter frames active transportation within a broader policy context. It describes the benefits of active transportation investment, existing related planning and implementation efforts occurring countywide, and barriers and opportunities to implementing active transportation projects.
- **[Chapter 3 – Implementation](#)**: This chapter explains the framework and resources available for delivering active transportation projects. It defines stakeholder roles and provides multiple implementation approaches spanning a breadth of planning and funding scenarios. It also lists Metro, city, and community programs that facilitate active transportation implementation and concludes with Metro's next steps to implementation.
- **[Chapter 4 – Countywide Active Transportation Network](#)**: This chapter identifies: 1) first last mile active transportation improvements to 661 major transit station areas and 2) the Regional Active Transportation Network. It also describes the process for developing the network, the ways in which stakeholders have helped shape the network, and the projects comprising the Countywide Active Transportation Network.

PROPOSED REGIONAL ACTIVE TRANSPORTATION NETWORK

The Regional Active Transportation Network emphasizes connectivity to transit and low-stress facilities, including off-street facilities and protected bicycle lanes. This is consistent with the SGVCOG's active transportation priority areas, which include development of a regional greenway network, a complete streets network, and first/last mile connectivity.

Through an extensive public outreach process and thorough review of cities' existing bicycle master plans, the ATSP identifies an additional 251.94 miles of new bicycles paths and trails in the San Gabriel Valley.¹ The total cost estimate for these projects is as follows: \$7.8M (low), \$125.6M (mid), and \$656.7M (high). Attachment A provides map of the existing and proposed network and Attachment B lists the projects by city and corridor.

NEXT STEPS

Comments on the draft ATSP were due to Metro by March 24th. Based on direction from the SGVCOG Transportation Committee and the Active Transportation Committee, SGVCOG staff submitted a letter which recommended the following modifications to the draft ATSP:

- Integrating of First/Last-Mile Improvements into All Future Light Rail Stations and Transit Hub Designs;
- Increasing coordination with Councils of Governments (COGs);
- Exploring opportunities to coordinate and collaborate with additional stakeholders, such as school and water districts;
- Prioritizing funding for Regional Active Transportation Network Projects; and
- Identifying additional SGV Greenway Network Projects into the Regional Active Transportation Network.

See Attachment C for a copy of the SGVCOG comment letter. SGVCOG staff is continuing to work with Metro staff to ensure that these recommendations are incorporated into the ATSP and other related actions by the Metro Board of Directors. Staff is also recommending that the SGVCOG Governing Board endorse the ATSP and adopt the San Gabriel Valley projects identified in the regional network as priority projects for the subregion.

Prepared by: Marisa Creter
Marisa Creter
Assistant Executive Director

Approved by: Phil Hawkey
Phil Hawkey
Executive Director

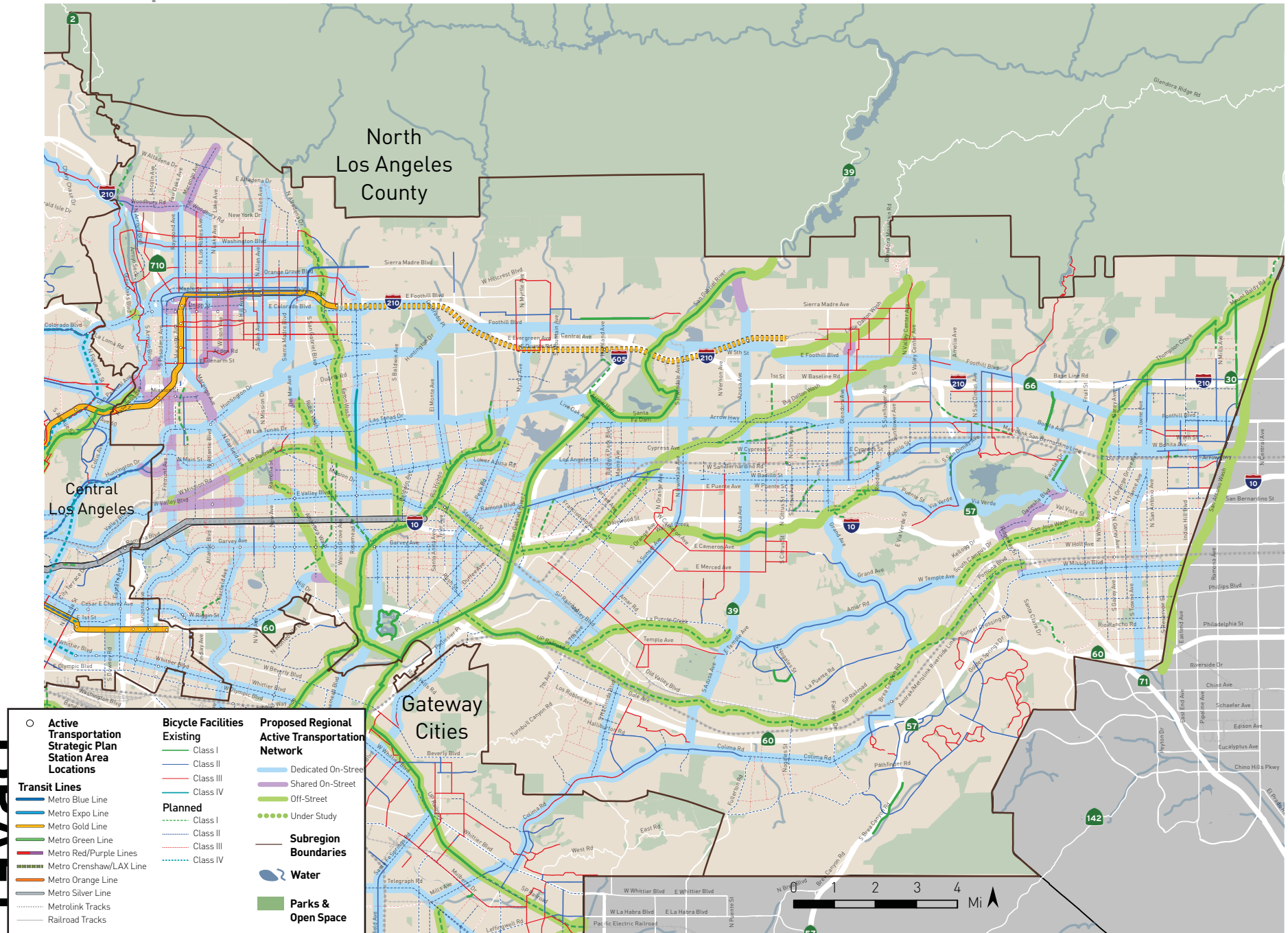
¹ The ATSP assigned cities/areas to a single subregion in order to avoid duplication. Therefore, the projects recommended in La Canada Flintridge and Montebello were included in the Arroyo Verdugo and Gateway subregion respectively. Those projects have been incorporated into the figures shown in this staff report.

ATTACHMENTS

- Attachment A – Map of Existing and Proposed Regional Active Transportation Network
- Attachment B- List of Existing and Proposed Regional Active Transportation Network
Projects by Subregion, City and Corridor
- Attachment C – SGVCOG Comment Letter on ATSP
- Attachment D – Resolution 16-07

Map 4: San Gabriel Valley Proposed Regional Active Transportation Network

DRAFT



Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built Metro Regional ATN	Usable As Built		Usable As Built Metro Regional ATN	Total Metro Regional ATN	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared		Dedicated	Off-Street					
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN		Metro Regional ATN	Metro Regional ATN					
Arroyo Verdugo	35.88		15.39	3.68	54.95		4.74	4.74	59.69	\$ 3,813,436	\$ 61,275,537	\$ 320,652,189
Burbank	10.75		3.00	0.80	14.55		4.74	4.74	19.29	\$ 863,469	\$ 13,881,784	\$ 72,637,045
Glendale	20.07		12.39	2.78	35.24				35.24	\$ 2,788,838	\$ 44,794,902	\$ 234,423,153
La Canada Flintridge	2.99			0.10	3.09				3.09	\$ 97,151	\$ 1,566,945	\$ 8,195,125
CORRIDOR: ARROYO-VERDUGO	2.76			0.08	2.84				2.84	\$ 89,113	\$ 1,437,314	\$ 7,517,153
Van Nuys Blvd To York Blvd												
BERKSHIRE AV	1.36				1.36				1.36	\$ 41,992	\$ 677,289	\$ 3,542,221
CHEVY CHASE DR	0.24				0.24				0.24	\$ 7,516	\$ 121,231	\$ 634,039
DESCANSO DR	0.86				0.86				0.86	\$ 26,561	\$ 428,405	\$ 2,240,560
HWY 159				0.08	0.08				0.08	\$ 3,851	\$ 62,118	\$ 324,880
Off Street	0.10				0.10				0.10	\$ 3,240	\$ 52,257	\$ 273,302
VERDUGO BLVD	0.19				0.19				0.19	\$ 5,953	\$ 96,014	\$ 502,151
CORRIDOR: FOOTHILL-SUNLAND-VINELAND	0.23				0.23				0.23	\$ 7,023	\$ 113,277	\$ 592,439
Ventura Blvd To Verdugo Wash												
FOOTHILL BLVD	0.23				0.23				0.23	\$ 7,023	\$ 113,277	\$ 592,439
CORRIDOR: PASADENA-YORK				0.02	0.02				0.02	\$ 1,014	\$ 16,354	\$ 85,533
Oak Grove To Eagle Rock Blvd												
OAK GROVE DR				0.02	0.02				0.02	\$ 1,014	\$ 16,354	\$ 85,533
Los Angeles	0.06				0.06				0.06	\$ 1,859	\$ 29,985	\$ 156,821
Unincorporated	2.01				2.01				2.01	\$ 62,119	\$ 1,001,921	\$ 5,240,046
Central Los Angeles	231.66	0.51	14.23	9.11	255.51		9.82	9.82	265.33	\$ 9,937,396	\$ 160,066,589	\$ 837,315,707
Gateway Cities	194.67	12.44	47.92	4.75	259.78	1.51	80.60	82.11	341.89	\$ 14,108,395	\$ 226,834,079	\$ 1,186,906,134
Artesia	1.19		0.64		1.82				1.82	\$ 140,884	\$ 2,262,768	\$ 11,841,754
Bell Gardens	1.76				1.76		2.64	2.64	4.40	\$ 54,347	\$ 876,557	\$ 4,584,394
Bellflower	8.35		2.44		10.78				10.78	\$ 657,560	\$ 10,569,183	\$ 55,305,491
Carson	0.44				0.44				0.44	\$ 13,583	\$ 219,084	\$ 1,145,809
Cerritos	10.44		2.86		13.30		2.90	2.90	16.20	\$ 791,891	\$ 12,729,418	\$ 66,608,518
Commerce	2.61		2.52		5.13				5.13	\$ 494,729	\$ 7,941,536	\$ 41,563,933
Compton	10.19		0.86		11.04		3.01	3.01	14.06	\$ 455,226	\$ 7,329,487	\$ 38,343,289
Cudahy			1.21		1.21		0.85	0.85	2.06	\$ 198,527	\$ 3,183,856	\$ 16,665,808
Downey	11.61		0.82		12.44		1.42	1.42	13.86	\$ 494,103	\$ 7,956,996	\$ 41,624,792
Hawaiian Gardens	1.17				1.17				1.17	\$ 36,300	\$ 585,482	\$ 3,062,073
Huntington Park	1.58	4.23		0.49	6.30				6.30	\$ 72,454	\$ 1,168,618	\$ 6,111,874
La Mirada	4.86		6.73		11.59				11.59	\$ 1,254,415	\$ 20,131,279	\$ 105,365,785
Lakewood	12.91				12.91		1.57	1.57	14.48	\$ 398,836	\$ 6,432,846	\$ 33,643,785
Long Beach	49.27		4.60	2.03	55.90	1.51	23.04	24.55	80.45	\$ 2,376,201	\$ 38,256,657	\$ 200,136,438
Los Angeles	0.37				0.37				0.37	\$ 11,570	\$ 186,611	\$ 975,974
Lynwood	3.89		2.33	1.23	7.45				7.45	\$ 562,810	\$ 9,042,517	\$ 47,319,795
Maywood		1.86			1.86				1.86	\$ -	\$ -	\$ -
Montebello	4.96				4.96		3.65	3.65	8.61	\$ 153,259	\$ 2,471,917	\$ 12,928,125
CORRIDOR: ALTADENA-LONG BEACH	1.57				1.57				1.57	\$ 48,520	\$ 782,580	\$ 4,092,895
Loma Alta Dr To La River												
N GARFIELD AV	1.57				1.57				1.57	\$ 48,520	\$ 782,580	\$ 4,092,895
CORRIDOR: RIO HONDO							3.65	3.65	3.65	\$ -	\$ -	\$ -
Peck Rd To La River												
Off Street							3.65	3.65	3.65	\$ -	\$ -	\$ -
CORRIDOR: TELEGRAPH RD	1.37				1.37				1.37	\$ 42,430	\$ 684,348	\$ 3,579,139
Garfield Ave To Imperial Hwy												
TELEGRAPH RD	1.37				1.37				1.37	\$ 42,430	\$ 684,348	\$ 3,579,139
CORRIDOR: WHITTIER BLVD	2.02				2.02				2.02	\$ 62,309	\$ 1,004,989	\$ 5,256,091
Central Ave To Washington Blvd												
E WHITTIER BLVD	0.29				0.29				0.29	\$ 8,837	\$ 142,526	\$ 745,411
W WHITTIER BLVD	1.73				1.73				1.73	\$ 53,473	\$ 862,463	\$ 4,510,679
Monterey Park	0.48				0.48				0.48	\$ 14,946	\$ 241,069	\$ 1,260,790
CORRIDOR: CHAVEZ-SUNSET-RIGGIN	0.48				0.48				0.48	\$ 14,946	\$ 241,069	\$ 1,260,790
N Fairfax Ave To Alhambra Wash												
E POMONA BLVD	0.48				0.48				0.48	\$ 14,946	\$ 241,069	\$ 1,260,790
Norwalk	8.08				8.08		3.25	3.25	11.33	\$ 249,618	\$ 4,026,102	\$ 21,056,515
Paramount	4.47		1.69		6.15		2.22	2.22	8.38	\$ 414,749	\$ 6,664,131	\$ 34,873,258
Pico Rivera	8.55		0.17		8.72		7.37	7.37	16.09	\$ 291,582	\$ 4,700,422	\$ 24,585,172
Santa Fe Springs	6.04		3.20		9.24		1.51	1.51	10.75	\$ 710,898	\$ 11,418,046	\$ 59,753,981
South Gate	8.06		4.53		12.60		5.68	5.68	18.28	\$ 992,798	\$ 15,944,705	\$ 83,444,147
Unincorporated	23.04	1.33	6.37		30.73		14.58	14.58	45.31	\$ 1,756,476	\$ 28,234,493	\$ 147,741,330
Vernon	1.98	3.42	3.34		8.74		0.82	0.82	9.55	\$ 609,167	\$ 9,775,041	\$ 51,162,774
Whittier	5.49		3.23		8.72		4.67	4.67	13.39	\$ 699,388	\$ 11,231,898	\$ 58,780,822
Avalon				0.99	0.99				0.99	\$ 48,533	\$ 782,791	\$ 4,093,999
Bell		1.60	0.39		2.00		1.42	1.42	3.42	\$ 64,666	\$ 1,037,078	\$ 5,428,558
Signal Hill	2.88				2.88				2.88	\$ 88,876	\$ 1,433,490	\$ 7,497,152
Las Virgenes/Malibu	43.82				43.82				43.82	\$ 1,354,114	\$ 21,840,541	\$ 114,226,029

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built	Usable As Built		Usable As Built Metro	Total Metro	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared	Metro Regional ATN	Dedicated	Off-Street	Regional ATN	Regional ATN			
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN		Metro Regional ATN	Metro Regional ATN					
North Los Angeles County	133.55		26.95		160.50		20.05	20.05	180.55	\$ 8,547,752	\$ 137,461,688	\$ 719,241,743
San Fernando Valley	229.53		70.79	0.25	300.57		28.04	28.04	328.61	\$ 18,718,312	\$ 300,843,632	\$ 1,574,245,231
San Gabriel Valley	243.73		85.14	27.45	356.32	1.46	33.04	34.50	390.82	\$ 22,839,528	\$ 367,099,021	\$ 1,920,929,795
Alhambra	9.13		1.51	4.33	14.97				14.97	\$ 740,821	\$ 11,926,052	\$ 62,390,988
CORRIDOR: ALTADENA-LONG BEACH	2.65				2.65				2.65	\$ 81,895	\$ 1,320,881	\$ 6,908,210
Loma Alta Dr To La River												
N GARFIELD AV	0.86				0.86				0.86	\$ 26,460	\$ 426,766	\$ 2,231,987
S GARFIELD AV	1.79				1.79				1.79	\$ 55,435	\$ 894,115	\$ 4,676,222
CORRIDOR: FREMONT-PASADENA	2.70			0.22	2.92				2.92	\$ 94,308	\$ 1,521,098	\$ 7,955,343
E Union St To Whittier Blvd												
N FREMONT AV				0.22	0.22				0.22	\$ 10,948	\$ 176,581	\$ 923,519
S FREMONT AV	2.70				2.70				2.70	\$ 83,360	\$ 1,344,517	\$ 7,031,825
CORRIDOR: GARVEY-RAMONA	0.66				0.66				0.66	\$ 20,259	\$ 326,753	\$ 1,708,919
Whittier Blvd To Sp Rr												
RAMONA RD	0.38				0.38				0.38	\$ 11,790	\$ 190,169	\$ 994,584
S GARVEY AV	0.27				0.27				0.27	\$ 8,468	\$ 136,584	\$ 714,335
CORRIDOR: MAIN ST	2.12			0.86	2.97				2.97	\$ 107,173	\$ 1,728,594	\$ 9,040,549
Huntington Dr N To Arrow Hwy												
E MAIN ST	0.89				0.89				0.89	\$ 27,603	\$ 445,211	\$ 2,328,453
POPLAR BLVD				0.86	0.86				0.86	\$ 41,804	\$ 674,261	\$ 3,526,386
W MAIN ST	1.22				1.22				1.22	\$ 37,766	\$ 609,122	\$ 3,185,710
CORRIDOR: MISSION-VALLEY	1.01			2.03	3.04				3.04	\$ 130,334	\$ 2,102,160	\$ 10,994,298
E Cesar E Chavez Ave To La Puente Creek												
E VALLEY BLVD	0.85				0.85				0.85	\$ 26,152	\$ 421,799	\$ 2,206,010
VALLEY BLVD	0.01				0.01				0.01	\$ 197	\$ 3,173	\$ 16,595
W VALLEY BLVD	0.15			2.03	2.19				2.19	\$ 103,986	\$ 1,677,188	\$ 8,771,693
CORRIDOR: SPRR-SAN GABRIEL			1.51	1.22	2.73				2.73	\$ 306,852	\$ 4,926,565	\$ 25,783,670
Fremont Ave To Eaton Wash												
FRONT ST				1.22	1.22				1.22	\$ 59,594	\$ 961,194	\$ 5,027,044
Off Street			1.51		1.51				1.51	\$ 247,258	\$ 3,965,371	\$ 20,756,626
Arcadia	9.66		0.12		9.78		1.56	1.56	11.34	\$ 318,811	\$ 5,140,241	\$ 26,884,927
CORRIDOR: COLORADO-FOOTHILL	3.02				3.02				3.02	\$ 93,165	\$ 1,502,655	\$ 7,858,887
La River To San Antonio Wash												
E HUNTINGTON DR	0.63				0.63				0.63	\$ 19,349	\$ 312,085	\$ 1,632,206
W COLORADO PL	0.53				0.53				0.53	\$ 16,329	\$ 263,368	\$ 1,377,414
W COLORADO ST	1.56				1.56				1.56	\$ 48,233	\$ 777,944	\$ 4,068,648
W HUNTINGTON DR	0.30				0.30				0.30	\$ 9,254	\$ 149,258	\$ 780,620
CORRIDOR: DUARTE-EL MONTE	2.18				2.18				2.18	\$ 67,234	\$ 1,084,415	\$ 5,671,490
W Huntington Dr To Rio Hondo												
CAMPUS DR	0.35				0.35				0.35	\$ 10,810	\$ 174,355	\$ 911,879
EL MONTE AV	1.75				1.75				1.75	\$ 54,089	\$ 872,402	\$ 4,562,661
W DUARTE RD	0.08				0.08				0.08	\$ 2,335	\$ 37,658	\$ 196,950
CORRIDOR: HUNTINGTON-MAIN	2.13				2.13				2.13	\$ 65,963	\$ 1,063,915	\$ 5,564,277
E Huntington Dr To E Imperial Hwy												
HUNTINGTON DR	0.16				0.16				0.16	\$ 4,902	\$ 79,061	\$ 413,492
W HUNTINGTON DR	1.98				1.98				1.98	\$ 61,061	\$ 984,854	\$ 5,150,785
CORRIDOR: MAIN ST	2.10				2.10				2.10	\$ 64,812	\$ 1,045,358	\$ 5,467,224
Huntington Dr N To Arrow Hwy												
E LIVE OAK AV	0.82				0.82				0.82	\$ 25,190	\$ 406,291	\$ 2,124,901
LAS TUNAS DR	1.23				1.23				1.23	\$ 38,070	\$ 614,030	\$ 3,211,379
W LIVE OAK AV	0.05				0.05				0.05	\$ 1,552	\$ 25,037	\$ 130,945
CORRIDOR: PECK RD	0.23				0.23				0.23	\$ 7,200	\$ 116,125	\$ 607,335
Huntington Dr To Whittier Blvd												
PECK RD	0.23				0.23				0.23	\$ 7,200	\$ 116,125	\$ 607,335
CORRIDOR: RIO HONDO			0.12		0.12		1.56	1.56	1.69	\$ 20,438	\$ 327,772	\$ 1,715,713
Peck Rd To La River												
Off Street			0.12		0.12		1.56	1.56	1.69	\$ 20,438	\$ 327,772	\$ 1,715,713
Azusa	7.32		1.45	1.16	9.93		3.46	3.46	13.39	\$ 520,211	\$ 8,368,763	\$ 43,785,635
CORRIDOR: ARROW-BONITA	1.13				1.13				1.13	\$ 34,972	\$ 564,071	\$ 2,950,093
Live Oak Ave To San Antonio Wash												
W ARROW HWY	1.13				1.13				1.13	\$ 34,972	\$ 564,071	\$ 2,950,093
CORRIDOR: AZUSA AVE	2.81			1.16	3.97				3.97	\$ 143,661	\$ 2,317,114	\$ 12,118,506
San Gabriel River To Colima Rd												
N AZUSA AV	1.79				1.79				1.79	\$ 55,195	\$ 890,244	\$ 4,655,978
N SAN GABRIEL AV				0.21	0.21				0.21	\$ 10,138	\$ 163,524	\$ 855,231
S AZUSA AV	1.02				1.02				1.02	\$ 31,669	\$ 510,792	\$ 2,671,441
SAN GABRIEL CANYON RD				0.96	0.96				0.96	\$ 46,658	\$ 752,554	\$ 3,935,856
CORRIDOR: BIG DALTON WASH			0.97		0.97				0.97	\$ 159,107	\$ 2,551,650	\$ 13,356,544
Big Dalton Debris Dam To Walnut Creek												

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built	Usable As Built		Usable As Built Metro	Total Metro	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared	Metro Regional ATN	Dedicated	Off-Street	Regional ATN	Regional ATN			
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN					
Off Street			0.97		0.97				0.97	\$ 159,107	\$ 2,551,650	\$ 13,356,544
CORRIDOR: COLORADO-FOOTHILL	2.88				2.88				2.88	\$ 88,883	\$ 1,433,605	\$ 7,497,753
La River To San Antonio Wash												
E ALOSTA AV	1.08				1.08				1.08	\$ 33,295	\$ 537,017	\$ 2,808,601
E FOOTHILL BLVD	0.81				0.81				0.81	\$ 24,952	\$ 402,448	\$ 2,104,801
W FOOTHILL BLVD	0.99				0.99				0.99	\$ 30,637	\$ 494,140	\$ 2,584,350
CORRIDOR: LITTLE DALTON WASH			0.48		0.48				0.48	\$ 77,988	\$ 1,250,714	\$ 6,546,829
Little Dalton Wash To E Alosta Ave												
Off Street			0.48		0.48				0.48	\$ 77,988	\$ 1,250,714	\$ 6,546,829
CORRIDOR: SAN GABRIEL RIVER							3.46	3.46	3.46	\$ -	\$ -	\$ -
Old San Gabriel Cyn To Coyote Creek												
Off Street							3.46	3.46	3.46	\$ -	\$ -	\$ -
CORRIDOR: SUNSET AVE	0.50				0.50				0.50	\$ 15,600	\$ 251,608	\$ 1,315,911
Foothill Blvd To Puente Creek												
IRWINDALE AV	0.50				0.50				0.50	\$ 15,600	\$ 251,608	\$ 1,315,911
Baldwin Park	5.11		4.70		9.81		1.35	1.35	11.16	\$ 928,618	\$ 14,907,050	\$ 78,019,163
CORRIDOR: BADILLO-RAMONA	3.33				3.33				3.33	\$ 102,997	\$ 1,661,247	\$ 8,688,322
Mission-Valley Sprr To W Bonita Ave												
BADILLO ST	0.56				0.56				0.56	\$ 17,243	\$ 278,117	\$ 1,454,550
RAMONA BLVD	2.78				2.78				2.78	\$ 85,754	\$ 1,383,130	\$ 7,233,771
CORRIDOR: BIG DALTON WASH			2.09		2.09				2.09	\$ 342,923	\$ 5,499,578	\$ 28,787,388
Big Dalton Debris Dam To Walnut Creek												
Off Street			2.09		2.09				2.09	\$ 342,923	\$ 5,499,578	\$ 28,787,388
CORRIDOR: LOS ANGELES-LOWER AZUSA	1.77				1.77				1.77	\$ 54,794	\$ 883,767	\$ 4,622,100
Rosemead Blvd To Big Dalton Wash												
LOS ANGELES ST	1.77				1.77				1.77	\$ 54,794	\$ 883,767	\$ 4,622,100
CORRIDOR: SAN GABRIEL RIVER							1.35	1.35	1.35	\$ -	\$ -	\$ -
Old San Gabriel Cyn To Coyote Creek												
Off Street							1.35	1.35	1.35	\$ -	\$ -	\$ -
CORRIDOR: WALNUT CREEK			2.61		2.61				2.61	\$ 427,904	\$ 6,862,459	\$ 35,921,352
San Gabriel River To Fairplex Dr												
Off Street			2.61		2.61				2.61	\$ 427,904	\$ 6,862,459	\$ 35,921,352
Claremont	5.81		2.43		8.24		2.84	2.84	11.08	\$ 577,914	\$ 9,284,683	\$ 48,587,465
CORRIDOR: ARROW-BONITA	1.73		0.33		2.06				2.06	\$ 107,164	\$ 1,723,546	\$ 9,017,990
Live Oak Ave To San Antonio Wash												
E 1ST ST	0.59				0.59				0.59	\$ 18,351	\$ 295,978	\$ 1,547,966
E BONITA AV	0.75				0.75				0.75	\$ 23,207	\$ 374,308	\$ 1,957,632
N COLLEGE AV	0.14				0.14				0.14	\$ 4,273	\$ 68,927	\$ 360,488
Off Street			0.33		0.33				0.33	\$ 53,573	\$ 859,172	\$ 4,497,311
W BONITA AV	0.25				0.25				0.25	\$ 7,760	\$ 125,161	\$ 654,593
CORRIDOR: COLORADO-FOOTHILL	2.38				2.38				2.38	\$ 73,653	\$ 1,187,947	\$ 6,212,960
La River To San Antonio Wash												
E FOOTHILL BLVD	0.69				0.69				0.69	\$ 21,306	\$ 343,646	\$ 1,797,270
W FOOTHILL BLVD	1.69				1.69				1.69	\$ 52,347	\$ 844,300	\$ 4,415,691
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE	0.12		2.10		2.22		2.84	2.84	5.06	\$ 348,406	\$ 5,587,853	\$ 29,249,203
Puente Creek To San Antonio Dam												
Off Street			2.10		2.10		2.84	2.84	4.94	\$ 344,767	\$ 5,529,150	\$ 28,942,183
W BASELINE RD	0.12				0.12				0.12	\$ 3,640	\$ 58,704	\$ 307,020
CORRIDOR: TOWNE AVE	1.58				1.58				1.58	\$ 48,691	\$ 785,337	\$ 4,107,312
Base Line Rd To San Bernardino County Line												
N TOWNE AV	1.58				1.58				1.58	\$ 48,691	\$ 785,337	\$ 4,107,312
Covina	8.56		1.84		10.39				10.39	\$ 565,654	\$ 9,095,845	\$ 47,592,877
CORRIDOR: ARROW-BONITA	0.47				0.47				0.47	\$ 14,661	\$ 236,470	\$ 1,236,738
Live Oak Ave To San Antonio Wash												
E ARROW HWY	0.47				0.47				0.47	\$ 14,661	\$ 236,470	\$ 1,236,738
CORRIDOR: AZUSA AVE	1.41				1.41				1.41	\$ 43,675	\$ 704,439	\$ 3,684,216
San Gabriel River To Colima Rd												
N AZUSA AV	1.40				1.40				1.40	\$ 43,359	\$ 699,336	\$ 3,657,530
S AZUSA AV	0.01				0.01				0.01	\$ 316	\$ 5,103	\$ 26,686
CORRIDOR: BADILLO-RAMONA	4.15				4.15				4.15	\$ 128,083	\$ 2,065,848	\$ 10,804,384
Mission-Valley Sprr To W Bonita Ave												
E BADILLO ST	2.63				2.63				2.63	\$ 81,191	\$ 1,309,534	\$ 6,848,863
W BADILLO ST	1.52				1.52				1.52	\$ 46,891	\$ 756,314	\$ 3,955,521
CORRIDOR: BIG DALTON WASH			0.37		0.37				0.37	\$ 60,013	\$ 962,450	\$ 5,037,916
Big Dalton Debris Dam To Walnut Creek												
Off Street			0.37		0.37				0.37	\$ 60,013	\$ 962,450	\$ 5,037,916
CORRIDOR: GLENDORA-GRAND	1.94				1.94				1.94	\$ 60,059	\$ 968,687	\$ 5,066,234
Little Dalton Wash To Sp Rr												
N GLENDORA AV	1.17				1.17				1.17	\$ 36,072	\$ 581,800	\$ 3,042,812

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built	Usable As Built		Usable As Built Metro	Total Metro	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared	Metro Regional ATN	Dedicated	Off-Street	Regional ATN	Regional ATN			
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN						
S GRAND AV	0.78				0.78				0.78	\$ 23,987	\$ 386,887	\$ 2,023,421
CORRIDOR: WALNUT CREEK	0.58		1.47		2.05				2.05	\$ 259,164	\$ 4,157,952	\$ 21,763,390
San Gabriel River To Fairplex Dr												
E PUENTE ST	0.58				0.58				0.58	\$ 17,960	\$ 289,685	\$ 1,515,052
Off Street			1.47		1.47				1.47	\$ 241,203	\$ 3,868,267	\$ 20,248,338
Diamond Bar	1.63				1.63				1.63	\$ 50,364	\$ 812,317	\$ 4,248,418
CORRIDOR: COLIMA RD	1.63				1.63				1.63	\$ 50,364	\$ 812,317	\$ 4,248,418
Telegraph Rd To Orange County Line												
BREA CANYON RD	0.30				0.30				0.30	\$ 9,342	\$ 150,685	\$ 788,081
GOLDEN SPRINGS DR	0.40				0.40				0.40	\$ 12,481	\$ 201,311	\$ 1,052,858
LEMON AV	0.41				0.41				0.41	\$ 12,780	\$ 206,134	\$ 1,078,082
LYCOMING ST	0.51				0.51				0.51	\$ 15,760	\$ 254,187	\$ 1,329,396
Duarte	2.43				2.43				2.43	\$ 75,143	\$ 1,211,987	\$ 6,338,693
CORRIDOR: COLORADO-FOOTHILL	2.43				2.43				2.43	\$ 75,143	\$ 1,211,987	\$ 6,338,693
La River To San Antonio Wash												
HUNTINGTON DR	2.43				2.43				2.43	\$ 75,143	\$ 1,211,987	\$ 6,338,693
El Monte	12.31		3.57		15.88		3.66	3.66	19.54	\$ 965,468	\$ 15,518,436	\$ 81,203,377
CORRIDOR: BADILLO-RAMONA	1.66				1.66				1.66	\$ 51,254	\$ 826,682	\$ 4,323,546
Mission-Valley Sprr To W Bonita Ave												
RAMONA BLVD	1.66				1.66				1.66	\$ 51,254	\$ 826,682	\$ 4,323,546
CORRIDOR: DUARTE-EL MONTE	0.20		0.11		0.31				0.31	\$ 23,979	\$ 385,137	\$ 2,015,533
W Huntington Dr To Rio Hondo												
EL MONTE AV	0.20				0.20				0.20	\$ 6,312	\$ 101,805	\$ 532,438
Off Street			0.11		0.11				0.11	\$ 17,667	\$ 283,332	\$ 1,483,095
CORRIDOR: EATON WASH			1.20		1.20				1.20	\$ 197,064	\$ 3,160,392	\$ 16,542,987
New York Dr To Rio Hondo												
Off Street			1.20		1.20				1.20	\$ 197,064	\$ 3,160,392	\$ 16,542,987
CORRIDOR: GARVEY-RAMONA	2.32				2.32				2.32	\$ 71,811	\$ 1,158,236	\$ 6,057,572
Whittier Blvd To Sp Rr												
E GARVEY AV	0.49				0.49				0.49	\$ 15,141	\$ 244,205	\$ 1,277,193
GARVEY AV	1.83				1.83				1.83	\$ 56,670	\$ 914,030	\$ 4,780,379
CORRIDOR: LOS ANGELES-LOWER AZUSA	3.25				3.25				3.25	\$ 100,343	\$ 1,618,428	\$ 8,464,377
Rosemead Blvd To Big Dalton Wash												
LOWER AZUSA RD	3.25				3.25				3.25	\$ 100,343	\$ 1,618,428	\$ 8,464,377
CORRIDOR: MISSION-VALLEY	0.83		2.26		3.09				3.09	\$ 395,929	\$ 6,352,013	\$ 33,247,581
E Cesar E Chavez Ave To La Puente Creek												
Off Street			2.26		2.26				2.26	\$ 370,226	\$ 5,937,451	\$ 31,079,424
VALLEY BLVD	0.83				0.83				0.83	\$ 25,703	\$ 414,562	\$ 2,168,157
CORRIDOR: PECK RD	4.05				4.05				4.05	\$ 125,088	\$ 2,017,549	\$ 10,551,781
Huntington Dr To Whittier Blvd												
PECK RD	4.05				4.05				4.05	\$ 125,088	\$ 2,017,549	\$ 10,551,781
CORRIDOR: RIO HONDO							3.66	3.66	3.66	\$ -	\$ -	\$ -
Peck Rd To La River												
Off Street							3.66	3.66	3.66	\$ -	\$ -	\$ -
Glendora	5.72		7.98	0.43	14.12				14.12	\$ 1,506,172	\$ 24,173,142	\$ 126,519,398
CORRIDOR: BIG DALTON WASH			4.38		4.38				4.38	\$ 718,095	\$ 11,516,348	\$ 60,282,007
Big Dalton Debris Dam To Walnut Creek												
Off Street			4.38		4.38				4.38	\$ 718,095	\$ 11,516,348	\$ 60,282,007
CORRIDOR: COLORADO-FOOTHILL	4.01				4.01				4.01	\$ 123,984	\$ 1,999,740	\$ 10,458,639
La River To San Antonio Wash												
E FOOTHILL BLVD	0.50				0.50				0.50	\$ 15,486	\$ 249,768	\$ 1,306,288
E ROUTE 66	2.51				2.51				2.51	\$ 77,497	\$ 1,249,949	\$ 6,537,232
W ROUTE 66	1.00				1.00				1.00	\$ 31,001	\$ 500,023	\$ 2,615,119
CORRIDOR: GLENDORA-GRAND	1.71			0.43	2.13				2.13	\$ 73,564	\$ 1,186,523	\$ 6,205,514
Little Dalton Wash To Sp Rr												
E ADA AV				0.05	0.05				0.05	\$ 2,571	\$ 41,461	\$ 216,843
S GLENDORA AV	1.71				1.71				1.71	\$ 52,779	\$ 851,266	\$ 4,452,122
S VIS BONITA AV				0.08	0.08				0.08	\$ 4,022	\$ 64,865	\$ 339,246
S WABASH AV				0.29	0.29				0.29	\$ 14,194	\$ 228,930	\$ 1,197,303
CORRIDOR: LITTLE DALTON WASH			3.60		3.60				3.60	\$ 590,529	\$ 9,470,532	\$ 49,573,239
Little Dalton Wash To E Alosta Ave												
Off Street			3.60		3.60				3.60	\$ 590,529	\$ 9,470,532	\$ 49,573,239
Industry	4.90		12.44		17.35		2.18	2.18	19.52	\$ 2,193,001	\$ 35,183,842	\$ 184,157,927
CORRIDOR: AZUSA AVE	2.54				2.54				2.54	\$ 78,578	\$ 1,267,393	\$ 6,628,465
San Gabriel River To Colima Rd												
AZUSA AV	0.44				0.44				0.44	\$ 13,531	\$ 218,246	\$ 1,141,426
S AZUSA AV	2.11				2.11				2.11	\$ 65,047	\$ 1,049,147	\$ 5,487,039
CORRIDOR: COLIMA RD	0.97				0.97				0.97	\$ 29,862	\$ 481,650	\$ 2,519,028
Telegraph Rd To Orange County Line												

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built	Usable As Built		Usable As Built Metro	Total Metro	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared	Metro Regional ATN	Dedicated	Off-Street	Regional ATN	Regional ATN			
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN		Metro Regional ATN	Metro Regional ATN					
BREA CANYON RD	0.97				0.97				0.97	\$ 29,862	\$ 481,650	\$ 2,519,028
CORRIDOR: GLENDORA-GRAND	0.15				0.15				0.15	\$ 4,524	\$ 72,961	\$ 381,585
Little Dalton Wash To Sp Rr												
N GRAND AV	0.15				0.15				0.15	\$ 4,524	\$ 72,961	\$ 381,585
CORRIDOR: MISSION-SPRR-UPRR			9.75		9.75		0.72	0.72	10.47	\$ 1,599,318	\$ 25,648,853	\$ 134,258,216
San Gabriel River To San Antonio Wash												
Off Street			9.75		9.75		0.72	0.72	10.47	\$ 1,599,318	\$ 25,648,853	\$ 134,258,216
CORRIDOR: MISSION-VALLEY	0.13		0.37		0.51				0.51	\$ 65,388	\$ 1,049,025	\$ 5,490,795
E Cesar E Chavez Ave To La Puente Creek												
Off Street			0.37		0.37				0.37	\$ 61,292	\$ 982,960	\$ 5,145,275
VALLEY BLVD	0.13				0.13				0.13	\$ 4,096	\$ 66,065	\$ 345,520
CORRIDOR: PECK RD	0.25				0.25				0.25	\$ 7,752	\$ 125,036	\$ 653,940
Huntington Dr To Whittier Blvd												
PECK RD	0.25				0.25				0.25	\$ 7,752	\$ 125,036	\$ 653,940
CORRIDOR: SAN GABRIEL RIVER							1.45	1.45	1.45	\$ -	\$ -	\$ -
Old San Gabriel Cyn To Coyote Creek												
Off Street							1.45	1.45	1.45	\$ -	\$ -	\$ -
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE			2.32		2.32				2.32	\$ 380,919	\$ 6,108,930	\$ 31,977,028
Puente Creek To San Antonio Dam												
Off Street			2.32		2.32				2.32	\$ 380,919	\$ 6,108,930	\$ 31,977,028
CORRIDOR: SUNSET AVE	0.86				0.86				0.86	\$ 26,660	\$ 429,994	\$ 2,248,869
Foothill Blvd To Puente Creek												
7TH AV	0.66				0.66				0.66	\$ 20,266	\$ 326,874	\$ 1,709,549
N SUNSET AV	0.21				0.21				0.21	\$ 6,393	\$ 103,121	\$ 539,320
Irwindale	11.87		1.22		13.09		8.18	8.18	21.27	\$ 566,981	\$ 9,126,493	\$ 47,745,924
CORRIDOR: ARROW-BONITA	3.87				3.87				3.87	\$ 119,710	\$ 1,930,812	\$ 10,098,145
Live Oak Ave To San Antonio Wash												
ARROW HWY	2.03				2.03				2.03	\$ 62,770	\$ 1,012,426	\$ 5,294,987
LIVE OAK AV	1.84				1.84				1.84	\$ 56,940	\$ 918,386	\$ 4,803,157
CORRIDOR: BIG DALTON WASH			1.22		1.22				1.22	\$ 200,313	\$ 3,212,489	\$ 16,815,685
Big Dalton Debris Dam To Walnut Creek												
Off Street			1.22		1.22				1.22	\$ 200,313	\$ 3,212,489	\$ 16,815,685
CORRIDOR: COLORADO-FOOTHILL	0.95				0.95				0.95	\$ 29,427	\$ 474,635	\$ 2,482,342
La River To San Antonio Wash												
E FOOTHILL BLVD	0.14				0.14				0.14	\$ 4,172	\$ 67,295	\$ 351,955
FOOTHILL BLVD	0.44				0.44				0.44	\$ 13,636	\$ 219,933	\$ 1,150,248
HUNTINGTON DR	0.38				0.38				0.38	\$ 11,619	\$ 187,407	\$ 980,139
CORRIDOR: LOS ANGELES-LOWER AZUSA	1.59				1.59				1.59	\$ 49,172	\$ 793,102	\$ 4,147,925
Rosemead Blvd To Big Dalton Wash												
LOS ANGELES ST	0.65				0.65				0.65	\$ 20,138	\$ 324,804	\$ 1,698,726
LOWER AZUSA RD	0.94				0.94				0.94	\$ 29,034	\$ 468,298	\$ 2,449,199
CORRIDOR: MAIN ST	2.74				2.74				2.74	\$ 84,815	\$ 1,367,976	\$ 7,154,517
Huntington Dr N To Arrow Hwy												
ARROW HWY	1.92				1.92				1.92	\$ 59,380	\$ 957,748	\$ 5,009,020
LIVE OAK AV	0.82				0.82				0.82	\$ 25,434	\$ 410,229	\$ 2,145,496
CORRIDOR: PECK RD	0.61				0.61				0.61	\$ 18,816	\$ 303,489	\$ 1,587,249
Huntington Dr To Whittier Blvd												
MYRTLE AV	0.41				0.41				0.41	\$ 12,812	\$ 206,640	\$ 1,080,728
PECK RD	0.19				0.19				0.19	\$ 6,005	\$ 96,849	\$ 506,521
CORRIDOR: SAN GABRIEL RIVER							8.18	8.18	8.18	\$ -	\$ -	\$ -
Old San Gabriel Cyn To Coyote Creek												
Off Street							8.18	8.18	8.18	\$ -	\$ -	\$ -
CORRIDOR: SUNSET AVE	2.09				2.09				2.09	\$ 64,727	\$ 1,043,989	\$ 5,460,063
Foothill Blvd To Puente Creek												
IRWINDALE AV	2.09				2.09				2.09	\$ 64,727	\$ 1,043,989	\$ 5,460,063
La Canada Flintridge	0.27				0.27				0.27	\$ 8,255	\$ 133,149	\$ 696,370
CORRIDOR: ARROYO-VERDUGO	0.27				0.27				0.27	\$ 8,255	\$ 133,149	\$ 696,370
Van Nuys Blvd To York Blvd												
HIGHLAND DR	0.27				0.27				0.27	\$ 8,255	\$ 133,149	\$ 696,370
La Verne	4.84				4.84				4.84	\$ 149,631	\$ 2,413,403	\$ 12,622,098
CORRIDOR: ARROW-BONITA	2.12				2.12				2.12	\$ 65,606	\$ 1,058,156	\$ 5,534,153
Live Oak Ave To San Antonio Wash												
BONITA AV	1.85				1.85				1.85	\$ 57,098	\$ 920,935	\$ 4,816,489
E BONITA AV	0.28				0.28				0.28	\$ 8,508	\$ 137,221	\$ 717,664
CORRIDOR: COLORADO-FOOTHILL	2.39				2.39				2.39	\$ 73,765	\$ 1,189,761	\$ 6,222,451
La River To San Antonio Wash												
FOOTHILL BLVD	2.39				2.39				2.39	\$ 73,765	\$ 1,189,761	\$ 6,222,451
CORRIDOR: FAIRPLEX-RIDGEWAY	0.33				0.33				0.33	\$ 10,260	\$ 165,486	\$ 865,494
Bonita Ave To San Jose Wash												

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built	Usable As Built		Usable As Built Metro	Total Metro	Total Low Cost	Total Med Cost	Total High Cost
	Metro Regional ATN				Metro Regional ATN	Metro Regional ATN		Regional ATN	Regional ATN			
	Metro Regional ATN				Metro Regional ATN	Metro Regional ATN		Regional ATN	Regional ATN			
	Metro Regional ATN				Metro Regional ATN	Metro Regional ATN		Regional ATN	Regional ATN			
E ST	0.33				0.33				0.33	\$ 10,260	\$ 165,486	\$ 865,494
Monrovia	3.48				3.48				3.48	\$ 107,540	\$ 1,734,513	\$ 9,071,502
CORRIDOR: COLORADO-FOOTHILL	1.97				1.97				1.97	\$ 60,925	\$ 982,659	\$ 5,139,305
La River To San Antonio Wash												
E HUNTINGTON DR	0.85				0.85				0.85	\$ 26,118	\$ 421,256	\$ 2,203,170
W HUNTINGTON DR	1.13				1.13				1.13	\$ 34,807	\$ 561,403	\$ 2,936,135
CORRIDOR: PECK RD	1.51				1.51				1.51	\$ 46,615	\$ 751,854	\$ 3,932,197
Huntington Dr To Whittier Blvd												
S MYRTLE AV	1.18				1.18				1.18	\$ 36,523	\$ 589,085	\$ 3,080,915
S PECK RD	0.33				0.33				0.33	\$ 10,092	\$ 162,769	\$ 851,282
Monterey Park	10.47				10.47				10.47	\$ 323,476	\$ 5,217,349	\$ 27,286,737
CORRIDOR: ALTADENA-LONG BEACH	2.62				2.62				2.62	\$ 80,896	\$ 1,304,768	\$ 6,823,939
Loma Alta Dr To La River												
N GARFIELD AV	0.51				0.51				0.51	\$ 15,862	\$ 255,835	\$ 1,338,019
S GARFIELD AV	2.10				2.10				2.10	\$ 65,034	\$ 1,048,933	\$ 5,485,920
CORRIDOR: CHAVEZ-SUNSET-RIGGIN	3.08				3.08				3.08	\$ 95,322	\$ 1,537,448	\$ 8,040,854
N Fairfax Ave To Alhambra Wash												
AVD CESAR CHAVEZ	0.66				0.66				0.66	\$ 20,483	\$ 330,373	\$ 1,727,849
POTRERO GRANDE DR	1.48				1.48				1.48	\$ 45,881	\$ 740,017	\$ 3,870,291
W RIGGIN ST	0.94				0.94				0.94	\$ 28,958	\$ 467,058	\$ 2,442,714
CORRIDOR: FREMONT-PASADENA	1.49				1.49				1.49	\$ 45,996	\$ 741,878	\$ 3,880,020
E Union St To Whittier Blvd												
MONTEREY PASS RD	1.49				1.49				1.49	\$ 45,996	\$ 741,878	\$ 3,880,020
CORRIDOR: GARVEY-RAMONA	3.28				3.28				3.28	\$ 101,262	\$ 1,633,255	\$ 8,541,925
Whittier Blvd To Sp Rr												
E GARVEY AV	0.91				0.91				0.91	\$ 28,076	\$ 452,833	\$ 2,368,319
RAMONA RD	0.57				0.57				0.57	\$ 17,502	\$ 282,284	\$ 1,476,345
W GARVEY AV	1.80				1.80				1.80	\$ 55,685	\$ 898,138	\$ 4,697,261
Pasadena	38.73		2.69	8.40	49.83				49.83	\$ 2,049,040	\$ 33,008,503	\$ 172,666,178
CORRIDOR: ALLEN AVE	2.31				2.31				2.31	\$ 71,273	\$ 1,149,560	\$ 6,012,198
E Altadena Dr To Orlando Rd												
N ALLEN AV	1.67				1.67				1.67	\$ 51,746	\$ 834,615	\$ 4,365,036
S ALLEN AV	0.63				0.63				0.63	\$ 19,527	\$ 314,945	\$ 1,647,162
CORRIDOR: ALTADENA-LONG BEACH	4.00			0.37	4.37				4.37	\$ 141,855	\$ 2,287,980	\$ 11,966,133
Loma Alta Dr To La River												
N MARENGO AV				0.37	0.37				0.37	\$ 18,288	\$ 294,960	\$ 1,542,643
N RAYMOND AV	2.00				2.00				2.00	\$ 61,899	\$ 998,374	\$ 5,221,495
S MARENGO AV	2.00				2.00				2.00	\$ 61,668	\$ 994,645	\$ 5,201,995
CORRIDOR: ARDEN-WILSON	0.11			2.25	2.36				2.36	\$ 113,124	\$ 1,824,584	\$ 9,542,574
E Orange Grove Blvd To S El Molino Ave												
ARDEN RD				0.56	0.56				0.56	\$ 27,438	\$ 442,555	\$ 2,314,562
N WILSON AV				0.70	0.70				0.70	\$ 34,383	\$ 554,557	\$ 2,900,331
S LAKE AV				0.00	0.00				0.00	\$ 190	\$ 3,063	\$ 16,019
S WILSON AV				0.98	0.98				0.98	\$ 47,689	\$ 769,179	\$ 4,022,806
WILSON AV	0.11				0.11				0.11	\$ 3,424	\$ 55,231	\$ 288,856
CORRIDOR: ARROYO-VERDUGO	5.03		0.05		5.07				5.07	\$ 162,830	\$ 2,625,602	\$ 13,732,435
Van Nuys Blvd To York Blvd												
ARROYO BLVD	0.89				0.89				0.89	\$ 27,576	\$ 444,771	\$ 2,326,152
LINDA VISTA AVE	0.12				0.12				0.12	\$ 3,800	\$ 61,283	\$ 320,512
Off Street	2.82		0.05		2.87				2.87	\$ 94,633	\$ 1,525,662	\$ 7,979,745
S ARROYO BLVD	0.52				0.52				0.52	\$ 15,963	\$ 257,471	\$ 1,346,571
S GRAND AV	0.41				0.41				0.41	\$ 12,719	\$ 205,137	\$ 1,072,868
SAN PASCUAL AV	0.06				0.06				0.06	\$ 1,845	\$ 29,765	\$ 155,672
W CALIFORNIA BLVD	0.20				0.20				0.20	\$ 6,294	\$ 101,513	\$ 530,916
CORRIDOR: COLORADO-FOOTHILL	4.16			1.90	6.05				6.05	\$ 220,987	\$ 3,564,303	\$ 18,641,304
La River To San Antonio Wash												
E COLORADO BLVD	2.35				2.35				2.35	\$ 72,479	\$ 1,169,012	\$ 6,113,932
E UNION ST				1.68	1.68				1.68	\$ 82,244	\$ 1,326,514	\$ 6,937,670
N HILL AV	0.14				0.14				0.14	\$ 4,369	\$ 70,465	\$ 368,533
W COLORADO BLVD	1.67				1.67				1.67	\$ 51,621	\$ 832,598	\$ 4,354,488
W UNION ST				0.21	0.21				0.21	\$ 10,274	\$ 165,713	\$ 866,679
CORRIDOR: EATON WASH			2.65		2.65				2.65	\$ 434,637	\$ 6,970,427	\$ 36,486,506
New York Dr To Rio Hondo												
Off Street			2.65		2.65				2.65	\$ 434,637	\$ 6,970,427	\$ 36,486,506
CORRIDOR: FREMONT-PASADENA	1.51			0.03	1.54				1.54	\$ 48,153	\$ 776,668	\$ 4,061,972
E Union St To Whittier Blvd												
COLUMBIA ST				0.03	0.03				0.03	\$ 1,609	\$ 25,950	\$ 135,716
S PASADENA AV	1.50				1.50				1.50	\$ 46,269	\$ 746,282	\$ 3,903,053
W DEL MAR BLVD	0.01				0.01				0.01	\$ 275	\$ 4,436	\$ 23,203

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built	Usable As Built		Usable As Built Metro	Total Metro	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared	Metro Regional ATN	Dedicated	Off-Street	Regional ATN	Regional ATN			
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN					
CORRIDOR: LAKEWOOD-ROSEMEAD	0.85				0.85				0.85	\$ 26,139	\$ 421,595	\$ 2,204,941
E Orange Grove Blvd To Pch												
N ROSEMEAD BLVD	0.85				0.85				0.85	\$ 26,139	\$ 421,595	\$ 2,204,941
CORRIDOR: MAPLE-CORSON	6.21			1.83	8.04				8.04	\$ 281,438	\$ 4,539,321	\$ 23,740,650
W Colorado Blvd To Eaton Wash												
CORSON ST	0.65				0.65				0.65	\$ 19,955	\$ 321,855	\$ 1,683,304
E CORSON ST	1.14			1.67	2.81				2.81	\$ 116,819	\$ 1,884,180	\$ 9,854,261
E FOOTHILL BLVD	0.11				0.11				0.11	\$ 3,451	\$ 55,656	\$ 291,080
E MAPLE ST	3.22				3.22				3.22	\$ 99,520	\$ 1,605,164	\$ 8,395,008
E SIERRA MADRE BLVD	0.00				0.00				0.00	\$ 142	\$ 2,291	\$ 11,981
LA TIERRA ST	0.13				0.13				0.13	\$ 4,090	\$ 65,968	\$ 345,011
MAPLE ST	0.44				0.44				0.44	\$ 13,519	\$ 218,051	\$ 1,140,408
N PASADENA AV				0.16	0.16				0.16	\$ 7,901	\$ 127,442	\$ 666,521
SAINT JOHN AV	0.27				0.27				0.27	\$ 8,379	\$ 135,145	\$ 706,811
SUNNYSLOPE AVE	0.06				0.06				0.06	\$ 1,906	\$ 30,747	\$ 160,806
TIERRA RD	0.19				0.19				0.19	\$ 5,755	\$ 92,822	\$ 485,460
CORRIDOR: ORANGE GROVE BLVD	5.16				5.16				5.16	\$ 159,590	\$ 2,574,037	\$ 13,462,214
W Colorado Blvd To Rosemead Blvd												
E ORANGE GROVE BLVD	4.03				4.03				4.03	\$ 124,379	\$ 2,006,118	\$ 10,491,996
N ORANGE GROVE BLVD	1.14				1.14				1.14	\$ 35,211	\$ 567,919	\$ 2,970,218
CORRIDOR: PASADENA-YORK	3.45			2.02	5.47				5.47	\$ 205,202	\$ 3,309,705	\$ 17,309,758
Oak Grove To Eagle Rock Blvd												
ALPINE ST				0.09	0.09				0.09	\$ 4,240	\$ 68,380	\$ 357,627
ARLINGTON DR	0.21				0.21				0.21	\$ 6,426	\$ 103,638	\$ 542,027
E GLENARM ST	0.69				0.69				0.69	\$ 21,386	\$ 344,944	\$ 1,804,055
MADELINE DR				0.28	0.28				0.28	\$ 13,701	\$ 220,985	\$ 1,155,752
N EL MOLINO AV	2.30				2.30				2.30	\$ 71,034	\$ 1,145,718	\$ 5,992,103
OAK GROVE DR				0.30	0.30				0.30	\$ 14,653	\$ 236,336	\$ 1,236,035
S EL MOLINO AV				1.13	1.13				1.13	\$ 55,350	\$ 892,748	\$ 4,669,071
S MADISON AV				0.13	0.13				0.13	\$ 6,127	\$ 98,824	\$ 516,847
S ORANGE GROVE BLVD				0.09	0.09				0.09	\$ 4,618	\$ 74,486	\$ 389,559
W GLENARM ST	0.25				0.25				0.25	\$ 7,666	\$ 123,648	\$ 646,682
CORRIDOR: SAN GABRIEL-SIERRA MADRE	1.76				1.76				1.76	\$ 54,380	\$ 877,092	\$ 4,587,189
Eaton Wash To Valley Blvd												
E SIERRA MADRE BLVD	0.21				0.21				0.21	\$ 6,424	\$ 103,610	\$ 541,879
N SIERRA MADRE BLVD	1.23				1.23				1.23	\$ 37,953	\$ 612,153	\$ 3,201,558
S SIERRA MADRE BLVD	0.32				0.32				0.32	\$ 10,002	\$ 161,329	\$ 843,752
CORRIDOR: WASHINGTON BLVD	4.19				4.19				4.19	\$ 129,433	\$ 2,087,630	\$ 10,918,304
Woodbury Rd To Woodlyn Rd												
E WASHINGTON BLVD	2.51				2.51				2.51	\$ 77,452	\$ 1,249,228	\$ 6,533,462
N ARROYO BLVD	0.76				0.76				0.76	\$ 23,421	\$ 377,761	\$ 1,975,687
W WASHINGTON BLVD	0.92				0.92				0.92	\$ 28,560	\$ 460,642	\$ 2,409,155
Pomona	13.13		9.35	2.64	25.11				25.11	\$ 2,068,116	\$ 33,216,123	\$ 173,830,336
CORRIDOR: ARROW-BONITA	1.38				1.38				1.38	\$ 42,673	\$ 688,272	\$ 3,599,660
Live Oak Ave To San Antonio Wash												
E BONITA AV	0.93				0.93				0.93	\$ 28,739	\$ 463,527	\$ 2,424,249
W BONITA AV	0.45				0.45				0.45	\$ 13,934	\$ 224,744	\$ 1,175,411
CORRIDOR: COLORADO-FOOTHILL	0.83				0.83				0.83	\$ 25,700	\$ 414,520	\$ 2,167,938
La River To San Antonio Wash												
E FOOTHILL BLVD	0.68				0.68				0.68	\$ 21,081	\$ 340,015	\$ 1,778,278
W FOOTHILL BLVD	0.15				0.15				0.15	\$ 4,619	\$ 74,505	\$ 389,661
CORRIDOR: FAIRPLEX-RIDGEWAY	1.11			2.34	3.45				3.45	\$ 148,657	\$ 2,397,686	\$ 12,539,897
Bonita Ave To San Jose Wash												
FAIRPLEX DR	0.82			1.32	2.13				2.13	\$ 89,439	\$ 1,442,560	\$ 7,544,591
MURCHISON AV				0.71	0.71				0.71	\$ 34,610	\$ 558,233	\$ 2,919,559
RIDGEWAY ST				0.32	0.32				0.32	\$ 15,531	\$ 250,500	\$ 1,310,114
W FAIRPLEX DR	0.29				0.29				0.29	\$ 9,076	\$ 146,393	\$ 765,634
CORRIDOR: MISSION-SPRR-UPRR	3.95		2.65	0.30	6.90				6.90	\$ 571,578	\$ 9,179,114	\$ 48,037,979
San Gabriel River To San Antonio Wash												
E MISSION BLVD	1.50				1.50				1.50	\$ 46,467	\$ 749,462	\$ 3,919,687
MISSION BLVD	0.17				0.17				0.17	\$ 5,122	\$ 82,618	\$ 432,090
Off Street			2.65		2.65				2.65	\$ 435,131	\$ 6,978,355	\$ 36,528,009
S HUMANE WY				0.30	0.30				0.30	\$ 14,404	\$ 232,316	\$ 1,215,013
W MISSION BLVD	2.28				2.28				2.28	\$ 70,455	\$ 1,136,363	\$ 5,943,181
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE	0.32		6.70		7.02				7.02	\$ 1,108,570	\$ 17,779,454	\$ 93,065,343
Puente Creek To San Antonio Dam												
Off Street			6.70		6.70				6.70	\$ 1,098,600	\$ 17,618,651	\$ 92,224,346
TEMPLE AV	0.32				0.32				0.32	\$ 9,970	\$ 160,803	\$ 840,997
CORRIDOR: TOWNE AVE	5.53				5.53				5.53	\$ 170,939	\$ 2,757,078	\$ 14,419,518

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built	Usable As Built		Usable As Built Metro	Total Metro	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared	Metro Regional ATN	Dedicated	Off-Street	Regional ATN	Regional ATN			
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN		Metro Regional ATN	Metro Regional ATN					
Base Line Rd To San Bernardino County Line												
N TOWNE AV	2.80				2.80				2.80	\$ 86,390	\$ 1,393,381	\$ 7,287,385
S TOWNE AV	2.74				2.74				2.74	\$ 84,549	\$ 1,363,697	\$ 7,132,133
Rosemead	6.42		2.69	0.41	9.52		0.45	0.45	9.97	\$ 660,257	\$ 10,608,804	\$ 55,515,736
CORRIDOR: ALHAMBRA WASH			1.84		1.84				1.84	\$ 301,785	\$ 4,839,836	\$ 25,333,987
Sprr San Gabriel To Rio Hondo												
Off Street			1.84		1.84				1.84	\$ 301,785	\$ 4,839,836	\$ 25,333,987
CORRIDOR: CHAVEZ-SUNSET-RIGGIN				0.41	0.41				0.41	\$ 20,164	\$ 325,222	\$ 1,700,910
N Fairfax Ave To Alhambra Wash												
RUSH ST				0.41	0.41				0.41	\$ 20,164	\$ 325,222	\$ 1,700,910
CORRIDOR: GARVEY-RAMONA	2.27				2.27				2.27	\$ 70,015	\$ 1,129,275	\$ 5,906,111
Whittier Blvd To Sp Rr												
E GARVEY AV	0.24				0.24				0.24	\$ 7,539	\$ 121,604	\$ 635,988
GARVEY AV	2.02				2.02				2.02	\$ 62,476	\$ 1,007,672	\$ 5,270,123
CORRIDOR: LAKEWOOD-ROSEMEAD	1.91				1.91				1.91	\$ 59,016	\$ 951,875	\$ 4,978,307
E Orange Grove Blvd To Pch												
ROSEMEAD BLVD	1.91				1.91				1.91	\$ 59,016	\$ 951,875	\$ 4,978,307
CORRIDOR: LOS ANGELES-LOWER AZUSA	0.40				0.40				0.40	\$ 12,375	\$ 199,596	\$ 1,043,887
Rosemead Blvd To Big Dalton Wash												
LOWER AZUSA RD	0.40				0.40				0.40	\$ 12,375	\$ 199,596	\$ 1,043,887
CORRIDOR: MISSION-VALLEY	1.84				1.84				1.84	\$ 56,884	\$ 917,490	\$ 4,798,471
E Cesar E Chavez Ave To La Puente Creek												
VALLEY BLVD	1.84				1.84				1.84	\$ 56,884	\$ 917,490	\$ 4,798,471
CORRIDOR: RIO HONDO							0.45	0.45	0.45	\$ -	\$ -	\$ -
Peck Rd To La River												
Off Street							0.45	0.45	0.45	\$ -	\$ -	\$ -
CORRIDOR: SAN GABRIEL-SIERRA MADRE			0.85		0.85				0.85	\$ 140,017	\$ 2,245,511	\$ 11,754,065
Eaton Wash To Valley Blvd												
Off Street			0.85		0.85				0.85	\$ 140,017	\$ 2,245,511	\$ 11,754,065
San Dimas	14.11				14.11				14.11	\$ 435,950	\$ 7,031,444	\$ 36,774,453
CORRIDOR: ARROW-BONITA	2.67				2.67				2.67	\$ 82,364	\$ 1,328,455	\$ 6,947,817
Live Oak Ave To San Antonio Wash												
E BONITA AV	0.89				0.89				0.89	\$ 27,558	\$ 444,478	\$ 2,324,618
W ARROW HWY	1.05				1.05				1.05	\$ 32,423	\$ 522,949	\$ 2,735,024
W BONITA AV	0.72				0.72				0.72	\$ 22,384	\$ 361,028	\$ 1,888,175
CORRIDOR: BADILLO-RAMONA	2.43				2.43				2.43	\$ 75,096	\$ 1,211,233	\$ 6,334,749
Mission-Valley Sprr To W Bonita Ave												
E BADILLO ST	0.67				0.67				0.67	\$ 20,785	\$ 335,249	\$ 1,753,352
S CATARACT AV	0.37				0.37				0.37	\$ 11,579	\$ 186,752	\$ 976,711
W COVINA BLVD	1.38				1.38				1.38	\$ 42,732	\$ 689,233	\$ 3,604,687
CORRIDOR: COLORADO-FOOTHILL	1.10				1.10				1.10	\$ 34,030	\$ 548,872	\$ 2,870,600
La River To San Antonio Wash												
E FOOTHILL BLVD	0.83				0.83				0.83	\$ 25,507	\$ 411,405	\$ 2,151,648
W FOOTHILL BLVD	0.28				0.28				0.28	\$ 8,523	\$ 137,467	\$ 718,952
CORRIDOR: SAN DIMAS AVE	3.74				3.74				3.74	\$ 115,680	\$ 1,865,805	\$ 9,758,158
E Foothill Blvd To Via Verde												
N SAN DIMAS AV	1.24				1.24				1.24	\$ 38,348	\$ 618,517	\$ 3,234,842
S SAN DIMAS AV	2.50				2.50				2.50	\$ 77,332	\$ 1,247,288	\$ 6,523,316
CORRIDOR: WALNUT CREEK	4.17				4.17				4.17	\$ 128,779	\$ 2,077,080	\$ 10,863,128
San Gabriel River To Fairplex Dr												
PUENTE ST	1.00				1.00				1.00	\$ 30,936	\$ 498,969	\$ 2,609,606
VIA VERDE	3.17				3.17				3.17	\$ 97,843	\$ 1,578,111	\$ 8,253,522
San Gabriel	4.13		2.55	1.09	7.77				7.77	\$ 599,119	\$ 9,624,846	\$ 50,367,966
CORRIDOR: ALHAMBRA WASH	0.31		0.77	0.94	2.03				2.03	\$ 181,783	\$ 2,920,424	\$ 15,282,859
Sprr San Gabriel To Rio Hondo												
HOVEY AV				0.14	0.14				0.14	\$ 6,884	\$ 111,038	\$ 580,727
Off Street			0.77		0.77				0.77	\$ 126,070	\$ 2,021,837	\$ 10,583,252
S DEL MAR AV	0.31				0.31				0.31	\$ 9,733	\$ 156,979	\$ 821,002
S RAMONA ST				0.80	0.80				0.80	\$ 39,095	\$ 630,569	\$ 3,297,878
CORRIDOR: MAIN ST	2.09				2.09				2.09	\$ 64,461	\$ 1,039,689	\$ 5,437,574
Huntington Dr N To Arrow Hwy												
E LAS TUNAS DR	1.29				1.29				1.29	\$ 39,856	\$ 642,833	\$ 3,362,018
W LAS TUNAS DR	0.80				0.80				0.80	\$ 24,605	\$ 396,856	\$ 2,075,556
CORRIDOR: MISSION-VALLEY	1.17				1.17				1.17	\$ 36,029	\$ 581,113	\$ 3,039,219
E Cesar E Chavez Ave To La Puente Creek												
E VALLEY BLVD	0.66				0.66				0.66	\$ 20,541	\$ 331,303	\$ 1,732,715
W VALLEY BLVD	0.50				0.50				0.50	\$ 15,488	\$ 249,810	\$ 1,306,504
CORRIDOR: SAN GABRIEL-SIERRA MADRE	0.56		0.56	0.14	1.27				1.27	\$ 116,662	\$ 1,873,188	\$ 9,803,392
Eaton Wash To Valley Blvd												

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built	Usable As Built		Usable As Built Metro	Total Metro	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared	Metro Regional ATN	Dedicated	Off-Street	Regional ATN	Regional ATN			
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN						
E HERMOSA DR	0.14				0.14				0.14	\$ 4,322	\$ 69,705	\$ 364,557
E LONGDEN DR				0.13	0.13				0.13	\$ 6,334	\$ 102,160	\$ 534,296
HERMOSA DR				0.01	0.01				0.01	\$ 670	\$ 10,812	\$ 56,549
N SAN GABRIEL BLVD	0.20				0.20				0.20	\$ 6,054	\$ 97,648	\$ 510,698
Off Street			0.56		0.56				0.56	\$ 92,266	\$ 1,479,699	\$ 7,745,443
S SAN GABRIEL BLVD	0.23				0.23				0.23	\$ 7,016	\$ 113,164	\$ 591,849
CORRIDOR: SPRR-SAN GABRIEL			1.22		1.22				1.22	\$ 200,185	\$ 3,210,433	\$ 16,804,923
Fremont Ave To Eaton Wash												
Off Street			1.22		1.22				1.22	\$ 200,185	\$ 3,210,433	\$ 16,804,923
San Marino	5.08			1.05	6.13				6.13	\$ 208,227	\$ 3,358,500	\$ 17,564,954
CORRIDOR: ALLEN AVE	0.27				0.27				0.27	\$ 8,444	\$ 136,188	\$ 712,266
E Altadena Dr To Orlando Rd												
S ALLEN AV	0.27				0.27				0.27	\$ 8,444	\$ 136,188	\$ 712,266
CORRIDOR: ALTADENA-LONG BEACH				0.90	0.90				0.90	\$ 43,772	\$ 705,992	\$ 3,692,339
Loma Alta Dr To La River												
LOS ROBLES AV				0.90	0.90				0.90	\$ 43,772	\$ 705,992	\$ 3,692,339
CORRIDOR: HUNTINGTON-MAIN	2.92				2.92				2.92	\$ 90,194	\$ 1,454,747	\$ 7,608,328
E Huntington Dr To E Imperial Hwy												
HUNTINGTON DR	2.92				2.92				2.92	\$ 90,194	\$ 1,454,747	\$ 7,608,328
CORRIDOR: MISSION ST				0.16	0.16				0.16	\$ 7,624	\$ 122,966	\$ 643,110
Arroyo Dr To Los Robles Ave												
MISSION ST				0.16	0.16				0.16	\$ 7,624	\$ 122,966	\$ 643,110
CORRIDOR: SAN GABRIEL-SIERRA MADRE	1.88				1.88				1.88	\$ 58,194	\$ 938,607	\$ 4,908,913
Eaton Wash To Valley Blvd												
DEL MAR AV	0.72				0.72				0.72	\$ 22,317	\$ 359,951	\$ 1,882,544
S SIERRA MADRE BLVD	0.06				0.06				0.06	\$ 1,957	\$ 31,568	\$ 165,102
SAN MARINO AV	0.02				0.02				0.02	\$ 533	\$ 8,602	\$ 44,986
SIERRA MADRE BLVD	1.08				1.08				1.08	\$ 33,386	\$ 538,486	\$ 2,816,280
South El Monte	2.70				2.70		0.12	0.12	2.83	\$ 83,480	\$ 1,346,456	\$ 7,041,963
CORRIDOR: GARVEY-RAMONA	0.69				0.69				0.69	\$ 21,457	\$ 346,080	\$ 1,809,998
Whittier Blvd To Sp Rr												
E GARVEY AV	0.69				0.69				0.69	\$ 21,457	\$ 346,080	\$ 1,809,998
CORRIDOR: LAKEWOOD-ROSEMEAD	0.99				0.99				0.99	\$ 30,536	\$ 492,521	\$ 2,575,886
E Orange Grove Blvd To Pch												
N ROSEMEAD BLVD	0.84				0.84				0.84	\$ 25,955	\$ 418,631	\$ 2,189,441
ROSEMEAD BLVD	0.15				0.15				0.15	\$ 4,581	\$ 73,890	\$ 386,446
CORRIDOR: PECK RD	1.02				1.02				1.02	\$ 31,487	\$ 507,855	\$ 2,656,079
Huntington Dr To Whittier Blvd												
PECK RD	0.94				0.94				0.94	\$ 29,185	\$ 470,721	\$ 2,461,869
RUSH ST	0.07				0.07				0.07	\$ 2,302	\$ 37,134	\$ 194,211
CORRIDOR: RIO HONDO							0.12	0.12	0.12	\$ -	\$ -	\$ -
Peck Rd To La River												
Off Street							0.12	0.12	0.12	\$ -	\$ -	\$ -
South Pasadena	2.45		0.56	4.25	7.26				7.26	\$ 374,623	\$ 6,033,952	\$ 31,564,111
CORRIDOR: ALTADENA-LONG BEACH	0.07				0.07				0.07	\$ 2,032	\$ 32,780	\$ 171,437
Loma Alta Dr To La River												
GARFIELD AV	0.07				0.07				0.07	\$ 2,032	\$ 32,780	\$ 171,437
CORRIDOR: ARROYO SECO			0.56	0.36	0.92				0.92	\$ 108,986	\$ 1,749,480	\$ 9,156,324
San Pascual Ave To Ave 19												
Off Street			0.56		0.56				0.56	\$ 91,207	\$ 1,462,726	\$ 7,656,597
STONEY DR				0.36	0.36				0.36	\$ 17,779	\$ 286,755	\$ 1,499,726
CORRIDOR: ARROYO-VERDUGO	0.18				0.18				0.18	\$ 5,689	\$ 91,757	\$ 479,889
Van Nuys Blvd To York Blvd												
SAN PASCUAL AV	0.18				0.18				0.18	\$ 5,689	\$ 91,757	\$ 479,889
CORRIDOR: COLLIS-HILL	0.05				0.05				0.05	\$ 1,477	\$ 23,820	\$ 124,577
N Figueroa St To Huntington Dr S												
HILL DR	0.05				0.05				0.05	\$ 1,477	\$ 23,820	\$ 124,577
CORRIDOR: FREMONT-PASADENA				1.77	1.77				1.77	\$ 86,234	\$ 1,390,878	\$ 7,274,294
E Union St To Whittier Blvd												
FREMONT AV				1.77	1.77				1.77	\$ 86,234	\$ 1,390,878	\$ 7,274,294
CORRIDOR: HUNTINGTON-MAIN	1.48				1.48				1.48	\$ 45,710	\$ 737,263	\$ 3,855,885
E Huntington Dr To E Imperial Hwy												
HUNTINGTON DR	0.18				0.18				0.18	\$ 5,581	\$ 90,009	\$ 470,746
HUNTINGTON DR N	1.30				1.30				1.30	\$ 40,130	\$ 647,254	\$ 3,385,139
CORRIDOR: MISSION ST				1.52	1.52				1.52	\$ 74,433	\$ 1,200,527	\$ 6,278,755
Arroyo Dr To Los Robles Ave												
MISSION ST				1.52	1.52				1.52	\$ 74,433	\$ 1,200,527	\$ 6,278,755
CORRIDOR: PASADENA-YORK	0.67			0.60	1.27				1.27	\$ 50,062	\$ 807,448	\$ 4,222,952
Oak Grove To Eagle Rock Blvd												

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built Metro Regional ATN	Usable As Built		Usable As Built Metro Regional ATN	Total Metro Regional ATN	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared		Dedicated	Off-Street					
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN		Metro Regional ATN	Metro Regional ATN					
ARROYO DR				0.60	0.60				0.60	\$ 29,247	\$ 471,718	\$ 2,467,087
PASADENA AV	0.67				0.67				0.67	\$ 20,815	\$ 335,729	\$ 1,755,865
Temple City	4.47		3.06		7.52				7.52	\$ 639,582	\$ 10,269,857	\$ 53,747,328
CORRIDOR: DUARTE-EL MONTE	0.86				0.86				0.86	\$ 26,505	\$ 427,505	\$ 2,235,851
W Huntington Dr To Rio Hondo												
EL MONTE AV	0.86				0.86				0.86	\$ 26,505	\$ 427,505	\$ 2,235,851
CORRIDOR: EATON WASH			2.55		2.55				2.55	\$ 419,082	\$ 6,720,965	\$ 35,180,708
New York Dr To Rio Hondo												
Off Street			2.55		2.55				2.55	\$ 419,082	\$ 6,720,965	\$ 35,180,708
CORRIDOR: LAKEWOOD-ROSEMEAD	1.60				1.60				1.60	\$ 49,391	\$ 796,621	\$ 4,166,329
E Orange Grove Blvd To Pch												
ROSEMEAD BLVD	1.60				1.60				1.60	\$ 49,391	\$ 796,621	\$ 4,166,329
CORRIDOR: LOS ANGELES-LOWER AZUSA	0.58				0.58				0.58	\$ 17,855	\$ 287,980	\$ 1,506,136
Rosemead Blvd To Big Dalton Wash												
LOWER AZUSA RD	0.58				0.58				0.58	\$ 17,855	\$ 287,980	\$ 1,506,136
CORRIDOR: MAIN ST	1.43				1.43				1.43	\$ 44,293	\$ 714,405	\$ 3,736,337
Huntington Dr N To Arrow Hwy												
LAS TUNAS DR	1.43				1.43				1.43	\$ 44,293	\$ 714,405	\$ 3,736,337
CORRIDOR: SPRR-SAN GABRIEL			0.50		0.50				0.50	\$ 82,456	\$ 1,322,381	\$ 6,921,967
Fremont Ave To Eaton Wash												
Off Street			0.50		0.50				0.50	\$ 82,456	\$ 1,322,381	\$ 6,921,967
Unincorporated	32.28		19.58	3.68	55.54	1.46	7.64	9.10	64.64	\$ 4,389,236	\$ 70,499,672	\$ 368,943,687
Walnut	6.46				6.46				6.46	\$ 199,608	\$ 3,219,482	\$ 16,837,888
CORRIDOR: GLENDORA-GRAND	2.56				2.56				2.56	\$ 79,188	\$ 1,277,226	\$ 6,679,893
Little Dalton Wash To Sp Rr												
N GRAND AV	2.56				2.56				2.56	\$ 79,188	\$ 1,277,226	\$ 6,679,893
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE	3.90				3.90				3.90	\$ 120,420	\$ 1,942,255	\$ 10,157,995
Puente Creek To San Antonio Dam												
AMAR RD	3.04				3.04				3.04	\$ 93,975	\$ 1,515,726	\$ 7,927,245
TEMPLE AV	0.86				0.86				0.86	\$ 26,445	\$ 426,530	\$ 2,230,750
West Covina	9.50		4.31		13.81		1.61	1.61	15.42	\$ 1,001,066	\$ 16,081,366	\$ 84,156,292
CORRIDOR: AZUSA AVE	3.88				3.88				3.88	\$ 119,789	\$ 1,932,081	\$ 10,104,784
San Gabriel River To Colima Rd												
AZUSA AV	0.41				0.41				0.41	\$ 12,635	\$ 203,785	\$ 1,065,794
N AZUSA AV	0.89				0.89				0.89	\$ 27,501	\$ 443,557	\$ 2,319,805
S AZUSA AV	2.58				2.58				2.58	\$ 79,654	\$ 1,284,739	\$ 6,719,185
CORRIDOR: BADILLO-RAMONA	0.87				0.87				0.87	\$ 26,744	\$ 431,355	\$ 2,255,985
Mission-Valley Sprr To W Bonita Ave												
BADILLO ST	0.19				0.19				0.19	\$ 5,846	\$ 94,288	\$ 493,124
E BADILLO ST	0.51				0.51				0.51	\$ 15,623	\$ 251,981	\$ 1,317,860
W BADILLO ST	0.17				0.17				0.17	\$ 5,275	\$ 85,086	\$ 445,001
CORRIDOR: BIG DALTON WASH			0.28		0.28				0.28	\$ 45,998	\$ 737,689	\$ 3,861,412
Big Dalton Debris Dam To Walnut Creek												
Off Street			0.28		0.28				0.28	\$ 45,998	\$ 737,689	\$ 3,861,412
CORRIDOR: GLENDORA-GRAND	0.48				0.48				0.48	\$ 14,701	\$ 237,118	\$ 1,240,128
Little Dalton Wash To Sp Rr												
N GRAND AV	0.22				0.22				0.22	\$ 6,827	\$ 110,120	\$ 575,927
S GRAND AV	0.25				0.25				0.25	\$ 7,874	\$ 126,998	\$ 664,201
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE	1.20				1.20				1.20	\$ 37,006	\$ 596,875	\$ 3,121,658
Puente Creek To San Antonio Dam												
E AMAR RD	1.20				1.20				1.20	\$ 37,006	\$ 596,875	\$ 3,121,658
CORRIDOR: SUNSET AVE	3.09				3.09				3.09	\$ 95,327	\$ 1,537,532	\$ 8,041,291
Foothill Blvd To Puente Creek												
N SUNSET AV	1.00				1.00				1.00	\$ 31,038	\$ 500,606	\$ 2,618,168
S SUNSET AV	2.08				2.08				2.08	\$ 64,289	\$ 1,036,926	\$ 5,423,123
CORRIDOR: WALNUT CREEK			4.03		4.03		1.61	1.61	5.64	\$ 661,500	\$ 10,608,716	\$ 55,531,034
San Gabriel River To Fairplex Dr												
Off Street			4.03		4.03		1.61	1.61	5.64	\$ 661,500	\$ 10,608,716	\$ 55,531,034
La Puente	0.77		3.10		3.88				3.88	\$ 533,165	\$ 8,552,749	\$ 44,767,402
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE			3.10		3.10				3.10	\$ 509,235	\$ 8,166,793	\$ 42,748,854
Puente Creek To San Antonio Dam												
Off Street			3.10		3.10				3.10	\$ 509,235	\$ 8,166,793	\$ 42,748,854
CORRIDOR: SUNSET AVE	0.77				0.77				0.77	\$ 23,929	\$ 385,955	\$ 2,018,547
Foothill Blvd To Puente Creek												
N SUNSET AV	0.77				0.77				0.77	\$ 23,929	\$ 385,955	\$ 2,018,547
South Bay	168.11		22.02	2.53	192.66		16.58	16.58	209.25	\$ 8,931,079	\$ 143,718,448	\$ 751,906,645
Westside Cities	89.64		14.58	7.57	111.78	0.75	20.02	20.77	132.55	\$ 5,531,081	\$ 88,991,715	\$ 465,598,235
Palmdale Regional Airport	3.55				3.55				3.55	\$ 109,742	\$ 1,770,033	\$ 9,257,273
LAX	4.25	1.96			6.21				6.21	\$ 131,344	\$ 2,118,448	\$ 11,079,484

Subregion:City:Corridor:Corridor Span:Segment	Not Usable As Built				Not Usable As Built Metro Regional ATN	Usable As Built		Usable As Built Metro Regional ATN	Total Metro Regional ATN	Total Low Cost	Total Med Cost	Total High Cost
	Dedicated	MetroStudy	Off-Street	Shared		Dedicated	Off-Street					
	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN	Metro Regional ATN						
Port of Los Angeles	1.97				1.97				1.97	\$ 61,005	\$ 983,959	\$ 5,146,103
Long Beach Municipal Airport	2.94				2.94				2.94	\$ 90,847	\$ 1,465,268	\$ 7,663,350
Port of Long Beach	2.55		0.18		2.73				2.73	\$ 108,905	\$ 1,753,781	\$ 9,174,431
Total	1385.87	14.91	297.20	55.33	1753.31	3.71	212.89	216.61	1969.92	\$ 94,282,934	\$ 1,516,222,738	\$ 7,933,342,350



March 22, 2016

Tham Nguyen
Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

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San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

RE: DRAFT ACTIVE TRANSPORTATION STRATEGIC PLAN (ATSP)

Dear Tham:

Thank you for the opportunity to comment on Metro's Draft Countywide ATSP. This a comprehensive document that provides a roadmap for the development of safer regional active transportation networks that provide transportation alternatives and increases access to transit. The SGVCOG appreciates the time and effort that went into developing this document, including extensive outreach to cities and subregions.

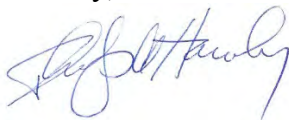
The SGVCOG would like to provide the following comments related to the draft ATSP:

- *Integration of First/Last-Mile Improvements into All Future Light Rail Stations and Transit Hub Designs:* The draft ATSP recognizes the importance of providing connectivity to transit and investing in first/last-mile improvements. However, currently, the implementation of first-last mile improvements does not begin until stations are built, limiting the opportunities and funding available to make these improvements. In order to better integrate first/last-mile improvements into planned stations, the SGVCOG recommends that Metro undertake the following:
 - Establish Active Transportation and First-Last Mile improvements as a “standard” for all capital projects that include new or remodeled stations and that do not have an approved “life of project” budget;
 - Evaluate appropriate parking standards for stations and divert excess funds from parking structures to Active Transportation and First Mile/Last Mile improvements; and
 - Conduct station area planning analysis at the earliest stage of project conception.
- *Coordination with Councils of Governments (COGs):* COGs can play an important role in coordinating regional projects and programs. The SGVCOG is currently working with a number of member agencies on the implementation of the SGV Regional Greenway Network and in exploring the feasibility of expanding the Countywide Bike Share program into the San Gabriel Valley. The language referencing the role of COGs in the ATSP should be strengthened, and Metro should take a more active role in engaging COGs on regional projects. COGs can play an important role in identifying, coordinating and prioritizing projects. Additionally, COGs can facilitate collaboration between cities within their subregion, manage planning efforts, serve as the lead for regional grant applications, and seek project support from member agencies.

- *Explore Opportunities to Coordinate and Collaborate with Additional Stakeholders:* The ATSP should highlight the potential role of school districts, water districts, and other stakeholders to identify and implement multi-benefit, multi-agency projects. This could include actively engaging and encouraging school districts to identify and implement active transportation projects and working with stakeholders to identify and implement multi-benefit corridor improvements (i.e. Complete Streets and Green Streets) in a coordinated manner.
- *Priority Funding for Regional Active Transportation Network Projects:* The regional active transportation network is intended to serve as the “backbone” for County’s bicycle and pedestrian facilities. Therefore, it is critical that these projects be given priority in implementation and funding. The SGVCOG recommends assigning additional points to Regional Active Transportation Network Projects in the Call for Projects evaluation process and that Metro work with COGs and local agencies to pursue State and Federal funding for these projects. Metro should develop specific funding strategies for the Regional Networks within each respective COG sub-region.
- *SGV Regional Greenway Network:* One of the SGVCOG’s priority active transportation projects is the development of a comprehensive SGV Regional Greenway Network, which would create a bicycle and pedestrian “superhighway” along the San Gabriel Valley’s rivers, creeks and washes. While a number of the projects that comprise the SGV Greenway Network have been included in the Regional Active Transportation Network, the SGVCOG requests that Metro consider revising the selection criteria to incorporate all of component projects of the SGV Regional Greenway Network. Currently, the following projects and corridors are not included in the ATSP: Santa Anita Wash (Arcadia/Monrovia); Saw Pit Wash (Duarte/Monrovia); Arcadia Wash (El Monte/Temple City); San Dimas Wash (Glendora/San Dimas); Little Dalton Wash (Irwindale); Verdugo Wash (La Canada Flintridge); Thompson Creek (La Verne); Live Oak (La Verne); Alhambra Wash (Alhambra/Rosemead); and Rubio Wash (San Marino).

Should you have any questions or wish to discuss this further, please contact me at (626) 457-1800.

Sincerely,



Philip A. Hawkey
Executive Director
San Gabriel Valley Council of Governments

RESOLUTION NO. 16-07

**RESOLUTION OF THE SAN GABRIEL VALLEY
COUNCIL OF GOVERNMENTS (SGVCOG) AFFIRMING PRIORITY AREAS FOR
ACTIVE TRANSPORTATION**

WHEREAS, active transportation refers to any self-propelled, human-powered mode of transportation, such as walking or bicycling;

WHEREAS, nearly half of all trips for personal transportation in the United States are three miles or less in length, which presents an opportunity to promote biking and walking as a viable alternative for short-distance trips

WHEREAS, active transportation has numerous benefits to local communities including:

- Improving air quality and reducing motorized traffic congestion;
- Providing low-cost transportation options for low-income residents;
- Increasing access to transit, including transit-dependent populations;
- Improving the efficiency of transportation infrastructure; and
- Promoting healthy lifestyles and reducing obesity.

WHEREAS, bicycling and walking currently represents only 3.3% of all commute trips in the San Gabriel Valley and 3.8% Countywide; and

WHEREAS, in November 2015, the SGVCOG Governing Board affirmed the following priority areas for active transportation projects and directed staff to identify and seek funding to implement projects that support these areas:

- San Gabriel Valley Greenway Network
- Complete Streets Network
- First-Mile/Last-Mile Strategies
- Education and Encouragement

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) recently undertook a comprehensive and inclusive effort to develop a regional Active Transportation Strategic Plan (ATSP) that identified a Regional Active Transportation Network and strategies and best practices to implement active transportation projects.

NOW THEREFORE BE IT RESOLVED, the Governing Board affirms the following:

1. The SGVCOG endorses and supports the strategies and projects identified in Metro's ATSP.
2. The Governing Board directs SGVCOG staff to work with Metro, city and other partner agency staff to seek funding and to implement the San Gabriel Valley projects identified in the ATSP as well as additional projects that are part of the SGV Greenway Network, as listed in Exhibit A. The SGVCOG will only seek funding and support implementation of projects for which there is support from the local jurisdiction.
3. The Governing Board directs SGVCOG staff to work with Metro, city and other partner agency staff to ensure that first/last-mile improvements are incorporated into future and

planned high quality transit stations, including light rail and bus rapid transit stations in the San Gabriel Valley.

PASSED AND ADOPTED by the Governing Board of San Gabriel Valley Council of Governments, County of Los Angeles, in the County of Los Angeles, State of California, on the 21st day of April 2016.

San Gabriel Valley Council of Governments

Gene Murabito, President

Attest:

I, Philip A. Hawkey, Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that Resolution 16-07 was adopted at a regular meeting of the Governing Board held on the 21st day of April, 2016, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Philip A. Hawkey, Secretary

Projects Included in Metro's ATSP

Jurisdiction	New Miles	Cost Estimate (Low)	Cost Estimate (Mid)	Cost Estimate (High)
Alhambra	9.13	\$ 282,016	\$ 4,548,644	\$ 23,789,409
CORRIDOR: ALTADENA-LONG BEACH	2.65	\$ 81,895	\$ 1,320,881	\$ 6,908,210
Loma Alta Dr To La River				
N GARFIELD AV	0.86	\$ 26,460	\$ 426,766	\$ 2,231,987
S GARFIELD AV	1.79	\$ 55,435	\$ 894,115	\$ 4,676,222
CORRIDOR: FREMONT-PASADENA	2.70	\$ 83,360	\$ 1,344,517	\$ 7,031,825
E Union St To Whittier Blvd				
S FREMONT AV	2.70	\$ 83,360	\$ 1,344,517	\$ 7,031,825
CORRIDOR: GARVEY-RAMONA	0.66	\$ 20,259	\$ 326,753	\$ 1,708,919
Whittier Blvd To Sp Rr				
RAMONA RD	0.38	\$ 11,790	\$ 190,169	\$ 994,584
S GARVEY AV	0.27	\$ 8,468	\$ 136,584	\$ 714,335
CORRIDOR: MAIN ST	2.12	\$ 65,369	\$ 1,054,333	\$ 5,514,163
Huntington Dr N To Arrow Hwy				
E MAIN ST	0.89	\$ 27,603	\$ 445,211	\$ 2,328,453
W MAIN ST	1.22	\$ 37,766	\$ 609,122	\$ 3,185,710
CORRIDOR: MISSION-VALLEY	1.01	\$ 31,134	\$ 502,159	\$ 2,626,293
E Cesar E Chavez Ave To La Puente Creek				
E VALLEY BLVD	0.85	\$ 26,152	\$ 421,799	\$ 2,206,010
VALLEY BLVD	0.01	\$ 197	\$ 3,173	\$ 16,595
W VALLEY BLVD	0.15	\$ 4,786	\$ 77,187	\$ 403,688
Arcadia	9.66	\$ 298,373	\$ 4,812,469	\$ 25,169,214
CORRIDOR: COLORADO-FOOTHILL	3.02	\$ 93,165	\$ 1,502,655	\$ 7,858,887
La River To San Antonio Wash				
E HUNTINGTON DR	0.63	\$ 19,349	\$ 312,085	\$ 1,632,206
W COLORADO PL	0.53	\$ 16,329	\$ 263,368	\$ 1,377,414
W COLORADO ST	1.56	\$ 48,233	\$ 777,944	\$ 4,068,648
W HUNTINGTON DR	0.30	\$ 9,254	\$ 149,258	\$ 780,620
CORRIDOR: DUARTE-EL MONTE	2.18	\$ 67,234	\$ 1,084,415	\$ 5,671,490
W Huntington Dr To Rio Hondo				
CAMPUS DR	0.35	\$ 10,810	\$ 174,355	\$ 911,879
EL MONTE AV	1.75	\$ 54,089	\$ 872,402	\$ 4,562,661
W DUARTE RD	0.08	\$ 2,335	\$ 37,658	\$ 196,950
CORRIDOR: HUNTINGTON-MAIN	2.13	\$ 65,963	\$ 1,063,915	\$ 5,564,277
E Huntington Dr To E Imperial Hwy				
HUNTINGTON DR	0.16	\$ 4,902	\$ 79,061	\$ 413,492
W HUNTINGTON DR	1.98	\$ 61,061	\$ 984,854	\$ 5,150,785
CORRIDOR: MAIN ST	2.10	\$ 64,812	\$ 1,045,358	\$ 5,467,224
Huntington Dr N To Arrow Hwy				
E LIVE OAK AV	0.82	\$ 25,190	\$ 406,291	\$ 2,124,901
LAS TUNAS DR	1.23	\$ 38,070	\$ 614,030	\$ 3,211,379
W LIVE OAK AV	0.05	\$ 1,552	\$ 25,037	\$ 130,945
CORRIDOR: PECK RD	0.23	\$ 7,200	\$ 116,125	\$ 607,335
Huntington Dr To Whittier Blvd				
PECK RD	0.23	\$ 7,200	\$ 116,125	\$ 607,335
Azusa	7.32	\$ 226,320	\$ 3,650,320	\$ 19,091,175
CORRIDOR: ARROW-BONITA	1.13	\$ 34,972	\$ 564,071	\$ 2,950,093
Live Oak Ave To San Antonio Wash				
W ARROW HWY	1.13	\$ 34,972	\$ 564,071	\$ 2,950,093
CORRIDOR: AZUSA AVE	2.81	\$ 86,864	\$ 1,401,036	\$ 7,327,419
San Gabriel River To Colima Rd				
N AZUSA AV	1.79	\$ 55,195	\$ 890,244	\$ 4,655,978
S AZUSA AV	1.02	\$ 31,669	\$ 510,792	\$ 2,671,441
CORRIDOR: COLORADO-FOOTHILL	2.88	\$ 88,883	\$ 1,433,605	\$ 7,497,753
La River To San Antonio Wash				
E ALOSTA AV	1.08	\$ 33,295	\$ 537,017	\$ 2,808,601
E FOOTHILL BLVD	0.81	\$ 24,952	\$ 402,448	\$ 2,104,801
W FOOTHILL BLVD	0.99	\$ 30,637	\$ 494,140	\$ 2,584,350

CORRIDOR: SUNSET AVE	0.50	\$	15,600	\$	251,608	\$	1,315,911
Foothill Blvd To Puente Creek							
IRWINDALE AV	0.50	\$	15,600	\$	251,608	\$	1,315,911
Baldwin Park	5.11	\$	157,791	\$	2,545,014	\$	13,310,422
CORRIDOR: BADILLO-RAMONA	3.33	\$	102,997	\$	1,661,247	\$	8,688,322
Mission-Valley Sprr To W Bonita Ave							
BADILLO ST	0.56	\$	17,243	\$	278,117	\$	1,454,550
RAMONA BLVD	2.78	\$	85,754	\$	1,383,130	\$	7,233,771
CORRIDOR: LOS ANGELES-LOWER AZUSA	1.77	\$	54,794	\$	883,767	\$	4,622,100
Rosemead Blvd To Big Dalton Wash							
LOS ANGELES ST	1.77	\$	54,794	\$	883,767	\$	4,622,100
Claremont	5.81	\$	179,574	\$	2,896,362	\$	15,147,971
CORRIDOR: ARROW-BONITA	1.73	\$	53,591	\$	864,374	\$	4,520,678
Live Oak Ave To San Antonio Wash							
E 1ST ST	0.59	\$	18,351	\$	295,978	\$	1,547,966
E BONITA AV	0.75	\$	23,207	\$	374,308	\$	1,957,632
N COLLEGE AV	0.14	\$	4,273	\$	68,927	\$	360,488
W BONITA AV	0.25	\$	7,760	\$	125,161	\$	654,593
CORRIDOR: COLORADO-FOOTHILL	2.38	\$	73,653	\$	1,187,947	\$	6,212,960
La River To San Antonio Wash							
E FOOTHILL BLVD	0.69	\$	21,306	\$	343,646	\$	1,797,270
W FOOTHILL BLVD	1.69	\$	52,347	\$	844,300	\$	4,415,691
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE	0.12	\$	3,640	\$	58,704	\$	307,020
Puente Creek To San Antonio Dam							
W BASELINE RD	0.12	\$	3,640	\$	58,704	\$	307,020
CORRIDOR: TOWNE AVE	1.58	\$	48,691	\$	785,337	\$	4,107,312
Base Line Rd To San Bernardino County Line							
N TOWNE AV	1.58	\$	48,691	\$	785,337	\$	4,107,312
Covina	8.56	\$	264,438	\$	4,265,129	\$	22,306,624
CORRIDOR: ARROW-BONITA	0.47	\$	14,661	\$	236,470	\$	1,236,738
Live Oak Ave To San Antonio Wash							
E ARROW HWY	0.47	\$	14,661	\$	236,470	\$	1,236,738
CORRIDOR: AZUSA AVE	1.41	\$	43,675	\$	704,439	\$	3,684,216
San Gabriel River To Colima Rd							
N AZUSA AV	1.40	\$	43,359	\$	699,336	\$	3,657,530
S AZUSA AV	0.01	\$	316	\$	5,103	\$	26,686
CORRIDOR: BADILLO-RAMONA	4.15	\$	128,083	\$	2,065,848	\$	10,804,384
Mission-Valley Sprr To W Bonita Ave							
E BADILLO ST	2.63	\$	81,191	\$	1,309,534	\$	6,848,863
W BADILLO ST	1.52	\$	46,891	\$	756,314	\$	3,955,521
CORRIDOR: GLENDORA-GRAND	1.94	\$	60,059	\$	968,687	\$	5,066,234
Little Dalton Wash To Sp Rr							
N GLENDORA AV	1.17	\$	36,072	\$	581,800	\$	3,042,812
S GRAND AV	0.78	\$	23,987	\$	386,887	\$	2,023,421
CORRIDOR: WALNUT CREEK	0.58	\$	17,960	\$	289,685	\$	1,515,052
San Gabriel River To Fairplex Dr							
E PUENTE ST	0.58	\$	17,960	\$	289,685	\$	1,515,052
Diamond Bar	1.63	\$	50,364	\$	812,317	\$	4,248,418
CORRIDOR: COLIMA RD	1.63	\$	50,364	\$	812,317	\$	4,248,418
Telegraph Rd To Orange County Line							
BREA CANYON RD	0.30	\$	9,342	\$	150,685	\$	788,081
GOLDEN SPRINGS DR	0.40	\$	12,481	\$	201,311	\$	1,052,858
LEMON AV	0.41	\$	12,780	\$	206,134	\$	1,078,082
LYCOMING ST	0.51	\$	15,760	\$	254,187	\$	1,329,396
Duarte	2.43	\$	75,143	\$	1,211,987	\$	6,338,693
CORRIDOR: COLORADO-FOOTHILL	2.43	\$	75,143	\$	1,211,987	\$	6,338,693
La River To San Antonio Wash							
HUNTINGTON DR	2.43	\$	75,143	\$	1,211,987	\$	6,338,693
El Monte	12.31	\$	380,510	\$	6,137,260	\$	32,097,872
CORRIDOR: BADILLO-RAMONA	1.66	\$	51,254	\$	826,682	\$	4,323,546
Mission-Valley Sprr To W Bonita Ave							

RAMONA BLVD	1.66	\$	51,254	\$	826,682	\$	4,323,546
CORRIDOR: DUARTE-EL MONTE	0.20	\$	6,312	\$	101,805	\$	532,438
W Huntington Dr To Rio Hondo							
EL MONTE AV	0.20	\$	6,312	\$	101,805	\$	532,438
CORRIDOR: GARVEY-RAMONA	2.32	\$	71,811	\$	1,158,236	\$	6,057,572
Whittier Blvd To Sp Rr							
E GARVEY AV	0.49	\$	15,141	\$	244,205	\$	1,277,193
GARVEY AV	1.83	\$	56,670	\$	914,030	\$	4,780,379
CORRIDOR: LOS ANGELES-LOWER AZUSA	3.25	\$	100,343	\$	1,618,428	\$	8,464,377
Rosemead Blvd To Big Dalton Wash							
LOWER AZUSA RD	3.25	\$	100,343	\$	1,618,428	\$	8,464,377
CORRIDOR: MISSION-VALLEY	0.83	\$	25,703	\$	414,562	\$	2,168,157
E Cesar E Chavez Ave To La Puente Creek							
VALLEY BLVD	0.83	\$	25,703	\$	414,562	\$	2,168,157
CORRIDOR: PECK RD	4.05	\$	125,088	\$	2,017,549	\$	10,551,781
Huntington Dr To Whittier Blvd							
PECK RD	4.05	\$	125,088	\$	2,017,549	\$	10,551,781
Glendora	5.72	\$	176,762	\$	2,851,006	\$	14,910,761
CORRIDOR: COLORADO-FOOTHILL	4.01	\$	123,984	\$	1,999,740	\$	10,458,639
La River To San Antonio Wash							
E FOOTHILL BLVD	0.50	\$	15,486	\$	249,768	\$	1,306,288
E ROUTE 66	2.51	\$	77,497	\$	1,249,949	\$	6,537,232
W ROUTE 66	1.00	\$	31,001	\$	500,023	\$	2,615,119
CORRIDOR: GLENDORA-GRAND	1.71	\$	52,779	\$	851,266	\$	4,452,122
Little Dalton Wash To Sp Rr							
S GLENDORA AV	1.71	\$	52,779	\$	851,266	\$	4,452,122
Industry	4.90	\$	151,472	\$	2,443,099	\$	12,777,408
CORRIDOR: AZUSA AVE	2.54	\$	78,578	\$	1,267,393	\$	6,628,465
San Gabriel River To Colima Rd							
AZUSA AV	0.44	\$	13,531	\$	218,246	\$	1,141,426
S AZUSA AV	2.11	\$	65,047	\$	1,049,147	\$	5,487,039
CORRIDOR: COLIMA RD	0.97	\$	29,862	\$	481,650	\$	2,519,028
Telegraph Rd To Orange County Line							
BREA CANYON RD	0.97	\$	29,862	\$	481,650	\$	2,519,028
CORRIDOR: GLENDORA-GRAND	0.15	\$	4,524	\$	72,961	\$	381,585
Little Dalton Wash To Sp Rr							
N GRAND AV	0.15	\$	4,524	\$	72,961	\$	381,585
CORRIDOR: MISSION-VALLEY	0.13	\$	4,096	\$	66,065	\$	345,520
E Cesar E Chavez Ave To La Puente Creek							
Off Street							
VALLEY BLVD	0.13	\$	4,096	\$	66,065	\$	345,520
CORRIDOR: PECK RD	0.25	\$	7,752	\$	125,036	\$	653,940
Huntington Dr To Whittier Blvd							
PECK RD	0.25	\$	7,752	\$	125,036	\$	653,940
CORRIDOR: SUNSET AVE	0.86	\$	26,660	\$	429,994	\$	2,248,869
Foothill Blvd To Puente Creek							
7TH AV	0.66	\$	20,266	\$	326,874	\$	1,709,549
N SUNSET AV	0.21	\$	6,393	\$	103,121	\$	539,320
Irwindale	11.87	\$	366,668	\$	5,914,004	\$	30,930,239
CORRIDOR: ARROW-BONITA	3.87	\$	119,710	\$	1,930,812	\$	10,098,145
Live Oak Ave To San Antonio Wash							
ARROW HWY	2.03	\$	62,770	\$	1,012,426	\$	5,294,987
LIVE OAK AV	1.84	\$	56,940	\$	918,386	\$	4,803,157
CORRIDOR: COLORADO-FOOTHILL	0.95	\$	29,427	\$	474,635	\$	2,482,342
La River To San Antonio Wash							
E FOOTHILL BLVD	0.14	\$	4,172	\$	67,295	\$	351,955
FOOTHILL BLVD	0.44	\$	13,636	\$	219,933	\$	1,150,248
HUNTINGTON DR	0.38	\$	11,619	\$	187,407	\$	980,139
CORRIDOR: LOS ANGELES-LOWER AZUSA	1.59	\$	49,172	\$	793,102	\$	4,147,925
Rosemead Blvd To Big Dalton Wash							
LOS ANGELES ST	0.65	\$	20,138	\$	324,804	\$	1,698,726

LOWER AZUSA RD	0.94	\$	29,034	\$	468,298	\$	2,449,199
CORRIDOR: MAIN ST	2.74	\$	84,815	\$	1,367,976	\$	7,154,517
Huntington Dr N To Arrow Hwy							
ARROW HWY	1.92	\$	59,380	\$	957,748	\$	5,009,020
LIVE OAK AV	0.82	\$	25,434	\$	410,229	\$	2,145,496
CORRIDOR: PECK RD	0.61	\$	18,816	\$	303,489	\$	1,587,249
Huntington Dr To Whittier Blvd							
MYRTLE AV	0.41	\$	12,812	\$	206,640	\$	1,080,728
PECK RD	0.19	\$	6,005	\$	96,849	\$	506,521
CORRIDOR: SUNSET AVE	2.09	\$	64,727	\$	1,043,989	\$	5,460,063
Foothill Blvd To Puente Creek							
IRWINDALE AV	2.09	\$	64,727	\$	1,043,989	\$	5,460,063
La Canada Flintridge	0.27	\$	8,255	\$	133,149	\$	696,370
CORRIDOR: ARROYO-VERDUGO	0.27	\$	8,255	\$	133,149	\$	696,370
Van Nuys Blvd To York Blvd							
HIGHLAND DR	0.27	\$	8,255	\$	133,149	\$	696,370
La Verne	4.84	\$	149,631	\$	2,413,403	\$	12,622,098
CORRIDOR: ARROW-BONITA	2.12	\$	65,606	\$	1,058,156	\$	5,534,153
Live Oak Ave To San Antonio Wash							
BONITA AV	1.85	\$	57,098	\$	920,935	\$	4,816,489
E BONITA AV	0.28	\$	8,508	\$	137,221	\$	717,664
CORRIDOR: COLORADO-FOOTHILL	2.39	\$	73,765	\$	1,189,761	\$	6,222,451
La River To San Antonio Wash							
FOOTHILL BLVD	2.39	\$	73,765	\$	1,189,761	\$	6,222,451
CORRIDOR: FAIRPLEX-RIDGEWAY	0.33	\$	10,260	\$	165,486	\$	865,494
Bonita Ave To San Jose Wash							
E ST	0.33	\$	10,260	\$	165,486	\$	865,494
Monrovia	3.48	\$	107,540	\$	1,734,513	\$	9,071,502
CORRIDOR: COLORADO-FOOTHILL	1.97	\$	60,925	\$	982,659	\$	5,139,305
La River To San Antonio Wash							
E HUNTINGTON DR	0.85	\$	26,118	\$	421,256	\$	2,203,170
W HUNTINGTON DR	1.13	\$	34,807	\$	561,403	\$	2,936,135
CORRIDOR: PECK RD	1.51	\$	46,615	\$	751,854	\$	3,932,197
Huntington Dr To Whittier Blvd							
S MYRTLE AV	1.18	\$	36,523	\$	589,085	\$	3,080,915
S PECK RD	0.33	\$	10,092	\$	162,769	\$	851,282
Monterey Park	10.47	\$	323,476	\$	5,217,349	\$	27,286,737
CORRIDOR: ALTADENA-LONG BEACH	2.62	\$	80,896	\$	1,304,768	\$	6,823,939
Loma Alta Dr To La River							
N GARFIELD AV	0.51	\$	15,862	\$	255,835	\$	1,338,019
S GARFIELD AV	2.10	\$	65,034	\$	1,048,933	\$	5,485,920
CORRIDOR: CHAVEZ-SUNSET-RIGGIN	3.08	\$	95,322	\$	1,537,448	\$	8,040,854
N Fairfax Ave To Alhambra Wash							
AVD CESAR CHAVEZ	0.66	\$	20,483	\$	330,373	\$	1,727,849
POTRERO GRANDE DR	1.48	\$	45,881	\$	740,017	\$	3,870,291
W RIGGIN ST	0.94	\$	28,958	\$	467,058	\$	2,442,714
CORRIDOR: FREMONT-PASADENA	1.49	\$	45,996	\$	741,878	\$	3,880,020
E Union St To Whittier Blvd							
MONTEREY PASS RD	1.49	\$	45,996	\$	741,878	\$	3,880,020
CORRIDOR: GARVEY-RAMONA	3.28	\$	101,262	\$	1,633,255	\$	8,541,925
Whittier Blvd To Sp Rr							
E GARVEY AV	0.91	\$	28,076	\$	452,833	\$	2,368,319
RAMONA RD	0.57	\$	17,502	\$	282,284	\$	1,476,345
W GARVEY AV	1.80	\$	55,685	\$	898,138	\$	4,697,261
Pasadena	38.73	\$	1,196,626	\$	19,300,422	\$	100,941,210
CORRIDOR: ALLEN AVE	2.31	\$	71,273	\$	1,149,560	\$	6,012,198
E Altadena Dr To Orlando Rd							
N ALLEN AV	1.67	\$	51,746	\$	834,615	\$	4,365,036
S ALLEN AV	0.63	\$	19,527	\$	314,945	\$	1,647,162
CORRIDOR: ALTADENA-LONG BEACH	4.00	\$	123,567	\$	1,993,019	\$	10,423,490
Loma Alta Dr To La River							

N RAYMOND AV	2.00	\$	61,899	\$	998,374	\$	5,221,495
S MARENGO AV	2.00	\$	61,668	\$	994,645	\$	5,201,995
CORRIDOR: ARDEN-WILSON	0.11	\$	3,424	\$	55,231	\$	288,856
E Orange Grove Blvd To S El Molino Ave							
WILSON AV	0.11	\$	3,424	\$	55,231	\$	288,856
CORRIDOR: ARROYO-VERDUGO	5.03	\$	155,382	\$	2,506,161	\$	13,107,223
Van Nuys Blvd To York Blvd							
ARROYO BLVD	0.89	\$	27,576	\$	444,771	\$	2,326,152
LINDA VISTA AVE	0.12	\$	3,800	\$	61,283	\$	320,512
Off Street	2.82	\$	87,186	\$	1,406,220	\$	7,354,533
S ARROYO BLVD	0.52	\$	15,963	\$	257,471	\$	1,346,571
S GRAND AV	0.41	\$	12,719	\$	205,137	\$	1,072,868
SAN PASCUAL AV	0.06	\$	1,845	\$	29,765	\$	155,672
W CALIFORNIA BLVD	0.20	\$	6,294	\$	101,513	\$	530,916
CORRIDOR: COLORADO-FOOTHILL	4.16	\$	128,469	\$	2,072,075	\$	10,836,954
La River To San Antonio Wash							
E COLORADO BLVD	2.35	\$	72,479	\$	1,169,012	\$	6,113,932
N HILL AV	0.14	\$	4,369	\$	70,465	\$	368,533
W COLORADO BLVD	1.67	\$	51,621	\$	832,598	\$	4,354,488
CORRIDOR: FREMONT-PASADENA	1.51	\$	46,545	\$	750,718	\$	3,926,256
E Union St To Whittier Blvd							
S PASADENA AV	1.50	\$	46,269	\$	746,282	\$	3,903,053
W DEL MAR BLVD	0.01	\$	275	\$	4,436	\$	23,203
CORRIDOR: LAKEWOOD-ROSEMEAD	0.85	\$	26,139	\$	421,595	\$	2,204,941
E Orange Grove Blvd To Pch							
N ROSEMEAD BLVD	0.85	\$	26,139	\$	421,595	\$	2,204,941
CORRIDOR: MAPLE-CORSON	6.21	\$	191,912	\$	3,095,357	\$	16,188,718
W Colorado Blvd To Eaton Wash							
CORSON ST	0.65	\$	19,955	\$	321,855	\$	1,683,304
E CORSON ST	1.14	\$	35,195	\$	567,658	\$	2,968,850
E FOOTHILL BLVD	0.11	\$	3,451	\$	55,656	\$	291,080
E MAPLE ST	3.22	\$	99,520	\$	1,605,164	\$	8,395,008
E SIERRA MADRE BLVD	0.00	\$	142	\$	2,291	\$	11,981
LA TIERRA ST	0.13	\$	4,090	\$	65,968	\$	345,011
MAPLE ST	0.44	\$	13,519	\$	218,051	\$	1,140,408
SAINT JOHN AV	0.27	\$	8,379	\$	135,145	\$	706,811
SUNNYSLOPE AVE	0.06	\$	1,906	\$	30,747	\$	160,806
TIERRA RD	0.19	\$	5,755	\$	92,822	\$	485,460
CORRIDOR: ORANGE GROVE BLVD	5.16	\$	159,590	\$	2,574,037	\$	13,462,214
W Colorado Blvd To Rosemead Blvd							
E ORANGE GROVE BLVD	4.03	\$	124,379	\$	2,006,118	\$	10,491,996
N ORANGE GROVE BLVD	1.14	\$	35,211	\$	567,919	\$	2,970,218
CORRIDOR: PASADENA-YORK	3.45	\$	106,513	\$	1,717,948	\$	8,984,866
Oak Grove To Eagle Rock Blvd							
ARLINGTON DR	0.21	\$	6,426	\$	103,638	\$	542,027
E GLENARM ST	0.69	\$	21,386	\$	344,944	\$	1,804,055
N EL MOLINO AV	2.30	\$	71,034	\$	1,145,718	\$	5,992,103
W GLENARM ST	0.25	\$	7,666	\$	123,648	\$	646,682
CORRIDOR: SAN GABRIEL-SIERRA MADRE	1.76	\$	54,380	\$	877,092	\$	4,587,189
Eaton Wash To Valley Blvd							
E SIERRA MADRE BLVD	0.21	\$	6,424	\$	103,610	\$	541,879
N SIERRA MADRE BLVD	1.23	\$	37,953	\$	612,153	\$	3,201,558
S SIERRA MADRE BLVD	0.32	\$	10,002	\$	161,329	\$	843,752
CORRIDOR: WASHINGTON BLVD	4.19	\$	129,433	\$	2,087,630	\$	10,918,304
Woodbury Rd To Woodlyn Rd							
E WASHINGTON BLVD	2.51	\$	77,452	\$	1,249,228	\$	6,533,462
N ARROYO BLVD	0.76	\$	23,421	\$	377,761	\$	1,975,687
W WASHINGTON BLVD	0.92	\$	28,560	\$	460,642	\$	2,409,155
Pomona	13.13	\$	405,623	\$	6,542,306	\$	34,216,261
CORRIDOR: ARROW-BONITA	1.38	\$	42,673	\$	688,272	\$	3,599,660
Live Oak Ave To San Antonio Wash							

E BONITA AV	0.93	\$	28,739	\$	463,527	\$	2,424,249
W BONITA AV	0.45	\$	13,934	\$	224,744	\$	1,175,411
CORRIDOR: COLORADO-FOOTHILL	0.83	\$	25,700	\$	414,520	\$	2,167,938
La River To San Antonio Wash							
E FOOTHILL BLVD	0.68	\$	21,081	\$	340,015	\$	1,778,278
W FOOTHILL BLVD	0.15	\$	4,619	\$	74,505	\$	389,661
CORRIDOR: FAIRPLEX-RIDGEWAY	1.11	\$	34,298	\$	553,191	\$	2,893,190
Bonita Ave To San Jose Wash							
FAIRPLEX DR	0.82	\$	25,222	\$	406,798	\$	2,127,556
W FAIRPLEX DR	0.29	\$	9,076	\$	146,393	\$	765,634
CORRIDOR: MISSION-SPRR-UPRR	3.95	\$	122,043	\$	1,968,443	\$	10,294,958
San Gabriel River To San Antonio Wash							
E MISSION BLVD	1.50	\$	46,467	\$	749,462	\$	3,919,687
MISSION BLVD	0.17	\$	5,122	\$	82,618	\$	432,090
W MISSION BLVD	2.28	\$	70,455	\$	1,136,363	\$	5,943,181
CORRIDOR: SAN JOSE-THOMPSON-LA PUE	0.32	\$	9,970	\$	160,803	\$	840,997
Puente Creek To San Antonio Dam							
TEMPLE AV	0.32	\$	9,970	\$	160,803	\$	840,997
CORRIDOR: TOWNE AVE	5.53	\$	170,939	\$	2,757,078	\$	14,419,518
Base Line Rd To San Bernardino County Line							
N TOWNE AV	2.80	\$	86,390	\$	1,393,381	\$	7,287,385
S TOWNE AV	2.74	\$	84,549	\$	1,363,697	\$	7,132,133
Rosemead	6.42	\$	198,291	\$	3,198,236	\$	16,726,775
CORRIDOR: GARVEY-RAMONA	2.27	\$	70,015	\$	1,129,275	\$	5,906,111
Whittier Blvd To Sp Rr							
E GARVEY AV	0.24	\$	7,539	\$	121,604	\$	635,988
GARVEY AV	2.02	\$	62,476	\$	1,007,672	\$	5,270,123
CORRIDOR: LAKEWOOD-ROSEMEAD	1.91	\$	59,016	\$	951,875	\$	4,978,307
E Orange Grove Blvd To Pch							
ROSEMEAD BLVD	1.91	\$	59,016	\$	951,875	\$	4,978,307
CORRIDOR: LOS ANGELES-LOWER AZUSA	0.40	\$	12,375	\$	199,596	\$	1,043,887
Rosemead Blvd To Big Dalton Wash							
LOWER AZUSA RD	0.40	\$	12,375	\$	199,596	\$	1,043,887
CORRIDOR: MISSION-VALLEY	1.84	\$	56,884	\$	917,490	\$	4,798,471
E Cesar E Chavez Ave To La Puente Creek							
VALLEY BLVD	1.84	\$	56,884	\$	917,490	\$	4,798,471
San Dimas	14.11	\$	435,950	\$	7,031,444	\$	36,774,453
CORRIDOR: ARROW-BONITA	2.67	\$	82,364	\$	1,328,455	\$	6,947,817
Live Oak Ave To San Antonio Wash							
E BONITA AV	0.89	\$	27,558	\$	444,478	\$	2,324,618
W ARROW HWY	1.05	\$	32,423	\$	522,949	\$	2,735,024
W BONITA AV	0.72	\$	22,384	\$	361,028	\$	1,888,175
CORRIDOR: BADILLO-RAMONA	2.43	\$	75,096	\$	1,211,233	\$	6,334,749
Mission-Valley Sprr To W Bonita Ave							
E BADILLO ST	0.67	\$	20,785	\$	335,249	\$	1,753,352
S CATARACT AV	0.37	\$	11,579	\$	186,752	\$	976,711
W COVINA BLVD	1.38	\$	42,732	\$	689,233	\$	3,604,687
CORRIDOR: COLORADO-FOOTHILL	1.10	\$	34,030	\$	548,872	\$	2,870,600
La River To San Antonio Wash							
E FOOTHILL BLVD	0.83	\$	25,507	\$	411,405	\$	2,151,648
W FOOTHILL BLVD	0.28	\$	8,523	\$	137,467	\$	718,952
CORRIDOR: SAN DIMAS AVE	3.74	\$	115,680	\$	1,865,805	\$	9,758,158
E Foothill Blvd To Via Verde							
N SAN DIMAS AV	1.24	\$	38,348	\$	618,517	\$	3,234,842
S SAN DIMAS AV	2.50	\$	77,332	\$	1,247,288	\$	6,523,316
CORRIDOR: WALNUT CREEK	4.17	\$	128,779	\$	2,077,080	\$	10,863,128
San Gabriel River To Fairplex Dr							
PUENTE ST	1.00	\$	30,936	\$	498,969	\$	2,609,606
VIA VERDE	3.17	\$	97,843	\$	1,578,111	\$	8,253,522
San Gabriel	4.13	\$	127,614	\$	2,058,298	\$	10,764,899
CORRIDOR: ALHAMBRA WASH	0.31	\$	9,733	\$	156,979	\$	821,002

Sprr San Gabriel To Rio Hondo				
S DEL MAR AV	0.31	\$	9,733	\$ 156,979 \$ 821,002
CORRIDOR: MAIN ST	2.09	\$	64,461	\$ 1,039,689 \$ 5,437,574
Huntington Dr N To Arrow Hwy				
E LAS TUNAS DR	1.29	\$	39,856	\$ 642,833 \$ 3,362,018
W LAS TUNAS DR	0.80	\$	24,605	\$ 396,856 \$ 2,075,556
CORRIDOR: MISSION-VALLEY	1.17	\$	36,029	\$ 581,113 \$ 3,039,219
E Cesar E Chavez Ave To La Puente Creek				
E VALLEY BLVD	0.66	\$	20,541	\$ 331,303 \$ 1,732,715
W VALLEY BLVD	0.50	\$	15,488	\$ 249,810 \$ 1,306,504
CORRIDOR: SAN GABRIEL-SIERRA MADRE	0.56	\$	17,392	\$ 280,517 \$ 1,467,104
Eaton Wash To Valley Blvd				
E HERMOSA DR	0.14	\$	4,322	\$ 69,705 \$ 364,557
N SAN GABRIEL BLVD	0.20	\$	6,054	\$ 97,648 \$ 510,698
S SAN GABRIEL BLVD	0.23	\$	7,016	\$ 113,164 \$ 591,849
San Marino	5.08	\$	156,832	\$ 2,529,542 \$ 13,229,506
CORRIDOR: ALLEN AVE	0.27	\$	8,444	\$ 136,188 \$ 712,266
E Altadena Dr To Orlando Rd				
S ALLEN AV	0.27	\$	8,444	\$ 136,188 \$ 712,266
CORRIDOR: HUNTINGTON-MAIN	2.92	\$	90,194	\$ 1,454,747 \$ 7,608,328
E Huntington Dr To E Imperial Hwy				
HUNTINGTON DR	2.92	\$	90,194	\$ 1,454,747 \$ 7,608,328
CORRIDOR: SAN GABRIEL-SIERRA MADRE	1.88	\$	58,194	\$ 938,607 \$ 4,908,913
Eaton Wash To Valley Blvd				
DEL MAR AV	0.72	\$	22,317	\$ 359,951 \$ 1,882,544
S SIERRA MADRE BLVD	0.06	\$	1,957	\$ 31,568 \$ 165,102
SAN MARINO AV	0.02	\$	533	\$ 8,602 \$ 44,986
SIERRA MADRE BLVD	1.08	\$	33,386	\$ 538,486 \$ 2,816,280
South El Monte	2.70	\$	83,480	\$ 1,346,456 \$ 7,041,963
CORRIDOR: GARVEY-RAMONA	0.69	\$	21,457	\$ 346,080 \$ 1,809,998
Whittier Blvd To Sp Rr				
E GARVEY AV	0.69	\$	21,457	\$ 346,080 \$ 1,809,998
CORRIDOR: LAKEWOOD-ROSEMEAD	0.99	\$	30,536	\$ 492,521 \$ 2,575,886
E Orange Grove Blvd To Pch				
N ROSEMEAD BLVD	0.84	\$	25,955	\$ 418,631 \$ 2,189,441
ROSEMEAD BLVD	0.15	\$	4,581	\$ 73,890 \$ 386,446
CORRIDOR: PECK RD	1.02	\$	31,487	\$ 507,855 \$ 2,656,079
Huntington Dr To Whittier Blvd				
PECK RD	0.94	\$	29,185	\$ 470,721 \$ 2,461,869
RUSH ST	0.07	\$	2,302	\$ 37,134 \$ 194,211
South Pasadena	2.45	\$	75,724	\$ 1,221,348 \$ 6,387,652
CORRIDOR: ALTADENA-LONG BEACH	0.07	\$	2,032	\$ 32,780 \$ 171,437
Loma Alta Dr To La River				
GARFIELD AV	0.07	\$	2,032	\$ 32,780 \$ 171,437
CORRIDOR: ARROYO-VERDUGO	0.18	\$	5,689	\$ 91,757 \$ 479,889
Van Nuys Blvd To York Blvd				
SAN PASCUAL AV	0.18	\$	5,689	\$ 91,757 \$ 479,889
CORRIDOR: COLLIS-HILL	0.05	\$	1,477	\$ 23,820 \$ 124,577
N Figueroa St To Huntington Dr S				
HILL DR	0.05	\$	1,477	\$ 23,820 \$ 124,577
CORRIDOR: HUNTINGTON-MAIN	1.48	\$	45,710	\$ 737,263 \$ 3,855,885
E Huntington Dr To E Imperial Hwy				
HUNTINGTON DR	0.18	\$	5,581	\$ 90,009 \$ 470,746
HUNTINGTON DR N	1.30	\$	40,130	\$ 647,254 \$ 3,385,139
CORRIDOR: PASADENA-YORK	0.67	\$	20,815	\$ 335,729 \$ 1,755,865
Oak Grove To Eagle Rock Blvd				
PASADENA AV	0.67	\$	20,815	\$ 335,729 \$ 1,755,865
Temple City	4.47	\$	138,044	\$ 2,226,511 \$ 11,644,653
CORRIDOR: DUARTE-EL MONTE	0.86	\$	26,505	\$ 427,505 \$ 2,235,851
W Huntington Dr To Rio Hondo				
EL MONTE AV	0.86	\$	26,505	\$ 427,505 \$ 2,235,851

CORRIDOR: LAKEWOOD-ROSEMEAD	1.60	\$	49,391	\$	796,621	\$	4,166,329
E Orange Grove Blvd To Pch							
ROSEMEAD BLVD	1.60	\$	49,391	\$	796,621	\$	4,166,329
CORRIDOR: LOS ANGELES-LOWER AZUSA	0.58	\$	17,855	\$	287,980	\$	1,506,136
Rosemead Blvd To Big Dalton Wash							
LOWER AZUSA RD	0.58	\$	17,855	\$	287,980	\$	1,506,136
CORRIDOR: MAIN ST	1.43	\$	44,293	\$	714,405	\$	3,736,337
Huntington Dr N To Arrow Hwy							
LAS TUNAS DR	1.43	\$	44,293	\$	714,405	\$	3,736,337
Unincorporated	32.28	\$	997,428	\$	16,087,550	\$	84,137,885
CORRIDOR: ALLEN AVE	1.41	\$	43,706	\$	704,934	\$	3,686,803
E Altadena Dr To Orlando Rd							
N ALLEN AV	1.41	\$	43,706	\$	704,934	\$	3,686,803
CORRIDOR: ALTADENA-LONG BEACH	0.11	\$	3,553	\$	57,308	\$	299,718
Loma Alta Dr To La River							
N RAYMOND AV	0.11	\$	3,553	\$	57,308	\$	299,718
CORRIDOR: ARROW-BONITA	3.45	\$	106,470	\$	1,717,258	\$	8,981,261
Live Oak Ave To San Antonio Wash							
E ARROW HWY	3.45	\$	106,470	\$	1,717,258	\$	8,981,261
CORRIDOR: AZUSA AVE	0.49	\$	15,267	\$	246,240	\$	1,287,838
San Gabriel River To Colima Rd							
AZUSA AV	0.49	\$	15,267	\$	246,240	\$	1,287,838
CORRIDOR: BADILLO-RAMONA	0.92	\$	28,382	\$	457,779	\$	2,394,184
Mission-Valley Sprr To W Bonita Ave							
E BADILLO ST	0.15	\$	4,485	\$	72,340	\$	378,340
W BADILLO ST	0.77	\$	23,897	\$	385,439	\$	2,015,844
CORRIDOR: CHAVEZ-SUNSET-RIGGIN	0.81	\$	25,045	\$	403,954	\$	2,112,680
N Fairfax Ave To Alhambra Wash							
POTRERO GRANDE DR	0.81	\$	25,045	\$	403,954	\$	2,112,680
CORRIDOR: COLIMA RD	7.74	\$	239,238	\$	3,858,676	\$	20,180,874
Telegraph Rd To Orange County Line							
COLIMA RD	7.74	\$	239,238	\$	3,858,676	\$	20,180,874
CORRIDOR: COLORADO-FOOTHILL	0.84	\$	25,892	\$	417,610	\$	2,184,100
La River To San Antonio Wash							
E COLORADO BLVD	0.62	\$	19,284	\$	311,031	\$	1,626,693
E FOOTHILL BLVD	0.21	\$	6,608	\$	106,579	\$	557,407
CORRIDOR: GLENDORA-GRAND	1.54	\$	47,639	\$	768,372	\$	4,018,587
Little Dalton Wash To Sp Rr							
N GLENDORA AV	0.24	\$	7,538	\$	121,588	\$	635,904
S GRAND AV	1.30	\$	40,101	\$	646,784	\$	3,382,682
CORRIDOR: HACIENDA BLVD	2.46	\$	76,144	\$	1,228,134	\$	6,423,140
Sp Rr To Colima Rd							
S HACIENDA BLVD	2.46	\$	76,144	\$	1,228,134	\$	6,423,140
CORRIDOR: HUNTINGTON-MAIN	1.37	\$	42,250	\$	681,459	\$	3,564,032
E Huntington Dr To E Imperial Hwy							
HUNTINGTON DR	1.37	\$	42,250	\$	681,459	\$	3,564,032
CORRIDOR: LAKEWOOD-ROSEMEAD	3.45	\$	106,597	\$	1,719,301	\$	8,991,943
E Orange Grove Blvd To Pch							
N ROSEMEAD BLVD	1.45	\$	44,710	\$	721,126	\$	3,771,487
ROSEMEAD BLVD	1.93	\$	59,623	\$	961,654	\$	5,029,449
S ROSEMEAD BLVD	0.07	\$	2,264	\$	36,521	\$	191,006
CORRIDOR: LOS ANGELES-LOWER AZUSA	0.01	\$	267	\$	4,310	\$	22,542
Rosemead Blvd To Big Dalton Wash							
LIVE OAK AV	0.01	\$	267	\$	4,310	\$	22,542
CORRIDOR: MAIN ST	0.70	\$	21,534	\$	347,327	\$	1,816,522
Huntington Dr N To Arrow Hwy							
E LIVE OAK AV	0.70	\$	21,534	\$	347,327	\$	1,816,522
CORRIDOR: MISSION-VALLEY	2.76	\$	85,329	\$	1,376,282	\$	7,197,955
E Cesar E Chavez Ave To La Puente Creek							
E VALLEY BLVD	1.08	\$	33,410	\$	538,879	\$	2,818,337
VALLEY BLVD	1.68	\$	51,919	\$	837,403	\$	4,379,618

CORRIDOR: PECK RD	1.02	\$	31,472	\$	507,609	\$	2,654,796
Huntington Dr To Whittier Blvd							
PECK RD	0.54	\$	16,634	\$	268,298	\$	1,403,199
S MYRTLE AV	0.48	\$	14,837	\$	239,311	\$	1,251,598
CORRIDOR: SAN GABRIEL-SIERRA MADRE	0.31	\$	9,644	\$	155,546	\$	813,503
Eaton Wash To Valley Blvd							
S SIERRA MADRE BLVD	0.31	\$	9,644	\$	155,546	\$	813,503
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE	0.77	\$	23,856	\$	384,778	\$	2,012,390
Puente Creek To San Antonio Dam							
TEMPLE AV	0.77	\$	23,856	\$	384,778	\$	2,012,390
CORRIDOR: SUNSET AVE	1.12	\$	34,483	\$	556,185	\$	2,908,846
Foothill Blvd To Puente Creek							
7TH AV	0.13	\$	4,006	\$	64,614	\$	337,934
IRWINDALE AV	0.64	\$	19,642	\$	316,812	\$	1,656,926
N SUNSET AV	0.35	\$	10,835	\$	174,758	\$	913,986
CORRIDOR: WASHINGTON BLVD	0.99	\$	30,658	\$	494,488	\$	2,586,170
Woodbury Rd To Woodlyn Rd							
E WASHINGTON BLVD	0.91	\$	28,223	\$	455,206	\$	2,380,727
N ARROYO BLVD	0.08	\$	2,435	\$	39,282	\$	205,443
Walnut	6.46	\$	199,608	\$	3,219,482	\$	16,837,888
CORRIDOR: GLENDORA-GRAND	2.56	\$	79,188	\$	1,277,226	\$	6,679,893
Little Dalton Wash To Sp Rr							
N GRAND AV	2.56	\$	79,188	\$	1,277,226	\$	6,679,893
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE	3.90	\$	120,420	\$	1,942,255	\$	10,157,995
Puente Creek To San Antonio Dam							
AMAR RD	3.04	\$	93,975	\$	1,515,726	\$	7,927,245
TEMPLE AV	0.86	\$	26,445	\$	426,530	\$	2,230,750
West Covina	9.50	\$	293,568	\$	4,734,961	\$	24,763,846
CORRIDOR: AZUSA AVE	3.88	\$	119,789	\$	1,932,081	\$	10,104,784
San Gabriel River To Colima Rd							
AZUSA AV	0.41	\$	12,635	\$	203,785	\$	1,065,794
N AZUSA AV	0.89	\$	27,501	\$	443,557	\$	2,319,805
S AZUSA AV	2.58	\$	79,654	\$	1,284,739	\$	6,719,185
CORRIDOR: BADILLO-RAMONA	0.87	\$	26,744	\$	431,355	\$	2,255,985
Mission-Valley Sprr To W Bonita Ave							
BADILLO ST	0.19	\$	5,846	\$	94,288	\$	493,124
E BADILLO ST	0.51	\$	15,623	\$	251,981	\$	1,317,860
W BADILLO ST	0.17	\$	5,275	\$	85,086	\$	445,001
CORRIDOR: GLENDORA-GRAND	0.48	\$	14,701	\$	237,118	\$	1,240,128
Little Dalton Wash To Sp Rr							
N GRAND AV	0.22	\$	6,827	\$	110,120	\$	575,927
S GRAND AV	0.25	\$	7,874	\$	126,998	\$	664,201
CORRIDOR: SAN JOSE-THOMPSON-LA PUENTE	1.20	\$	37,006	\$	596,875	\$	3,121,658
Puente Creek To San Antonio Dam							
E AMAR RD	1.20	\$	37,006	\$	596,875	\$	3,121,658
CORRIDOR: SUNSET AVE	3.09	\$	95,327	\$	1,537,532	\$	8,041,291
Foothill Blvd To Puente Creek							
N SUNSET AV	1.00	\$	31,038	\$	500,606	\$	2,618,168
S SUNSET AV	2.08	\$	64,289	\$	1,036,926	\$	5,423,123
La Puente	0.77	\$	23,929	\$	385,955	\$	2,018,547
CORRIDOR: SUNSET AVE	0.77	\$	23,929	\$	385,955	\$	2,018,547
Foothill Blvd To Puente Creek							
N SUNSET AV	0.77	\$	23,929	\$	385,955	\$	2,018,547
La Canada Flintridge	2.99	\$	92,285	\$	1,488,473	\$	7,784,712
CORRIDOR: ARROYO-VERDUGO	2.76	\$	85,262	\$	1,375,196	\$	7,192,273
Van Nuys Blvd To York Blvd							
BERKSHIRE AV	1.36	\$	41,992	\$	677,289	\$	3,542,221
CHEVY CHASE DR	0.24	\$	7,516	\$	121,231	\$	634,039
DESCANSO DR	0.86	\$	26,561	\$	428,405	\$	2,240,560
Off Street	0.10	\$	3,240	\$	52,257	\$	273,302
VERDUGO BLVD	0.19	\$	5,953	\$	96,014	\$	502,151

CORRIDOR: FOOTHILL-SUNLAND-VINELA	0.23	\$ 7,023	\$ 113,277	\$ 592,439
Ventura Blvd To Verdugo Wash				
FOOTHILL BLVD	0.23	\$ 7,023	\$ 113,277	\$ 592,439
Montebello	4.96	\$ 153,259	\$ 2,471,917	\$ 12,928,125
CORRIDOR: ALTADENA-LONG BEACH	1.57	\$ 48,520	\$ 782,580	\$ 4,092,895
Loma Alta Dr To La River				
N GARFIELD AV	1.57	\$ 48,520	\$ 782,580	\$ 4,092,895
CORRIDOR: TELEGRAPH RD	1.37	\$ 42,430	\$ 684,348	\$ 3,579,139
Garfield Ave To Imperial Hwy				
TELEGRAPH RD	1.37	\$ 42,430	\$ 684,348	\$ 3,579,139
CORRIDOR: WHITTIER BLVD	2.02	\$ 62,309	\$ 1,004,989	\$ 5,256,091
Central Ave To Washington Blvd				
E WHITTIER BLVD	0.29	\$ 8,837	\$ 142,526	\$ 745,411
W WHITTIER BLVD	1.73	\$ 53,473	\$ 862,463	\$ 4,510,679
Monterey Park	0.48	\$ 14,946	\$ 241,069	\$ 1,260,790
CORRIDOR: CHAVEZ-SUNSET-RIGGIN	0.48	\$ 14,946	\$ 241,069	\$ 1,260,790
N Fairfax Ave To Alhambra Wash				
E POMONA BLVD	0.48	\$ 14,946	\$ 241,069	\$ 1,260,790
Total	251.94	\$ 7,784,516.59	\$ 125,556,719.12	\$ 656,661,640.99

Additional SGVCOG Priority SGV Greenway Network Projects

Santa Anita Wash (Arcadia/Monrovia)
 Saw Pit Wash (Duarte/Monrovia)
 Arcadia Wash (El Monte/Temple City)
 San Dimas Wash (Glendora/San Dimas)
 Little Dalton Wash (Irwindale)
 Verdugo Wash (La Canada Flintridge)
 Thompson Creek (La Verne)
 Live Oak (La Verne)
 Alhambra Wash (Alhambra/Rosemead)
 Rubio Wash (San Marino)

Priority Station Areas for First/:Last Mile Improvements (Existing)

City	Station ID	Station Area Name	Route Type	Line Name
Alhambra	264	Atlantic / Main	Bus	
Alhambra	265	Atlantic / Valley	Bus	
Arcadia	658	Santa Clara / 1st	LRT	Gold Line
Azusa	5	Azusa / Alameda	LRT	Gold Line
Baldwin Park	286	Baldwin Park	Rail	Metrolink
Claremont	291	Claremont	Rail	Metrolink
Covina	287	Covina	Rail	Metrolink
Duarte	660	Duarte / Highland	LRT	Gold Line
El Monte	283	El Monte Busway	Bus	
El Monte	284	Santa Anita / Garvey	Bus	
El Monte	285	El Monte	Rail	Metrolink
Glendora	1	Azusa / Citrus	LRT	Gold Line
Industry	288	Industry	Rail	Metrolink
Irwindale	661	Irwindale / Montoya	Bus	
Monrovia	659	Myrtle / Duarte	LRT	Gold Line
Montebello	93	Montebello / Whittier	Bus	
Montebello	94	Montebello / Beverly	Bus	
Montebello	269	Commerce / Montebello	Rail	Metrolink
Monterey Park	256	Collegian / Cesar E. Chavez	Bus	
Monterey Park	258	Atlantic / Cesar E. Chavez	Bus	
Monterey Park	266	Atlantic / Garvey	Bus	
Monterey Park	270	Garfield / Garvey	Bus	
Monterey Park	275	New / Garvey	Bus	
Pasadena	239	Orange Grove / Colorado	Bus	
Pasadena	247	Fair Oaks / Walnut	Bus	
Pasadena	248	Fair Oaks / Colorado	Bus	

Pasadena	249 Fair Oaks / Del Mar	Bus	
Pasadena	250 Fair Oaks / California	Bus	
Pasadena	252 Fair Oaks / Glenarm	Bus	
Pasadena	253 Del Mar	LRT	Gold Line
Pasadena	254 Fillmore	LRT	Gold Line
Pasadena	255 Memorial Park	LRT	Gold Line
Pasadena	260 Los Robles / Colorado	Bus	
Pasadena	267 Lake	LRT	Gold Line
Pasadena	268 Lake / Colorado	Bus	
Pasadena	271 Hill / Colorado	Bus	
Pasadena	274 Allen	LRT	Gold Line
Pasadena	280 Sierra Valley Madre	LRT	Gold Line
Pomona	289 Pomona - North	Rail	Metrolink
Pomona	290 Pomona - Downtown	Rail	Metrolink
Rosemead	98 Rosemead / Valley	Bus	
Rosemead	277 Del Mar / Garvey	Bus	
Rosemead	278 San Gabriel / Garvey	Bus	
Rosemead	279 Walnut Grove / Garvey	Bus	
San Gabriel	96 Del Mar / Valley	Bus	
South El Monte	281 Rosemead / Garvey	Bus	
South Pasadena	241 South Pasadena	LRT	Gold Line
South Pasadena	251 Fair Oaks / Mission	Bus	
South Pasadena	257 Marengo / Huntington	Bus	
South Pasadena	263 Garfield / Huntington	Bus	

REPORT

DATE: April 21, 2016

TO: Governing Board Delegates and Alternates

FROM: Phil Hawkey, Interim Executive Director

RE: **MTA SAN GABRIEL VALLEY SERVICE SECTOR COUNCIL APPOINTMENT**

RECOMMENDED ACTION

Nominate Dave Spence to serve as one of the SGVCOG representatives on the MTA San Gabriel Valley Service Sector Council.

BACKGROUND

MTA has the following service sectors: Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside/Central. Each of these service sectors has an advisory council comprised of nine representatives. There are three primary goals of these service sector councils:

1. Greater Community Involvement: Regionalized outreach gives residents more opportunities for direct input into service issues in their communities.
2. Improved Service: Local service evaluation to better understand riders' needs and to recommend appropriate response. Public participation and input is invited and encouraged at each of the council's monthly meetings.
3. Regional Perspective: Advise on planning and implementation of service within their area; call and conduct public hearings; evaluate Metro bus programs related to their service area; review proposed service changes; make policy recommendations to the Metro Board; participate in quarterly meetings with the Metro Chief Executive Officer (CEO), Deputy CEO and other appropriate management staff.

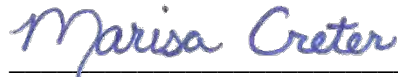
The San Gabriel Valley council was formed in 2002, and is comprised of four elected officials and five non-elected officials, appointed by cities in the region, LA County Supervisors, and the Council themselves. The SGVCOG appoints three members to the service sector, one which must be an elected official and two which are non-elected officials. The SGVCOG's current appointees and their terms are as follows:

- Dave Spence (La Canada Flintridge)
 - Designation: Elected Official
 - Current Term: 7/1/2013-6/30/2016
- Bruce Heard
 - Designation: Non-Elected (Public Transit Rider)
 - Current Term: 7/1/2015-6/30/2018
- Alex Gonzalez
 - Designation: Non-Elected (City Staff)
 - Current Term: 7/1/2014-6/30/2017

REPORT

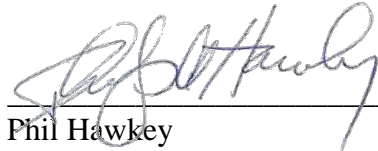
The revised Metro Service Council bylaws, passed by the Metro Board of Directors in March 2011, has three of the members' terms ending on June 30 of each year. One of those positions is currently held by Dave Spence (La Canada Flintridge), who was nominated by the SGVCOG. Dave Spence has served on the Metro San Gabriel Valley Service Council for many years and has been an integral element of this council, providing positive guidance and wisdom to the discussion and decision making process. Dave Spence has expressed interest in being reappointed to another term. His current term, which began on July 1, 2013, will expire on June 30, 2016. The reappointment would be through June 30, 2019. Staff is recommending that the SGVCOG submit his name for reappointment.

Prepared by:



Marisa Creter
Assistant Executive Director

Approved by:



Phil Hawkey
Executive Director

REPORT

DATE: April 21, 2016

TO: Governing Board Delegates and Alternates

FROM: Phil Hawkey, Executive Director

RE: **MEETING DATES AND TIMES**

RECOMMENDED ACTION

Adopt Resolution 16-08 updating the committee meeting dates and times.

BACKGROUND

In 2013, the Governing Board adopted a practice of affirming via resolution Governing Board, Policy Committee and TAC meeting dates, times and locations. This was done to increase transparency and make it easier for members of the public to attend meetings.

Table 1 provides an updated list of regularly scheduled meeting dates, time, and locations for SGVCOG Governing Board, Policy Committees, and TACs.

Prepared by: Marisa Creter
Marisa Creter
Assistant Executive Director

Approved by: Phil Hawkey
Phil Hawkey
Executive Director

ATTACHMENTS

Attachment A – Resolution No. 16-08

REPORT

Meeting	Date	Time	Location
Governing Board	3 rd Thursday	6:00 p.m.	Upper San Gabriel Valley Municipal Water District Offices 602 E. Huntington Drive, Suite B Monrovia, CA 91016
Executive Committee	1 st Monday	4:00 p.m.	SGVCOG Office 1000 S. Fremont Ave. Building 10 Suite 10210, Alhambra, CA 91803
Transportation Policy Committee	3 rd Thursday	4:00 p.m.	Upper San Gabriel Valley Municipal Water District Offices 602 E. Huntington Drive, Suite B Monrovia, CA 91016
Energy, Environment, and Natural Resources (EENR) Policy Committee	3 rd Wednesday	12:30 p.m.	Upper San Gabriel Valley Municipal Water District Offices 602 E. Huntington Drive, Suite B Monrovia, CA 91016
Housing, Community, and Economic Development (HCED)	4 th Monday	12:00 noon	Monrovia Community Center 119 W. Palm Avenue Monrovia, CA 91016
Water Committee	3 rd Wednesday	10:00 a.m.	Upper San Gabriel Valley Municipal Water District Offices 602 E. Huntington Drive, Suite B Monrovia, CA 91016
City Managers TAC	3 rd Wednesday	12:00 noon	The Monrovia Restaurant 534 S. Myrtle Ave. Monrovia, CA 91016
City Managers Steering Committee	1 st Wednesday	12:00 noon	Foothill Transit Office 100 S Vincent Ave #200 West Covina, CA 91790
Public Works TAC	3 rd Monday	12:00 noon	Upper San Gabriel Valley Municipal Water District Offices 602 E. Huntington Drive, Suite B Monrovia, CA 91016
Planning and Community Development TAC	4 th Thursday	12:00 noon	Monrovia Community Center 119 W. Palm Avenue Monrovia, CA 91016
Transportation TAC	1 st Thursday	9:00 a.m.	The ACE Project Offices 4900 Rivergrade Road Irwindale, CA 91706

Table 1.
Regular Meeting Locations.

RESOLUTION NO. 16-08

RESOLUTION OF THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS CONFIRMING MEETING DATES, TIME, AND LOCATIONS FOR THE SGVCOG GOVERNING BOARD, POLICY COMMITTEES, AND TECHNICAL ADVISORY COMMITTEES.

WHEREAS, the San Gabriel Valley Council of Governments holds regular meetings to evaluate matters of importance to the SGVCOG and the San Gabriel Valley; and

WHEREAS, Governing Board Representatives and Alternate Governing Board Representatives perform essential duties for the SGVCOG by their attendance at the regular scheduled meetings of the Governing Board and Policy Committees; and

WHEREAS, City staff representatives perform essential duties for their respective cities by their attendance at the regular scheduled meetings of SGVCOG's Policy and Technical Advisory Committees; and

WHEREAS, to ensure regular attendance at these meetings, SGVCOG wishes to confirm the meeting dates, time, and locations for the SGVCOG Governing Board, Policy Committee, and Technical Advisory Committees.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board hereby confirms the regularly scheduled meetings for the Governing Board, Policy Committees, and Technical Advisory Committees as follows:

1. Governing Board on the third Thursday of every month at 6:00 p.m. at Upper San Gabriel Valley Municipal Water District Offices (602 E. Huntington Drive, Suite B, Monrovia, California 91016).
2. Executive Committee on the first Monday of every month at 4:00 p.m. at the SGVCOG Office (1000 S. Fremont Ave., Building 10, Suite 10210, Alhambra, California 91803)
3. Transportation Policy Committee on the third Thursday of every month at 4:00 p.m. at Upper San Gabriel Valley Municipal Water District Offices (602 E. Huntington Drive, Suite B, Monrovia, California 91016).
4. Energy, Environment, and Natural Resources (EENR) Policy Committee on the third Wednesday of every month at 12:30 p.m. at Upper San Gabriel Valley Municipal Water District Offices (602 E. Huntington Drive, Suite B, Monrovia, California 91016).
5. Housing, Community, and Economic Development (HCED) Policy Committee on the fourth Monday of every month at 12:00 p.m. at Monrovia Community Center (119 W. Palm Avenue, Monrovia, CA 91016).

6. Water Policy Committee on the third Wednesday of every month at 10:00 a.m. at Upper San Gabriel Valley Municipal Water District Offices (602 E. Huntington Dr., Monrovia, California 91016).
7. City Managers Technical Advisory Committee (TAC) on the third Wednesday of every month at the Monrovia Restaurant (534 S. Myrtle Avenue, Monrovia, California 91016).
8. City Managers' Steering Committee on the first Wednesday of every month at 12:00 p.m. at El Monte City Hall (11333 Valley Boulevard, El Monte, California 91731).
9. Public Works Technical Advisory Committee (TAC) on the third Monday of every month at 12:00 p.m. at Upper San Gabriel Valley Municipal Water District Offices (602 E. Huntington Drive, Suite B, Monrovia, California 91016).
10. Planning and Community Development Technical Advisory Committee (TAC) on the fourth Thursday of every month at 12:00 p.m. at Monrovia Community Center (119 West Palm Avenue, Monrovia, California 91016).
11. Transportation Technical Advisory Committee (TAC) on the first Thursday of every month at 9:00 a.m. at The ACE Project Offices (4900 Rivergrade Road, Irwindale, California 91706).

This resolution supersedes Resolution No. 15-20 in its entirety.

PASSED AND ADOPTED by the Governing Board of San Gabriel Valley Council of Governments, County of Los Angeles, in the County of Los Angeles, State of California, on the 21st day of April, 2016.

San Gabriel Valley Council of Governments

Gene Murabito, President

Attest:

I, Philip A. Hawkey, Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that the foregoing Resolution was adopted at a regular meeting of the Governing Board held on the 21st day of April, 2016, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Philip A. Hawkey, Secretary

REPORT

DATE: April 21, 2016

TO: Governing Board Delegates and Alternates

FROM: Phil Hawkey, Executive Director

RE: **FY 2016-17 STRATEGIC PLAN UPDATE**

RECOMMENDED ACTION

Adopt Resolution 16-09 updating the SGVCOG Strategic Plan.

BACKGROUND

Over the past several months, staff has been working to update the SGVCOG Strategic Plan for FY 2016-17. Key methods for collecting feedback and direction from the Governing Board included an electronic survey, which was distributed in December 2015, and a Board workshop, which was held in February 2016. Additionally, the draft strategic plan was distributed to the Governing Board following the March 2016 meeting, and staff has incorporated the comments that were received. The Strategic Plan update includes the following three components:

- **Key Initiatives:** These are areas of focus for the upcoming fiscal year. Key initiatives for FY 2016-17 are as follows: stormwater; active transportation; legislative and regulatory advocacy; homelessness; and large capital transportation projects. Work related to these key initiatives are in addition to the ongoing operational activities of the SGVCOG, including the policy committees and the Energy Wise Partnership.
- **Goals:** Each key initiative identifies a goal. This is intended to provide overall policy direction to the activities undertaken by SGVCOG staff, committees and Board members.
- **Actions:** For each key initiative, staff has identified a series of actions to complete during FY 2016-17. These may be updated as internal or external circumstances change or new opportunities arise. Staff will present updated actions to the Governing Board as applicable.

The key initiatives and goals are included in Resolution 16-09 (Attachment A). The near-term actions are included in Attachment B. Following the adoption of the Strategic Plan, staff will present next steps and more detailed action plans to the related policy and ad hoc committees.

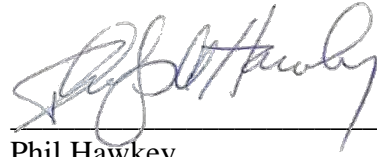
FISCAL IMPACT

There is no fiscal impact associated with the adoption of the Strategic Plan update. Should additional resources be required to implement activities associated with any of the key initiatives, staff will bring detailed proposals and action plans back to the Governing Board.

Prepared by: 
Marisa Creter
Assistant Executive Director

REPORT

Approved by: _____



Phil Hawkey
Executive Director

ATTACHMENTS

Attachment A – Resolution 16-09
Attachment B – Near-Term Actions

RESOLUTION NO. 16-09**RESOLUTION OF THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS
UPDATING THE STRATEGIC PLAN FOR FY 2016-17**

WHEREAS, the San Gabriel Valley Council of Governments regularly engages in a strategic planning effort to prioritize its efforts in a manner that is consistent with its mission;

WHEREAS, the Strategic Plan identifies goals and objectives that guide the development of the SGVCOG's workplan and budget; and

WHEREAS, the San Gabriel Valley Council of Governments adopted a revised Strategic Plan in October 2013.

WHEREAS, in FY 2015-16 the San Gabriel Valley Council of Governments undertook an extensive outreach effort to update the Strategic Plan.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board hereby adopts the following key initiatives and goals for FY 2016-17:

- Stormwater
 - Goal: Assist cities in addressing stormwater and MS-4 requirements with an emphasis on securing long-term funding and identifying regional solutions.
- Active Transportation
 - Goal: Create a regional active transportation network that increases safety for bicyclist and pedestrians and enhances access to transit.
- Legislative and Regulatory Advocacy
 - Goal: Advocate for San Gabriel Valley priorities and interests on the County-wide, State and Federal level.
- Homelessness
 - Goal: Serve as a clearinghouse to member agencies for resources related to homelessness and advocate for resources to address homelessness in the San Gabriel Valley.
- Large Capital Transportation Projects
 - Goal: Ensure the timely implementation of regional priority transportation projects.

PASSED AND ADOPTED by the Governing Board of San Gabriel Valley Council of Governments, County of Los Angeles, in the County of Los Angeles, State of California, on the 21st day of April 2016.

San Gabriel Valley Council of Governments

Gene Murabito, President

Attest:

I, Philip A. Hawkey, Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that the foregoing Resolution was adopted at a regular meeting of the Governing Board held on the 21st day of April, 2016, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Philip A. Hawkey, Secretary

**SGVCOG Strategic Plan Update
Near-Term Actions (to be completed in FY 2016-17)**

Stormwater

- Educate elected officials, city staff and the public on MS-4 permit requirements.
- Develop a policy position and advocate for regulatory and legislative solutions that assist cities in meeting requirements, including long-term funding, extended timing, and additional assistance and/or modifications to the permit.

Active Transportation

- Identify, assist in securing funding for, and identify an agency or agencies to implement projects that advance the SGVCOG's active transportation priorities: Greenway Network; Complete Streets Network; and First-Mile Last-Mile Improvements.
- Secure funding for and implement a regional bike share program and education/encouragement programs.

Legislative and Regulatory Advocacy

- Form a Legislative Committee to track and comment on legislation related to key initiatives (i.e. stormwater, transportation, and homelessness)

Homelessness

- Educate city staff and elected officials on issues related to homelessness.
- Develop consensus on regional strategies to address homelessness and assist regional partners in identifying funding to implement these strategies.
- Re-constitute Housing Committee to focus on Homelessness.

Large Capital Transportation Projects

- Advocate for increased subregional discretion regarding Measure R2 funding.
- Advocate on County-wide, Regional, State and Federal level for SGVCOG priority projects.
- Identify options and strategies to ensure timely implementation of projects.

DATE: April 21, 2016

TO: Governing Board Delegates and Alternates

FROM: Phil Hawkey, Executive Director

RE: **METRO'S DRAFT EXPENDITURE PLAN FOR A PROPOSED 2016 LA COUNTY TRANSPORTATION BALLOT MEASURE**

RECOMMENDED ACTIONS

1. Endorse Metro's Draft Expenditure Plan for a Proposed 2016 LA County Transportation Ballot Measure
2. Request that Metro maintain expenditure timing flexibility to allow for individual project acceleration to match federal or state project grant allocations and move the SR-60 project be moved up to the first 15 years of funding.
3. Schedule a discussion of the Governing Board and consideration of a possible endorsement of the potential measure following Metro's placement of the measure on the ballot.

BACKGROUND

Last year the SGVCOG initiated a year long process to create a San Gabriel Valley Subregional Mobility Matrix to establish subregional transportation goals and objectives, to identify and evaluate projects and programs that meet these goals and objectives, and to serve as a starting point for the update of the Metro Long Range Transportation Plan (LRTP) currently scheduled for adoption in 2017 as well as a potential transportation sales tax ballot measure for November 2016. On March 10, 2015, the SGVCOG Governing Board approved the final Mobility Matrix Study including the associated Project List, Goals, Baseline Study, and Program Assessments.

Under the direction of the Metro Board, Metro staff has been working on a potential 2016 LA County transportation ballot measure. Senate Bill 767 was passed allowing LA County to place a ½ cent sales tax on the November 2016 ballot. In addition Metro staff has developed preliminary revenue figures by subregion if such a tax were to be approved by the voters. Using the population and employment based formula and assuming a 40 year sales tax measure is approved as well as an extension of the current Measure R sales tax, the San Gabriel Valley subregion would have up to \$3.325 billion in current dollars available for transportation capital projects.

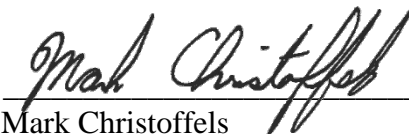
Senate Bill 767 requires that the Metro Board adopt an expenditure plan that would list the projects and programs to be funded from the net revenues from this tax. To create this expenditure plan, Metro is asked that each subregion establish a list of projects and programs to be funded using each subregion's share of anticipated revenue. At their meeting August 2015 meeting, the SGVCOG Governing Board adopted the recommended program/project list as shown in Attachment 1 which was forwarded to Metro. On March 24, 2016, the Metro Board approved a draft expenditure plan and released the document for Public Comment

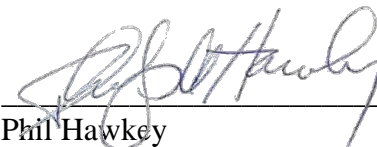
STAFF RECOMMENDATIONS

Staff has reviewed the draft expenditure plan and compared it with the previously adopted Governing Board recommendations. The results are shown in Attachment 2. Essentially all of the program/project requests are being funded in the amounts the Governing Board recommended. The highway funds are actually a little higher than we requested, but are spread out between the projects a little differently. Metro's expenditure plan (Attachment 3) is based on revenue availability without any borrowing. This means that projects will have to be spread out over the entire revenue period. Staff has shown the year of funding availability in parenthesis after each project description. Note that when a year range is shown, it means that Metro will consider project funding based on a countywide evaluation of similar projects and their ability to move forward. Because project proponents, including the COG directly, may be successful in pursuing federal or state grants for projects, staff is recommending that Metro, in adopting the expenditure plan reserve expenditure timing flexibility to allow for individual project acceleration to match federal or state project grant allocations. The San Gabriel Valley subregions, as well as the county as a whole, would benefit greatly if new sales tax revenues can be leveraged against federal and state grants. This means that Metro will need to maintain expenditure timing flexibility to allow for these funds to meet the grant expenditure deadlines. Such a statement by Metro, will also provide an incentive for project proponents to aggressively pursue federal and state grant funding in order to have their projects delivered in a timelier manner.

TRANSPORTATION COMMITTEE RECOMMENDATIONS

This item was discussed at the April 7th, 2016 meeting of the SGVCOG Transportation Committee. The Transportation Committee concurred with staff's recommendation, but added additional language to the recommended action to specifically request that funding for the East Side Transit Corridor Phase 2 (SR-60) alignment be moved up into the first 15 years of funding. That revision has been incorporated into the recommendation that is being presented to the Governing Board. There was also clarification at the meeting that the recommended action was not an endorsement of the ballot measure or the proposed tax, but a confirmation that the proposed expenditure plan reflected the project funding requests that were submitted by the SGVCOG in August 2015.

Prepared by: 
Mark Christoffels
CEO of ACE and Transportation Planning Director for SGVCOG

Approved by: 
Phil Hawkey
Executive Director

ATTACHMENTS

- Attachment A – SGVCOG Ballot Measure Priorities (Submitted August 2015)
- Attachment B – Proposed Metro Ballot Measure Funding and Year of Allocation for SGV
Priority Projects
- Attachment C – Metro Staff Report on Proposed Ballot Measure Expenditure Plan

2017 LRTP Update - Subregional Project Priority Submittal Form

Subregion:	San Gabriel Valley
Tier 1 Funding Share:	\$2,300,000,000
Tier 2 Funding Share:	\$1,000,000,000
Total Funding Share:	\$3,300,000,000

Project/Program Category	Transit		Modal Connectivity		Highway Efficiency		ITS / Technology		Demand Based Program		Goods Movement		Active Transportation		Totals Check
Percent of Funding Share (%)	49%		6%		28%		2%		7%		1%		7%		100%
Amount of Funding Share (\$)	\$1,617,000,000		\$198,000,000		\$924,000,000		\$66,000,000		\$231,000,000		\$33,000,000		\$231,000,000		\$3,300,000,000
Relative Priority	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	
High	Gold Line Foothill	\$1,019,000,000	First and last mile	\$99,000,000	57/60	\$205,000,000	Adv signal technology	\$66,000,000	HOV ext/connectors	\$231,000,000	RR xing elim/impr	\$33,000,000	Bike/ped facilities	\$231,000,000	
	Gold Line Eastside	\$543,000,000	Complete streets	\$99,000,000	605/10 & 605/60	\$277,000,000									
	Bus system improve	\$55,000,000			605 hotspots	\$73,000,000									
					60 hotspots	\$73,000,000									
					10 hotspots	\$81,000,000									
					210 hotspots	\$88,000,000									
					Accelerated Funding Projects	\$127,000,000									
					-71										
					-605 Hotspots										
					-60 Hotspots										
Medium					-10 Hotspots										
					-210 Hotspots										
Low															

Proposed Ballot Measure SGVCOG Project Allocation (year of funding)

Subregion:	San Gabriel Valley
Tier 1 Funding Share:	\$2,300,000,000
Tier 2 Funding Share:	\$1,000,000,000
Total Funding Share:	\$3,300,000,000

Project/Program Category	Transit		Modal Connectivity		Highway Efficiency		ITS / Technology		Demand Based Program		Goods Movement		Active Transportation		Totals Check
Percent of Funding Share (%)	49%		6%		28%		2%		7%		1%		7%		100%
Amount of Funding Share (\$)	\$1,617,000,000		\$198,000,000		\$924,000,000		\$66,000,000		\$231,000,000		\$33,000,000		\$231,000,000		\$3,300,000,000
	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	Project	Cost (\$)	
	Gold Line Foothill (2019)	\$1,019,000,000	First and last mile (2018-2057)	\$99,000,000	57/60 (2025)	\$205,000,000	Adv signal technology (2048)	\$66,000,000	HOV ext/connectors (2018-2057)	\$231,000,000	RR xing elim/impr (2048)	\$33,000,000	Bike/ped facilities (2018-2057)	\$231,000,000	
	Gold Line Eastside (2029)	\$543,000,000	Complete streets (2018-2057)	\$99,000,000	605/10 & 605/60 (2043)	\$256,000,000									
	Bus system improvements (2018-2057)	\$55,000,000			605/60/10/210 hotspots (2048)	\$534,000,000									
					71 (2022)	\$26,443,000									
	Total =	\$1,617,000,000	Total =	\$198,000,000	Total =	\$1,021,443,000	Total =	\$66,000,000	Total =	\$231,000,000	Total =	\$33,000,000	Total =	\$231,000,000	



Metro

Board Report

Attachment C

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #:2016-0148, File Type:Plan

Agenda Number:4.1

REGULAR BOARD MEETING MARCH 24, 2016

**SUBJECT: LONG RANGE TRANSPORTATION PLAN - DRAFT POTENTIAL BALLOT
MEASURE EXPENDITURE PLAN**

ACTION: RELEASE EXPENDITURE PLAN DRAFT FOR PUBLIC REVIEW

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the **Draft Potential Ballot Measure Expenditure Plan** (Attachment A); and
- B. AUTHORIZING the CEO to release the Draft Potential Ballot Measure Expenditure Plan, including a 45-year and 50-year plan option, for public review.

ISSUE

Los Angeles County is expected to grow by 2.4 million people by 2057. Metro is updating its Long Range Transportation Plan (LRTP) to enhance mobility and quality of life for LA County to position the region for future growth and meet transportation needs.

The foundation for the updated LRTP is a draft Expenditure Plan which provides a vision, through nine categories of funding, for the variety of transit related infrastructure and programs needed to build and operate a balanced multi-modal transportation system.

Specifically, the draft Expenditure Plan identifies major highway and transit projects evaluated and sequenced based on performance metrics approved by the Metro Board of Directors at its December 2015 meeting. The draft Expenditure Plan also includes projects identified by staff that are necessary to improve and enhance system connectivity; promote bicycling and walking; support Americans with Disabilities Act (ADA)/paratransit services for the disabled; discounts for students and seniors; investments to fund bus and rail operations; ongoing system maintenance and repair, including repair of bridges and tunnels; and funds for repair and enhancement of local streets and roads. To fund these projects and programs, Metro is considering a ballot measure for November 2016 that would augment the Measure R with a new half-cent sales tax, and extend the current Measure R tax rate to 2057.

Metro has approached the LRTP planning process through a collaborative, bottoms-up approach.

After modeling major highway and transit projects identified by key stakeholders in the county's sub-regions, and working with other regional transportation partners to identify other necessary programs to enhance mobility, staff is now prepared to release a draft Expenditure Plan for public review.

Upon release by the Metro Board, staff will conduct an extensive public input process on the draft plan and report the summarized feedback to the Board. The process will include a round of community meetings, a series of telephone town hall meetings, presentations across the county, and opportunities to submit comments through Metro's website and social media channels.

BACKGROUND

The pie chart on page one of Attachment A summarizes the draft Expenditure Plan.

The draft Plan anticipates approximately \$120+ billion (year of expenditure (YOE)) over a 40+-year period. It relies on the following funding assumptions: a ½ cent sales tax augmentation to begin in FY18; an extension of an existing ½ cent sales tax rate beyond the current expiration of Measure R in 2039; with a combined 1 cent sales tax sunset in the year 2057 and a partial extension for on-going repairs, operations, and debt service. Assumptions for project cost inflation, tax revenue growth, sub-regional revenue targets, and population and employment data are described in Attachment B, the Working Assumptions Framework.

A 45-year plan, through 2062, and a 50-year plan, through 2067, is also recommended for consideration, which would allow for the expediting of major transit projects in order to address the region's most critical infrastructure in a more timely manner.

If the Metro Board of Directors and/or the voters ultimately do not support the augmenting and extension of taxes at this time, the 2009 LRTP will be updated consistent with that decision. Metro's new 2017 LRTP process is scheduled to conclude in the fall of 2017, well after the potential vote in November 2016, to permit either eventuality.

Authorizing Legislation and Expenditure Plan Requirements

The State Legislature passed SB 767 (de León) on September 15, 2015, which authorizes Metro to place a transportation measure on the ballot for voters consideration. The Governor announced his approval on October 7, 2015 making it effective January 1, 2016. This authorizing legislation requires that an Expenditure Plan be developed using a transparent process.

In addition, SB 767 (de León) requires that the Expenditure Plan include the following elements: the most recent cost estimates for each project and program; the identification of the accelerated cost, if applicable, for each project and program; the approximate schedule during which Metro anticipates funds will be available for each project and program; and, the expected completion dates for each project and program within a three-year range. Metro's process to date, included coordination with the Council of Governments (COGs) for each region, who submitted funding requests for major transit and highway priority projects in their subregion. In order to assist the COGs, staff provided high and low cost estimates to aid in making their priority setting decisions. In our continuing effort to conduct a transparent process, staff has now refined project cost

estimates and analyzed major projects using the Board approved performance metrics.

Geographic Equity Measures and Process

The Potential Ballot Measure Funding Targets examined current (2017) and projected (2047) population and employment figures, which were given to each subregion to inform their ultimate funding target. As discussed in detail in Attachment B, if current population was the highest percentage figure for a specific subregion, that figure was used to develop that subregion's target. If another subregional percentage figure was higher, such as future employment, that figure was used instead. This funding allocation formula was deemed feasible because Metro staff anticipates that a portion of existing funding resources will be available beyond the year 2039. For example, Proposition A and Proposition C do not sunset, and no planning has yet occurred for the year 2040 and beyond for these taxes. Since the working assumption is a 40-year tax measure ending in 2057, there will be about 18 years of Proposition A and Proposition C resources potentially available that have been incorporated in the draft Expenditure Plan for planning purposes.

After establishing a consensus with all the subregional representatives on the Potential Ballot Measure Funding Targets in Spring 2015, staff initiated the next steps in the process by requesting subregional priorities that were constrained to the Framework Funding Targets.

Performance-Based Planning Improves System-wide Results

In order to honor the "bottoms-up" process established by the Board, staff initiated the performance analysis process by reviewing the projects identified by the subregional agencies. The Metro Travel Demand Model was then used to evaluate major transportation projects from the Mobility Matrix and the 2009 LRTP Strategic (unfunded Plan), including major transit projects (bus rapid transit, light rail, or heavy rail transit corridor projects) and major highway projects (carpool lanes, managed lanes, or mixed flow lanes).

Major highway and transit projects were evaluated based on the evaluation criteria adopted by the Board in December 2015 (Attachment C). The Board identified five performance themes: Mobility, Economy, Accessibility, Safety, and Sustainability & Quality of Life. Performance weights were adopted for each theme to guide the scoring of performance measures within each theme. Performance measure analysis was conducted based on a combination of qualitative and quantitative data. Highway and transit projects (including projects provided by the COGs in Attachment D) were evaluated separately and the project scores provide a relative ranking for each mode. Attachment E reflects the adjustments made by staff (reflected in the draft Expenditure Plan) and a side-by-side comparison with all the Sub-Regional planning area project lists submitted by the COGs.

Staff also conducted travel demand model analysis of funded 2009 LRTP major highway and major transit projects not yet under construction, to assess opportunities to accelerate LRTP projects based on performance, while not impacting the 2009 LRTP schedule of any LRTP project. The performance of these projects was assessed using the same methodology used for new projects described above.

For the major highway and transit projects, two underlying system networks were used, one

unconstrained, or “Unfunded” for new projects, and one constrained, or “Partially Funded” for existing LRTP projects. The “Unfunded” system network included all modeled projects in the completed network for the horizon year of 2057. The “Partially Funded” system network included a smaller set of projects in the completed network. This distinction is important to the Potential Ballot Measure Expenditure Plan Draft because the performance metric data that resulted from the two very different system networks could not be simply merged for project comparison and sequencing purposes. The performance metric results for our Partially Funded (existing LRTP projects) and Unfunded (new projects), transit and highway system networks break down into four lists, as shown in Attachment F.

Projects that could not be modelled were assessed using the same performance themes as used for the major highway and transit projects, but using the “Harvey ball” scoring system of the Mobility Matrix process. The relative performance of these projects is shown in Attachment G.

Sequencing of Projects is first based upon the raw performance score for each category of project. Then, two key Board policy assumptions are applied. The first policy assumption is that the Gold Line Extension from Claremont to Azusa is a priority project for any new non-federal funding. The second policy assumption is that the potential acceleration of some Measure R projects already in the LRTP be considered by staff only to the extent that other existing LRTP projects remain on their current LRTP funding schedules and no later. The intent is to prevent any existing LRTP project delays, while at the same time enabling the possible acceleration of highly beneficial major projects. As a result, each subregion has at least one major transit or highway project in the first 15 year period.

Public Support for Expanded Transportation Investment

Over the last 12 months, various information channels have been explored to assess interest in expanding infrastructure investment. Staff has worked closely with the COGs as well as other stakeholder groups to determine their priorities and policy considerations. Executive staff attended many productive meetings with coalitions of leadership representatives from business, environmental, active transportation, and disadvantaged community organizations. These leaders jointly expressed significant support for a potential ballot measure if it properly balances their mobility, economic development, and environmental justice concerns.

Staff conducted general public opinion research to develop a solid understanding of Los Angeles County resident perspectives on transportation concerns to guide development of the potential ballot measure. In the past year, three research efforts have been completed. The first was conducted in February 2015 and consisted of four focus groups to help shape a planned survey questionnaire. Common themes shared by focus group participants included: traffic congestion is a serious problem and is getting worse; the public transportation system needs to be better connected; and there is a need for new funding which included general support for a sales tax measure.

In March 2015, a follow-up public opinion survey of 1,400 respondents was conducted with statistically significant sub-samples representing sub-areas of the County. This was not a traditional voter poll, but a representative sample of County residents. The poll also included a sub-sample of self-reported likely November 2016 voters. Some of the key findings included: concern over the growth in traffic congestion; the belief that a transportation plan must include a mix of local road,

freeway and public transportation projects; and the programs that resonated most with respondents included, traffic congestion relief, freeway improvements, keeping senior/disabled/student fares low, bridge safety improvements and repaving local streets. The survey also found that support for a transportation ballot measure appeared relatively strong, slightly above the two-thirds threshold.

The third effort was conducted in September 2015. Fourteen focus groups were held at seven locations (two focus groups per location) across the County to gain further qualitative data from residents regarding transportation concerns and feedback on concepts to communicate the benefits of Metro's LRTP. Overall, participants agreed that traffic congestion has gotten significantly worse; expressed support for a proposed ballot measure; had limited awareness of Metro's responsibilities; and responded positively to LRTP informational materials including a map depicting projects completed, under construction or planned.

As part of Metro's LRTP update, staff is planning to conduct additional public opinion research to provide the Metro Board of Directors with another layer of information as they consider placing a sales tax measure on the November 2016 ballot.

DISCUSSION

Fund Elements of the Plan

Major Transit Construction Projects - 35% Allocation

The major transit construction fund includes a 33% allocation for new rail and Bus Rapid Transit (BRT) capital projects, whose final project definition will be determined following completion of an environmental review process. Rail yards, rail cars, and start-up clean fuel buses are also eligible for this fund.

In addition to the elements listed above, the Major Transit Construction Fund includes a sub-category of \$350 million for additions to the Countywide Bus Rapid Transit system. Bus Rapid Transit lines include enhanced speeds gained through protected rights-of-way, signal priority, and bus stop enhancements that reduce dwell time at each stop. During each decade, Bus Rapid Transit lines will be added to enhance Metro's existing system already in place. Eligibility for the funds available includes advanced planning, environmental, and construction related costs.

A total of \$35 million is included for Streetcar and Circulator projects such as those proposed in Downtown Los Angeles, Glendale and other locales around the County. This allocation is eligible for capital only and will leverage operating and maintenance commitments as seed funding for Streetcar and Circulator type project sponsors.

This category also includes \$20 million in seed money for visionary projects, such as an express connection between the Los Angeles World Airport and Union Station in downtown Los Angeles or extending the Sepulveda Pass from LAX to Long Beach. These visionary ideas are important to foster as Los Angeles County grows.

For project descriptions on the Transit Construction Projects and maps, see Attachment H. An additional 2% of the funds are recommended for Transit System Connectivity Projects such as

described in Attachment I.

Major Highway Projects - 17% Allocation

The major highway construction fund includes a 15% allocation for safety enhancements, bottleneck relief, and capacity projects, whose final project definition will be determined based upon the completion of an environmental review process. Environmental studies, plans, specifications, and estimates, right-of-way acquisition, and construction are also eligible for this fund.

For project descriptions and maps on the Highway Construction Projects, see Attachment H. An additional 2% of the funds are recommended for Highway System Connectivity Projects such as ground access to seaports and airports described in Attachment I.

Transit Operations - 20% Allocation

The transit operations fund includes a 20% allocation to support countywide transit operations (consistent with ridership patterns) for Metro and Municipal Operators. The funds will improve system safety, provide faster, frequent, reliable, accessible services, and improve customer service. Estimated to generate \$23.9 billion during the term of the proposed new sales tax, this fund is critical to continue to grow the service and create a balanced more flexible multi-modal transit system. During the early years of the draft Plan, when transit expansion has not yet been fully implemented, some of these revenues can be used to address the transit State of Good repair backlog. For example, some of these funds could be used to meet bus system related repair. For detail information on the Transit Operations, see Attachment J.

Local Return - 16% Allocation

The 88 cities and the County of Los Angeles are responsible for building, improving, operating and maintaining much of the transportation infrastructure throughout Los Angeles County; a 15% local return allocation of the existing ½ cent Measure R sales tax provides a key revenue source for needs, such as, potholes, curb cuts, sidewalks, and active transportation projects. The existing program is structured to provide maximum flexibility for local jurisdictions to meet their transportation priorities and needs and staff recommends that the additional local return allocation maintain this flexibility.

In recent months, Metro has taken several steps to go beyond the traditional transit-oriented development focus to the creation of “Transit Oriented Communities” (TOC). TOCs represent an approach to development focused on compact, walkable and bikeable places in a community context (rather than focusing on a single development parcel), integrated with transit. Implementing TOCs requires coordination with local jurisdictions, as such, the draft Expenditure Plan proposes that the Local Return allocation include an expansion of the eligible use of funds for TOC development.

Metro has also taken several steps to elevate our response to storm water needs both for our own projects and programs, as well as in collaboration with communities around the County. In particular, last month the Metro Board adopted the following:

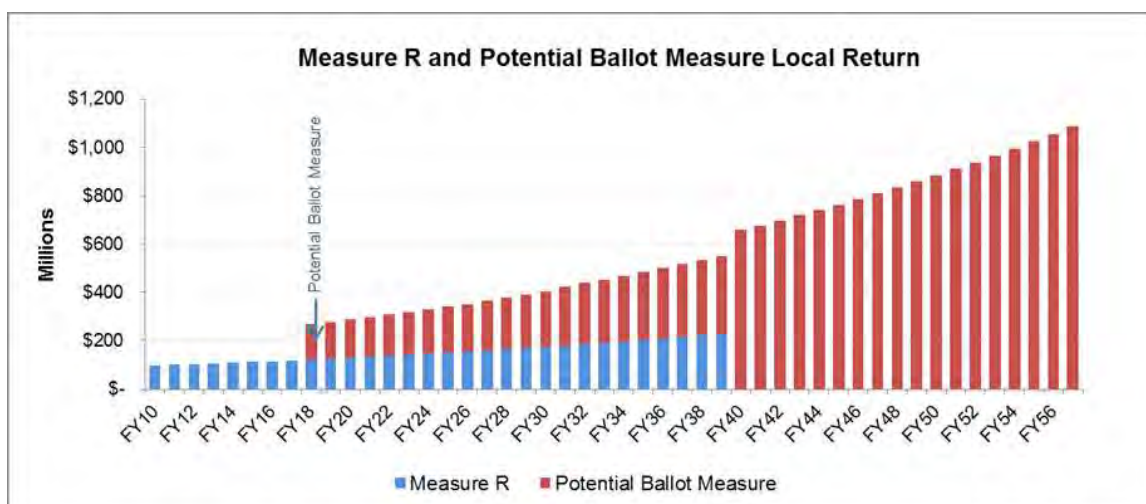
- Created a new requirement that all Metro construction projects implement methods to capture

and treat storm water;

- Required that design and construction projects incorporate sustainability best practices; and
- Expanded the Urban Greening Implementation Action Plan along with planning and technical tools to aid in project implementation.

Consistent with the recent policy initiatives, the draft Expenditure Plan proposes that the Local Return allocation also include an expansion of the eligible use of funds for “Green Streets”.

Estimated to generate \$19.1 billion during the term of the proposed new sales tax, it is important to note that the recommended fund allocation of 16% for Local Return results in a more than doubling of existing Measure R Local Return funds between FY18 and FY39 and extends the tax for another 18 years. Specifically, beginning in FY18, the proposed new fund allocation of 16% for Local Return will be added to the 15% Local Return currently generated by Measure R. The amount of Local Funds will exponentially grow beyond that during the later years of the new Measure (2039-2057) as illustrated in the table below.



Metro Rail Operations - 5% Allocation

Metro Rail is the backbone of the County’s transit network, providing service in highly congested corridors and moving riders at greater speeds. Historically, every time a rail line opens, transit ridership has increased, doubling in that rail corridor. As new rail projects open and the Metro Rail network expands, dedicated funding is needed to operate and maintain the service necessary to serve the expanding mobility needs of the region. During the early years of the draft Plan, when rail expansion has not yet been fully implemented, these revenues can be used to address the rail transit State of Good repair backlog. For example, some of these funds could be used to meet Blue Line repair needs and other rail lines opened in the 1990s. The 5% allocation is estimated to generate \$5.9 billion during the term of the proposed new sales tax.

Metro State of Good Repair (SGR), Safety Improvements, & Aging Infrastructure - 2% Allocation

This new category is critical given the aging nature of Metro’s system and is closely aligned with

safety and security. An emphasis on SGR is necessary to keep the expanding transit system in top form. The fund will help ensure safety, earthquake retrofitting of infrastructure, and minimize breaks in service delivery or unanticipated equipment failures during the course of providing transit service.

Specifically, the combination of older and newer rail systems places increased loads on the older rail infrastructure to service new destinations. To address this, Metro must ensure maintenance of the existing Metro Rail system, which in some corridors is over a quarter century old and does not have a dedicated funding source for its increasing SGR needs. The 2% allocation is estimated to generate \$2.4 billion during the term of the proposed new sales tax.

The draft Expenditure Plan also proposes a provision where Metro Board may, after fiscal year 2039, increase the SGR percentage allocation based on the condition of the transportation assets.

Americans with Disabilities Act (ADA) Paratransit Service for the Disabled; Discounts for Seniors and Students - 2% Allocation

Proposed as a new category of funds, ADA-mandated Paratransit Service is a mobility lifeline for disabled residents. Currently, no dedicated funding for ADA-mandated paratransit exists, yet ADA ridership is expected to more than double in the next decade. The projected growth is due to the aging population of baby boomers and the cuts in federal human services transportation funding. This portion of funding could also include funding for discounting Metro transit passes for students and seniors. The 2% allocation is estimated to generate \$2.4 billion during the term of the proposed new sales tax.

Regional Rail - 1% Allocation

The regional rail fund includes a 1% allocation (or \$1.2 billion) as supplementary funding for improvements to regional rail service within Los Angeles County. Regional rail operations, maintenance, expansion, and State of Good Repair are eligible uses of these funds. The proposed 1% allocation builds upon the existing 3% Measure R commuter rail allocation. Specifically, beginning in FY18, the proposed new fund allocation of 1% for Regional Rail will build upon the existing Measure R 3% allocation for Regional Rail for a combined total of 4% of 1 cent until 2039. The draft Expenditure Plan also proposes a provision where the Metro Board can, after FY2039, increase the Regional Rail percentage up to an additional 1% based on verifiable service improvements and need. In addition, Metrolink Capital Projects are eligible for Transit System Connectivity funds as outlined in Attachment I.

Regional Active Transportation Program (ATP) - 2% Allocation

The Regional Active Transportation program is a multimodal program of regionally significant projects that encourage, promote and facilitate environments that promote walking, bicycling, rolling modes and transit use, as part of a robust and integrated countywide transportation system. To support this effort, and in response to stakeholders, Metro has created a 2% portion of the draft Expenditure Plan, which is expected to generate \$17 million annually in the first year and more than \$2.4 billion over the 40-year life of the measure.

Approximately half of the allocated ATP funds would be used to fund Projects that would be

consistent with Metro's Active Transportation Strategic Plan Potentially eligible projects including Safe Routes to Schools, complete streets improvements, and first/last mile connections with public transit such as bicycle facilities including bike hubs, protected bike lanes connecting the transportation network, and the countywide bike share program. These funds, administered by Metro, will be available for the purposes of implementing the Countywide Active Transportation Network, as identified in Metro's Active Transportation Strategic Plan. Additional information about ATP and eligibility criteria is available in Attachment K.

All told approximately 4.5 to 5% of the draft Expenditure Plan funds are projected to be utilized for ATP projects, exclusive of any Local Return Funds used of ATP projects. The draft Expenditure Plan assumes that approximately half of the 2% ATP allocation funds two major Los Angeles River projects ATP projects earmarked in the draft Expenditure Plan as well as a portion of the costs of ATP projects submitted by the COGs and included in the draft Expenditure Plan. The 1% or \$1.2 billion Regional ATP fund allocation can leverage and enhance local investments being made through the Local Return allocation from Proposition A, Proposition C, and Measure R. Over the last five years, \$443.8 million of Local Return funds (Prop A, Prop C, & Measure R) have been spent on Active Transportation. The Local Return of the Potential Ballot Measure is intended to be eligible for municipal ATP projects.

Administration - 1.5%

Up to one and one-half percent (1.5%) of gross sales tax revenues may be appropriated by Metro for administrative costs related to the measure. The magnitude of the projects to be delivered through the new Potential Ballot Measure require additional oversight, infrastructure, and other related resources, to ensure a timely and cost effective delivery. Examples of eligible costs are: audits and audit-related functions, development and adoption of criteria, guidelines, rules and regulations, administrative and procedural responsibilities, planning and feasibility studies, compliance monitoring, and other associated costs of administering the measure. In no case shall the gross sales tax revenues appropriated for such costs exceed more than one and one-half percent (1.5%) of the gross sales tax revenues in any one year.

Recommended 45-Year and 50-Year Plan Considerations

Included in the draft Plan for public comment will be a recommended 45 year plan option and 50 year plan option, to address major capital projects that cannot be fully built in the first 40 years. The 45 year option generates \$6 billion in current dollars (\$23 billion YOE) permits additional long term project needs to be included in the plan and considered for possible acceleration. For example, Crenshaw Line Northern Extension acceleration dollars and the High Desert Multi-Purpose Corridor which could connect Las Vegas and Victorville into the City of Palmdale, taking full advantage of the right-of-way preservation proposed as an early part of the draft Expenditure Plan. The 50 year option generates \$11 billion in current dollars (\$28 billion YOE) and permits additional projects such as, the proposed Eastside Gold Line Extension (2nd alignment) and the Purple Line Extension to Bundy. Other visionary projects could be considered in this scenario as well, such as the South Bay Congestion Relief from LAX to Long Beach. If 45-year or 50-year plans are selected, the final projects would be based on Board direction.

Benefits of Draft Expenditure Plan

The list of major highway and transit improvements included in the draft Expenditure Plan were analyzed using Geographic Information Systems (GIS) and Metro's Travel Demand Model to forecast the estimated mobility, accessibility and quality of life benefits for the package of projects.

The analysis estimated that the proposed major highway and transit projects funded through the draft Expenditure Plan would both ease congestion and improve mobility countywide. The model forecasts a 15 percent reduction in daily person hours of delay for roadway travel while reducing the daily hours of truck delay by 15 percent. Benefits for the transit system include forecasted boardings on high-capacity Metro transit (HRT, LRT and BRT) to increase by about 80 million additional transit boardings per year or 3.2 billion additional riders during the 40 year period. Additionally, this will increase transit mode shares currently at 7% to a projected 20-30%. The number of miles traveled by transit riders each day increases by 2.5 million with the projects included in the draft Expenditure Plan.

The major projects are estimated to improve accessibility by increasing access to high-capacity, fixed guideway transit by 28 percent (to over a million more residents) and access to transit dependent travelers by 42 percent. In addition, the projects are estimated to provide new high-capacity transit access to over 650,000 jobs, a 26% increase of jobs within a half mile of transit stations. The new plan will nearly double the mileage of existing fixed guideway transit. The major projects are estimated to reduce vehicle miles traveled (VMT) by nearly 5 million daily (regionwide), resulting in greenhouse gas (GHG) reductions of four percent.

Additional benefits of the Potential Ballot Measure are acceleration or expansion of existing LRTP projects. In the draft Expenditure Plan, LRTP transit and highway projects are accelerated or expanded as follows. Specifically, the transit projects include: the Westside Purple Line; the West Santa Ana Transit Corridor; the Sepulveda Pass Transit Corridor; Airport Metro Connector Station/Green Line Extension to LAX; and South Bay Green Line Extension to Torrance. Additionally, two highway projects that will be accelerated are: the Interstate 5 North Capacity Enhancements (from State Route 14 to Lake Hughes Road); and State Route 71 (from Interstate 10 to Rio Rancho Road).

DETERMINATION OF SAFETY IMPACT

Releasing the Plan for public comment will not have any adverse safety impacts on employees and patrons.

FINANCIAL IMPACT**LRTP Revenue Assumptions**

Metro's Long Range Transportation Program (LRTP) revenue assumptions include both Metro controlled revenues and other local, state, and federal discretionary revenues based upon Metro's historic and/or anticipated success in securing these funds. For the period from FY 2017 to 2040, all Metro controlled and federal New Starts discretionary revenues are assumed to be committed to

existing and planned projects in the adopted 2009 LRTP and Measure R program. For the period FY 2041-FY 2057, on-going administration, operations of all transit projects in the adopted 2009 LRTP, and on-going and new Proposition A and Proposition C debt service, at cost growth rates similar to FY 2040, are assumed funded from the continuing sales tax revenues, fare revenues, State Transit Assistance funds, Federal transit formula funds, Federal Regional Surface Transportation Program formula, and other funds.

A successful ballot measure will improve Metro's ability provide expanded service, or at least to avoid funding related service cuts in the event of an economic downturn. This service reliability feature of the Potential Ballot Measure is extremely important to the transit dependent, who rely on Metro and do not have alternative means of transportation.

New Metro Controlled LRTP Revenues

Metro-controlled LRTP revenues are assumed to continue past the 2009 LRTP horizon of FY 2040. These revenues include Proposition A, Proposition C, and Transportation Development Act sales taxes; fare revenues; State Transit Assistance formula funds; State Transportation Improvement Program formula funds; Federal highway formula funds; and Federal transit formula funds. Growth rates assumed are modest for sales tax revenues and minimal for State and Federal funds. Fare revenue growth is assumed to maintain a 33% fare recovery ratio.

Cash and bond revenues available for new transit and highway capital projects and state of good repair are forecasted at \$23.5 billion for FY 2041-FY 2057. This \$23.5 billion averages \$1.38 billion per year and consists of \$8.7 billion in Proposition C discretionary funds, \$8.2 billion in new Proposition C 25% transit-related highway bonds, \$4.0 billion in new Proposition A 35% rail bonds, \$1.6 billion in regional State Regional Improvement Program formula funds, and \$1.0 billion in regional Federal Congestion Mitigation and Air Quality (CMAQ) formula funds. Annual details are below. As was done for Measure R, local agency contribution revenues of 3% of costs are assumed to help fund the package of new major transit projects. Attachment L shows these revenue assumptions.

For the 11-year period of FY 2047-FY 2057, about \$400 million per year of Proposition A 35% bonding is assumed with debt service equaling about 20% of those sales tax revenues annually. For the entire 17-year period of FY 2041-FY 2057, an average of \$482 million per year of Proposition C 25% bonding is assumed with debt service equaling about 82% of those sales tax revenues annually.

New Discretionary Revenue Assumptions

The major new discretionary revenue assumptions over the 40-year Expenditure Plan period include State Cap-and-Trade, Federal New Starts (FY 2041-FY 2057), and Federal freight funds. Based on historic success in securing Federal New Starts funds, revenues of \$200 million per year for the period FY 2041-FY 2057, totaling \$3.4 billion, are also assumed to be available for new major transit capital projects. We assume that the New Starts funds would fund up to the maximum, which is 50% of a project's cost.

The State's Cap-and-Trade Program, which provides for the auction of emission allowances purchased by greenhouse gas emitters and deposits the proceeds in the Greenhouse Gas Reduction

Fund (GGRF) for expenditure on greenhouse gas reducing projects, presents a significant opportunity to fund and accelerate the planned expansion of the public transit system in Los Angeles County as well as complementary Transit Oriented Communities (TOC) development, first/last mile connections, and goods movement enhancements.

In addition to non-capital project needs, a contingency strategy will be needed to handle fluctuations in project costs and revenue forecasts that will arise over a four decade planning horizon. A reliable strategy to make allowances for variations in revenue and cost uncertainties, contingencies, escalation and assumptions in debt service costs will be developed within the recommended sequencing plan and then incorporated as necessary in the recommended Expenditure Plan to support the potential ballot measure and LRTP update.

Innovative Finance

Metro will make every effort to accelerate, improve, and reduce the costs of projects that have the potential to be delivered using innovative financing strategies. Innovative finance includes the ability infuse private sector dollars into projects. This can work under a revenue-risk model, where the private sector return on investment is contingent on tolls, or an availability payment model where the return is based on scheduled payments and performance. Either way, a private sector financing role can substantially reduce our risk on major construction projects. Private sector financing is only appropriate under certain circumstances, but it can also be a way to bring innovation to a construction project by giving the contractor, designer, and operator a financial stake in the outcome. Our unsolicited proposal policy seeks to advance this idea by enabling the private sector to indicate where they might be able to add value. Under the new policy, private sector construction and finance interests may see projects in the LRTP where they can play an effective role, and submit a proposal that could accelerate the timeline for these projects.

Impact to Budget

The recommendation will have no impact on the FY 2016 Budget as the necessary expenditures have already been included in the FY 2016 Budget.

ALTERNATIVES CONSIDERED

The Metro Board of Directors could suspend further public review of the draft Expenditure Plan or ask staff to return with an alternate program of projects. We do not recommend delaying this effort as there will not be ample time to seek public review and make any necessary revisions to the plan in order to meet the schedule if the Metro Board of Directors decide to pursue a potential ballot measure this year. Returning to the Metro Board of Directors at a later date with a draft Expenditure Plan compromises the schedule necessary to seek public review, finalize the Expenditure Plan and submit the potential ballot measure to the County Registrar for placement on the November 2016 ballot.

NEXT STEPS

Though staff proposes a final decision by the Metro Board of Directors on whether to support the

agendizing of a November 2016 Ballot Measure in June 2016, the Metro Board must make a go/no go decision no later than the regularly scheduled meeting in July 2016 in order to ensure placement on the November 2016 ballot. The next steps in the LRTP and potential ballot measure framework are as follows:

Draft Ordinance Outline

The draft ordinance outline is shown in Attachment M. Several key issues need to be defined in the ordinance going forward including formal use of revenue definitions, maintenance of effort requirements, and oversight provisions. The use of revenue definitions will put in place restrictions on each part of the proposed Expenditure Plan sub-funds, like local return, transit capital, highway capital, state-of-good repair, regional rail, transit operating, rail operating, and paratransit categories. Maintenance of effort requirements are clearly defined in Proposition A, Proposition C, and Measure R, and are anticipated to be included in this potential ballot measure.

Taxpayers Oversight

Metro will incorporate strong accountability requirements to ensure funds are spent in accordance with the authorizing legislation. Past research conducted on sales tax measures have repeatedly found that residents want such requirements embedded in tax measures. Staff is developing oversight provisions that will be governed by the proposed measure ordinance and subsequent guidelines after reviewing accountability requirements from other transportation measures in California. Evaluating various approaches compared to the Measure R accountability effort provides Metro with an opportunity to build upon the agency's current oversight programs to ensure adequate oversight.

The Measure R Taxpayer Oversight provisions are implemented through a committee comprised of three retired state or federal judges. The Committee meets twice a year to review an independent audit of Measure R revenues and expenditures, including local return, and makes recommendations on proposed ordinance amendments and debt financing. The judges also consult with an advisory panel consisting of representatives from six transportation industry expertise areas. Staff plans to build on the solid foundation of the Measure R oversight provisions, which have received positive feedback, while proposing additional oversight responsibilities. These would include review of the budget and expenditures of each program funded by the proposed tax measure and an analysis of program spending consistent with the ordinance and expenditure plan. This review will also include an analysis of reasonableness of project cost, capital project cost increases, and effectiveness and efficiency of the program. Staff will also propose that the committee meet with the advisory panel on a quarterly basis.

Public Input and Outreach Process Summary

Upon release of the draft Expenditure Plan by the Metro Board, the roadmap to educate the public about the draft Expenditure Plan and provide opportunities for public input will occur through three main sectors of the community: Key Stakeholder Engagement, Public Engagement, and Media Engagement. The process will include elected officials' and key stakeholders' briefings; community meetings; a virtual community meeting; telephone town hall meetings; community group presentations; media briefings; online/digital engagement; and opportunities to provide comments through Metro website and social media channels. The input will be compiled and presented to the

Board of Directors as another tool to assist the Board in its decision about whether to pursue a sales tax measure in November. See Attachment N for the whole plan.

Upcoming Public Opinion Research

A final round of research will be conducted in Spring 2016. Several focus groups will be held to ensure that information being developed to describe the draft Expenditure Plan and LRTP update is understood clearly. A public opinion survey will then be conducted as follow-up to the survey conducted in March 2015 to identify the current level of support for the proposed ballot measure. This information can be used to assist the Board in determining whether support is strong enough to warrant placing a measure on the November 2016 ballot.

ATTACHMENTS

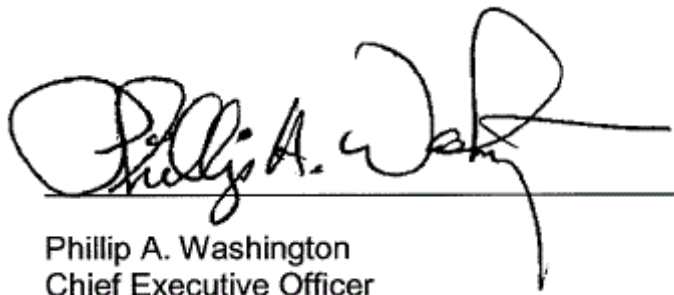
Attachment A - Draft Expenditure Plan
Attachment B - Working Assumptions Framework
Attachment C - Performance Metrics Framework for Major Projects
Attachment D - Subregional Stakeholder Project Priorities
Attachment E - Comparison of Draft Expenditure Plan with Sub-Regional Planning Area Input and Cost Information
Attachment F - Performance Analysis Results: Modeled Projects
Attachment G - Performance Analysis Results: Non-modeled Attachment D Projects
Attachment H - Project Descriptions
Attachment I - Systemwide Connectivity for Passengers and Goods
Attachment J - Operations and Other Programs
Attachment K - Regional Active Transportation Program
Attachment L - Revenue Assumptions/Updates from December 2015
Attachment M - Draft Ordinance Outline
Attachment N - Public Outreach Process

Prepared by: David Yale, Managing Executive Officer, Countywide Planning and Development (213) 922-2469
Brad McAllester, Executive Officer, Countywide Planning and Development (213) 922-2814
Tim Mengle, Director, Office of Management and Budget (213) 922-7665

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319
Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-3088
Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023
Phillip A. Washington, Chief Executive Officer, (213) 922-7555

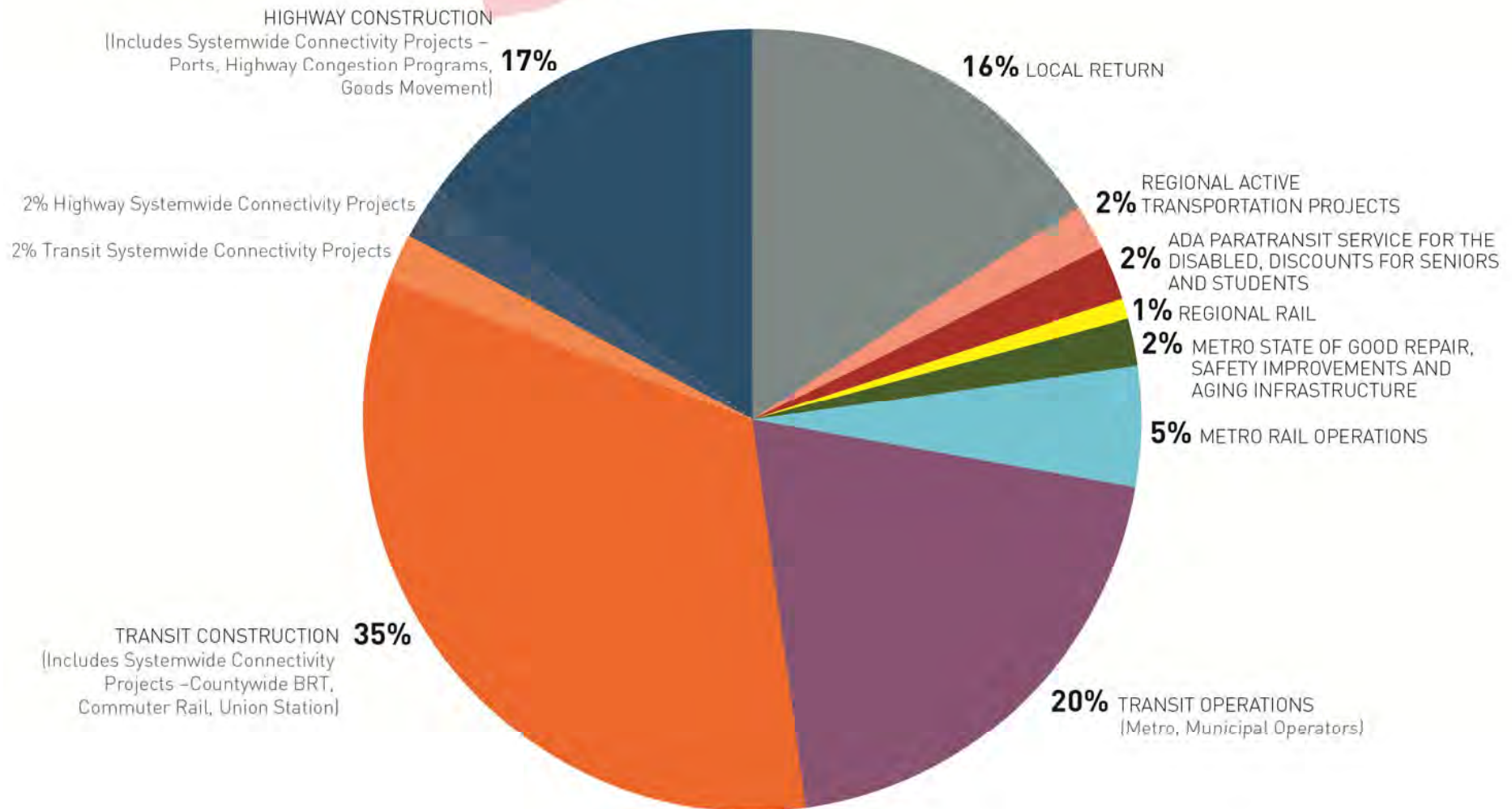
File #:2016-0148, **File Type:**Plan

Agenda Number:4.1



Phillip A. Washington
Chief Executive Officer

Potential Ballot Measure Expenditure Plan



Proposed One-Half Cent Sales Tax for Transportation
Outline of Expenditure Categories
40-Years: Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount	First 15 Year Period	Second 15 Year Period	Final 10 Year Period	40-Year Amount*
Local Return	Local Return (Local Projects and Transit Services)	16%	\$ 136	\$ 2,610	\$ 7,480	\$ 9,090	\$ 19,180
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes 2% System Asset Projects - Ports Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 3,420	\$ 8,100	\$ 8,810	\$ 20,400
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 470	\$ 940	\$ 980	\$ 2,400
Transit, First/Last Mile (Capital)	Transit Construction (Includes 2% System Asset Projects - Airports and Transit Stations)	35%	\$ 296	\$ 12,140	\$ 10,096	\$ 19,665	\$ 41,900
	Metro State of Good Repair	2%	\$ 17	\$ 350	\$ 910	\$ 1,140	\$ 2,400
Transit Operating & Maintenance	Metro Rail Operations	5%	\$ 42	\$ 820	\$ 2,300	\$ 2,860	\$ 5,980
	Transit Operations (Metro & Municipal Providers)	20%	\$ 169	\$ 3,270	\$ 9,340	\$ 11,380	\$ 23,990
	ADA Paratransit for the disabled; Metro discounts for seniors and students	2%	\$ 17	\$ 350	\$ 960	\$ 1,090	\$ 2,400
	Regional Rail	1%	\$ 8	\$ 180	\$ 460	\$ 560	\$ 1,200
TOTAL PROGRAMS			\$ 847	\$ 23,610	\$ 40,586	\$ 55,575	\$ 119,850
1.5% for Administration		1.50%	\$ 13	\$ 354	\$ 609	\$ 834	\$ 1,800
GRAND TOTAL			\$ 860	\$ 23,964	\$ 41,195	\$ 56,409	\$ 121,650

* All totals are rounded; numbers presented in this document may not always add up to the totals provided.

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Potential Ballot Measure Expenditure Plan
for Public Review

Attachment A
Groundbreaking Sequence
(Exceptions Noted)

(2015 \$ in thousands)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Approximate Schedule of Funds Available		Subregion*	2016 - 2057 LRTP / Other Funding 2015\$	PBM funding 2015\$	Most Recent Cost Estimate 2015\$**
			Ground- breaking Start Date	Expected Completion Date (3 year range)				
	All Major Projects Included in the Potential Ballot Measure			1 st yr of Range				
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a	2018	2024	sc	\$233,984	\$337,716	\$581,000
2	Westside Purple Line Extension Section 3 ®	b	2018	2024	w	\$986,139	\$994,251	\$1,980,390
3	High Desert Corridor (HDC) Right-of-Way ®		2019	2021	nc	\$100,000	\$170,000	\$270,000
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		2019	2023	nc	\$544,080	\$240,000	\$784,080
5	Gold Line Foothill Extension to Claremont ®	c	2019	2025	sg	\$78,000	\$1,019,000	\$1,097,000
6	BRT Connector Orange/Red Line to Gold Line		2020	2022	av	\$0	\$133,500	\$133,500
7	BRT Connector Orange/Red Line to Gold Line		2020	2022	sf	\$0	\$133,500	\$133,500
8	East SF Valley Transit Corridor Project ®	d	2021	2027	sf	\$520,500	\$810,500	\$1,331,000
9	Crenshaw/LAX Track Enhancement Project	e	2022	2024	sc	\$0	\$48,154	\$48,154
10	SR-71 Gap from I-10 to Mission Blvd.		2022	2026	sg	\$80,057	\$26,443	\$110,000
11	SR-71 Gap from Mission Blvd. to Rio Rancho Rd.		2022	2026	sg	\$165,000	-	\$165,000
12	LA River Waterway & System Bikepath		2023	2025	cc	\$0	\$365,000	\$365,000
13	Complete LA River Bikepath		2023	2025	sf	\$0	\$60,000	\$60,000
14	West Santa Ana Transit Corridor LRT Ph 1 ®	b,d	2023	2029	gc	\$500,000	\$535,000	\$1,035,000
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	2024	2026	sf	\$0	\$130,000	\$130,000
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	2024	2026	w	\$0	\$130,000	\$130,000
17	Vermont Transit Corridor		2024	2028	cc	\$400,000	\$25,000	\$425,000
18	Orange Line BRT Improvements		2024	2028	sf	\$0	\$286,000	\$286,000
19	SR-57/SR-60 Interchange Improvements	d	2025	2031	sg	\$565,000	\$205,000	\$770,000
20	I-710 South Corridor Project (Ph 1) ®	d,h	2026	2032	gc	\$150,000	\$250,000	\$400,000
21	I-105 Express Lane from I-405 to I-605		2027	2029	sb	\$0	\$175,000	\$175,000
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b,f	2024	2033	sf	\$1,567,000	\$1,270,000	\$2,837,000
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b,f	2024	2033	w	\$1,567,000	\$1,270,000	\$2,837,000
24	Gold Line Eastside Extension (One Alignment) ®	d	2029	2035	gc	\$957,000	\$543,000	\$1,500,000
25	Gold Line Eastside Extension (One Alignment) ®	d	2029	2035	sg	\$957,000	\$543,000	\$1,500,000
26	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	2031	2035	sb	\$153,500	\$737,500	\$891,000
27	I-710 South Corridor Project (Ph 2) ®	h	2032	2041	gc	\$658,500	\$250,000	\$908,500
28	West Santa Ana Transit Corridor LRT Ph 2 ®		2038	2047	gc	\$982,500	\$500,000	\$1,482,500
29	West Santa Ana Transit Corridor LRT Ph 2 ®		2038	2047	cc	\$1,082,500	\$400,000	\$1,482,500
30	I-5 Corridor Improvements (I-605 to I-710)		2041	2047	gc	\$46,060	\$1,059,000	\$1,105,060
31	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®		2042	2044	sb	\$0	\$250,000	\$250,000
32	I-605/I-10 Interchange		2043	2047	sg	\$472,400	\$126,000	\$598,400
33	SR 60/I-605 Interchange HOV Direct Connectors		2043	2047	sg	\$360,600	\$130,000	\$490,600
34	I-110 Express Lane Ext South to I-405/I-110 Interchange		2044	2046	sb	\$228,500	\$51,500	\$280,000
35	I-405 South Bay Curve Improvements		2045	2047	sb	\$250,840	\$150,000	\$400,840
36	Sepulveda Pass Westwood to LAX (Ph 3)		2048	2057	sc	\$3,800,000	\$65,000	\$3,865,000
37	Crenshaw Northern Extension	i	2049	2055	cc	\$495,000	\$1,185,000	\$1,680,000
38	Crenshaw Northern Extension	i	2049	2055	w	\$0	\$560,000	\$560,000
39	Lincoln Blvd BRT		2050	2054	w	\$0	\$102,000	\$102,000
40	Orange Line Conversion to Light Rail		2051	2057	sf	\$1,067,000	\$362,000	\$1,429,000
42	Green Line Eastern Extension (Norwalk)		2051	2057	sc	\$770,000	\$0	\$770,000
42	City of San Fernando Bike Master Plan		2052	2054	sf	\$0	\$5,000	\$5,000
43	Historic Downtown Streetcar		2053	2057	cc	\$0	\$200,000	\$200,000
44	All Major Projects Included in the Potential Ballot Measure Subtotal					\$19,738,160	\$15,833,064	\$35,584,024

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost.

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Potential Ballot Measure Expenditure Plan
for Public Review

Attachment A
Groundbreaking Sequence
(Exceptions Noted)

(2015 \$ in thousands)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Approximate Schedule of Funds Available		Subregion*	2016 - 2057 LRTP / Other Funding 2015\$	PBM funding 2015\$	Most Recent Cost Estimate 2015\$**
			Ground- breaking Start Date	Expected Completion Date (3 year range)				
45	Multi-Year Subregional Programs							
46	Metro Active Transport, Transit 1st/Last Mile Program	k	2018	2057	sc	\$0	\$600,000	\$600,000
47	Visionary Project Seed Funding		2018	2057	sc	\$0	\$20,000	\$20,000
48	Street Car and Circulator Projects		2018	2022	sc	\$0	\$35,000	\$35,000
49	Active Transportation 1st/Last Mile Connections Prog.		2018	2057	w	\$0	\$361,000	\$361,000
50	Active Transportation Program		2018	2057	nc	\$0	\$264,000	\$264,000
51	Active Transportation Program		2018	2057	gc	\$0	TBD	TBD
52	Active Transportation Program (Including Greenway Proj.)		2018	2057	sg	\$0	\$231,000	\$231,000
53	Active Transportation, 1st/Last Mile, & Mobility Hubs		2018	2057	cc	\$0	\$215,000	\$215,000
54	Active Transportation, Transit, and Tech. Program		2018	2057	lvm	\$0	\$32,000	\$32,000
55	Highway Efficiency Program		2018	2057	lvm	\$0	\$133,000	\$133,000
56	Bus System Improvement Program		2018	2057	sg	\$0	\$55,000	\$55,000
57	First/Last Mile and Complete Streets		2018	2057	sg	\$0	\$198,000	\$198,000
58	Highway Demand Based Prog. (HOV Ext. & Connect.)		2018	2057	sg	\$0	\$231,000	\$231,000
59	I-605 Corridor "Hot Spot" Interchange Improvements ®		2018	2057	gc	\$240,000	\$1,000,000	\$1,240,000
60	Modal Connectivity and Complete Streets Projects		2018	2057	av	\$0	\$202,000	\$202,000
61	South Bay Highway Operational Improvements		2018	2057	sb	\$600,000	\$500,000	\$1,100,000
62	Transit Program		2018	2057	nc	\$500,000	\$88,000	\$588,000
63	Transit Projects		2018	2057	av	\$0	\$257,100	\$257,100
64	Transportation System and Mobility Improve. Program		2018	2057	sb	\$0	\$350,000	\$350,000
65	Countywide BRT Projects Ph 1 (All Subregions)	i	2020	2022	sc	\$0	\$50,000	\$50,000
66	Countywide BRT Projects Ph 2 (All Subregions)	i	2030	2032	sc	\$0	\$50,000	\$50,000
67	Active Transportation Projects		2033	2057	av	\$0	\$136,500	\$136,500
68	Los Angeles Safe Routes to School Initiative		2033	2057	cc	\$0	\$250,000	\$250,000
69	Multimodal Connectivity Program		2033	2057	nc	\$0	\$239,000	\$239,000
70	Countywide BRT Projects Ph 3 (All Subregions)	i	2040	2042	sc	\$0	\$50,000	\$50,000
71	Arterial Program		2048	2057	nc	\$0	\$726,130	\$726,130
72	BRT and 1st/Last Mile Solutions e.g. DASH		2048	2057	cc	\$0	\$250,000	\$250,000
73	Freeway Interchange and Operational Improvements		2048	2057	cc	\$0	\$195,000	\$195,000
74	Goods Movement (Improvements & RR Xing Elim.)		2048	2057	sg	\$0	\$33,000	\$33,000
75	Goods Movement Program		2048	2057	nc	\$0	\$104,000	\$104,000
76	Goods Movement Projects		2048	2057	av	\$0	\$81,700	\$81,700
77	Highway Efficiency Program		2048	2057	nc	\$0	\$128,870	\$128,870
78	Highway Efficiency Program		2048	2057	sg	\$0	\$534,000	\$534,000
79	Highway Efficiency, Noise Mitig. and Arterial Projects		2048	2057	av	\$0	\$602,800	\$602,800
80	ITS/Technology Program (Advanced Signal Tech.)		2048	2057	sg	\$0	\$66,000	\$66,000
81	LA Streetscape Enhance. & Great Streets Program		2048	2057	cc	\$0	\$450,000	\$450,000
82	Modal Connectivity Program		2048	2057	lvm	\$0	\$68,000	\$68,000
83	Public Transit State of Good Repair Program		2048	2057	cc	\$0	\$402,000	\$402,000
84	Traffic Congestion Relief and Improvement Program		2048	2057	lvm	\$0	\$63,000	\$63,000
85	Traffic Congestion Relief/Signal Synchronization		2048	2057	cc	\$0	\$50,000	\$50,000
86	Arroyo Verdugo Projects to be Determined		2048	2057	av	\$0	\$217,400	\$217,400
87	Countywide BRT Projects Ph 4 (All Subregions)	i	2050	2052	sc	\$0	\$100,000	\$100,000
88	Countywide BRT Projects Ph 5 (All Subregions)	i	2060	2062	sc	\$0	\$100,000	\$100,000
89	Multi-Year Subregional Programs Subtotal					\$1,340,000	\$9,719,500	\$11,059,500
90	GRAND TOTAL					\$21,078,160	\$25,552,564	\$46,643,524

- a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line Terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included. Funding does not include prior year costs.
- b. Project acceleration based on high performance.
- c. Identified as a priority per the Metro Board Motion in October 2009.
- d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
- e. Federally-approved environmental document requires these enhancements when funds become available.
- f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood. Includes early delivery of highway ExpressLane/Busway.
- g. Green Line to Redondo (initial phase) is funded from 2029 to 2036 in the LRTP. This initial Phase costs are not shown in the table above.
- h. I-710 So. Project assumes an additional \$2.8 billion in goods movement fees; not shown here with the cost or revenues for the project.
- i. While these Council of Government descriptions vary, both are included in the "Crenshaw Northern Extension Project".
- j. Initial phases funded in performance order, second phase funded later.
- k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
- l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.

* Subregion Abbreviations:
 sc = System Connectivity Projects
 av = Arroyo Verdugo
 lvm = Las Virgenes Malibu
 cc = Central City Area
 sg = San Gabriel Valley

nc = North County
 sb = South Bay
 w = Westside
 gc = Gateway Cities

® Indicates Measure R-related Projects

** The most recent cost estimate equals the accelerated cost.

(\$ in thousands)

for reference only - not
priority order

Sub-fund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Subregion	Cost Estimate in Year of Expenditure	Cost Estimate	Potential Ballot Measure Funding FY 2015\$	Other Funding (LRTP) FY15\$	Ground- Breaking Start Date	Expected Ribbon Cutting
			Escalated \$	2015\$			1 st Year	3 rd Year
	Highway Projects: Including Express Lanes, HOV Connectors, Highway Interchanges and Major Street Programs							
1	Arterial Program	nc	\$1,949,393	\$726,130	\$726,130	\$0	2048	10 Year Program
2	Crenshaw/LAX Track Enhancement Project	sc	\$54,213	\$48,154	\$48,154	\$0	2022	2024 - 2026
3	First/Last Mile and Complete Streets	sg	\$390,821	\$198,000	\$198,000	\$0	2018	40 Year Program
4	Freeway Interchange and Operational Improvements	cc	\$523,503	\$195,000	\$195,000	\$0	2048	10 Year Program
5	High Desert Corridor (HDC) Right-of-Way ®	nc	\$278,173	\$270,000	\$170,000	\$100,000	2019	2021 - 2023
6	Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	\$455,958	\$231,000	\$231,000	\$0	2018	40 Year Program
7	Highway Efficiency Program	nc	\$345,969	\$128,870	\$128,870	\$0	2048	10 Year Program
8	Highway Efficiency Program	sg	\$1,433,594	\$534,000	\$534,000	\$0	2048	10 Year Program
9	Highway Efficiency Program	lvm	\$262,521	\$133,000	\$133,000	\$0	2018	40 Year Program
10	Highway Efficiency, Noise Mitig. and Arterial Projects	av	\$1,618,297	\$602,800	\$602,800	\$0	2048	40 Year Program
11	I-105 Express Lane from I-405 to I-605	sb	\$228,395	\$175,000	\$175,000	\$0	2027	2029 - 2031
12	I-110 Express Lane Ext South to I-405/I-110 Interchange	sb	\$604,004	\$280,000	\$51,500	\$228,500	2044	2046 - 2048
13	I-405 South Bay Curve Improvements	sb	\$890,615	\$400,840	\$150,000	\$250,840	2045	2047 - 2049
14	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®	sb	\$508,332	\$250,000	\$250,000	\$0	2042	2044 - 2046
15	I-5 Corridor Improvements (I-605 to I-710)	gc	\$2,374,316	\$1,105,060	\$1,059,000	\$46,060	2041	2047 - 2049
16	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®	nc	\$839,762	\$784,080	\$240,000	\$544,080	2019	2023 - 2025
17	I-605 Corridor "Hot Spot" Interchange Improvements ®	gc	\$2,447,568	\$1,240,000	\$1,000,000	\$240,000	2018	40 Year Program
18	I-605/I-10 Interchange	sg	\$1,302,809	\$598,400	\$126,000	\$472,400	2043	2047 - 2049
19	I-710 South Corridor Project (Ph 1) ®	gc	\$551,638	\$400,000	\$250,000	\$150,000	2026	2032 - 2034
20	I-710 South Corridor Project (Ph 2) ®	gc	\$1,519,897	\$908,500	\$250,000	\$658,500	2032	2041 - 2043
21	ITS/Technology Program (Advanced Signal Tech.)	sg	\$177,186	\$66,000	\$66,000	\$0	2048	10 Year Program
22	LA Streetscape Enhance. & Great Streets Program	cc	\$1,208,085	\$450,000	\$450,000	\$0	2048	10 Year Program
23	Modal Connectivity and Complete Streets Projects	av	\$398,717	\$202,000	\$202,000	\$0	2018	40 Year Program
24	Modal Connectivity Program	lvm	\$190,179	\$68,000	\$68,000	\$0	2048	10 Year Program
25	South Bay Highway Operational Improvements	sb	\$2,171,229	\$1,100,000	\$500,000	\$600,000	2018	40 Year Program
26	SR 60/I-605 Interchange HOV Direct Connectors	sg	\$1,068,112	\$490,600	\$130,000	\$360,600	2043	2047 - 2049
27	SR-57/SR-60 Interchange Improvements	sg	\$1,030,974	\$770,000	\$205,000	\$565,000	2025	2031 - 2033
28	SR-71 Gap from I-10 to Mission Blvd.	sg	\$93,693	\$110,000	\$26,443	\$83,557	2022	2026 - 2028
29	SR-71 Gap from Mission Blvd. to Rio Rancho Rd.	sg	\$295,897	\$165,000	\$0	\$165,000	2022	2026 - 2028
30	Traffic Congestion Relief and Improvement Program	lvm	\$169,132	\$63,000	\$63,000	\$0	2048	10 Year Program
31	Traffic Congestion Relief/Signal Synchronization	cc	\$134,232	\$50,000	\$50,000	\$0	2048	10 Year Program
32	Arroyo Verdugo Projects to be Determined	av	\$583,639	\$217,400	\$217,400	\$0	2048	10 Year Program
	Subtotal Highway Capital Projects:		\$26,100,856	\$12,960,834	\$8,496,297	\$4,464,537		

for reference only - not
priority order

Sub-fund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Subregion	Cost Estimate in Year of Expenditure	Cost Estimate	Potential Ballot Measure Funding FY 2015\$	Other Funding (LRTP) FY15\$	Ground- Breaking Start Date	Expected Ribbon Cutting		
Transit Capital Projects			Escalated \$	2015\$				1 st Year	3 rd Year	
	Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects.									
	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	sc	\$634,582	\$581,000	\$337,716	\$243,284	2018	2024 - 2026		
	BRT and 1st/Last Mile Solutions e.g. DASH	cc	\$699,189	\$250,000	\$250,000	\$0	2048	10 Year Program		
	BRT Connector Orange/Red Line to Gold Line	av	\$141,671	\$133,500	\$133,500	\$0	2020	2022 - 2024		
	BRT Connector Orange/Red Line to Gold Line	sf	\$141,671	\$133,500	\$133,500	\$0	2020	2022 - 2024		
	Bus System Improvement Program	sg	\$108,561	\$55,000	\$55,000	\$0	2018	40 Year Program		
	Countywide BRT Projects Ph 1 (All Subregions)	sc	\$53,060	\$50,000	\$50,000	\$0	2020	2022 - 2024		
	Countywide BRT Projects Ph 2 (All Subregions)	sc	\$71,309	\$50,000	\$50,000	\$0	2030	2032 - 2034		
	Countywide BRT Projects Ph 3 (All Subregions)	sc	\$95,833	\$50,000	\$50,000	\$0	2040	2042 - 2044		
	Countywide BRT Projects Ph 4 (All Subregions)	sc	\$257,583	\$100,000	\$100,000	\$0	2050	2052 - 2054		
	Countywide BRT Projects Ph 5 (All Subregions)	sc	\$346,170	\$100,000	\$100,000	\$0	2060	2062 - 2064		
	Crenshaw Northern Extension	w	\$1,527,532	\$560,000	\$560,000	\$0	2049	2055 - 2057		
	Crenshaw Northern Extension	cc	\$4,582,596	\$1,680,000	\$1,185,000	\$495,000	2049	2055 - 2057		
	East SF Valley Transit Corridor Project ®	sf	\$1,586,858	\$1,331,000	\$810,500	\$520,500	2021	2027 - 2029		
	Gold Line Eastside Extension (One Alignment) ®	gc	\$2,265,421	\$1,500,000	\$543,000	\$957,000	2029	2035 - 2037		
	Gold Line Eastside Extension (One Alignment) ®	sg	\$2,265,421	\$1,500,000	\$543,000	\$957,000	2029	2035 - 2037		
	Goods Movement (Improvements & RR Xing Elim.)	sg	\$92,293	\$33,000	\$33,000	\$0	2048	10 Year Program		
	Goods Movement Program	nc	\$290,863	\$104,000	\$104,000	\$0	2048	10 Year Program		
	Goods Movement Projects	av	\$228,495	\$81,700	\$81,700	\$0	2048	10 Year Program		
	Green Line Eastern Extension (Norwalk)	sc	\$2,228,268	\$770,000	\$0	\$770,000	2051	2057 - 2059		
	Green Line Extension to Crenshaw Blvd in Torrance ®	sb	\$1,366,445	\$891,000	\$737,500	\$153,500	2031	2035 - 2037		
	Historic Downtown Streetcar	cc	\$587,710	\$200,000	\$200,000	\$0	2053	2057 - 2059		
	Lincoln Blvd BRT	w	\$274,298	\$102,000	\$102,000	\$0	2050	2054 - 2056		
	Gold Line Foothill Extension to Claremont ®	sg	\$1,145,143	\$1,097,000	\$1,019,000	\$78,000	2019	2025 - 2027		
	Multimodal Connectivity Program	nc	\$527,214	\$239,000	\$239,000	\$0	2033	25 Year Program		
	Orange Line BRT Improvements	sf	\$356,632	\$286,000	\$286,000	\$0	2024	2028 - 2030		
	Orange Line Conversion to Light Rail	sf	\$4,135,318	\$1,429,000	\$362,000	\$1,067,000	2051	2057 - 2059		
	Public Transit State of Good Repair Program	cc	\$1,124,296	\$402,000	\$402,000	\$0	2048	10 Year Program		
	Sepulveda Pass Transit Corridor (Ph 1) ®	sf	\$155,272	\$130,000	\$130,000	\$0	2024	2026 - 2028		
	Sepulveda Pass Transit Corridor (Ph 1) ®	w	\$155,272	\$130,000	\$130,000	\$0	2024	2026 - 2028		
	Sepulveda Pass Transit Corridor (Ph 2) ®	sf	\$4,058,470	\$2,837,000	\$1,270,000	\$1,567,000	2024	2033 - 2035		
	Sepulveda Pass Transit Corridor (Ph 2) ®	w	\$4,058,470	\$2,837,000	\$1,270,000	\$1,567,000	2024	2033 - 2035		
	Sepulveda Pass Westwood to LAX (Ph 3)	sc	\$10,627,675	\$3,865,000	\$65,000	\$3,800,000	2048	2057 - 2059		
	Street Car and Circulator Projects	sc	\$36,602	\$35,000	\$35,000	\$0	2018	2022 - 2024		
	Transit Program	nc	\$1,160,621	\$588,000	\$88,000	\$500,000	2018	40 Year Program		
	Transit Projects	av	\$507,476	\$257,100	\$257,100	\$0	2018	40 Year Program		
	Transportation System and Mobility Improve. Program	sb	\$690,846	\$350,000	\$350,000	\$0	2018	40 Year Program		
	Vermont Transit Corridor	cc	\$529,960	\$425,000	\$25,000	\$400,000	2024	2028 - 2030		
	Visionary Project Seed Funding	sc	\$39,477	\$20,000	\$20,000	\$0	2018	40 Year Program		
	West Santa Ana Transit Corridor LRT Ph 1 ®	gc	\$1,309,106	\$1,035,000	\$535,000	\$500,000	2023	2029 - 2031		
	West Santa Ana Transit Corridor LRT Ph 2 ®	gc	\$3,085,156	\$1,482,500	\$500,000	\$982,500	2038	2047 - 2049		
	West Santa Ana Transit Corridor LRT Ph 2 ®	cc	\$3,085,156	\$1,482,500	\$400,000	\$1,082,500	2038	2047 - 2049		
	Westside Purple Line Extension Section 3 ®	w	\$1,756,637	\$1,980,390	\$994,251	\$986,139	2018	2024 - 2026		
	Subtotal Transit Capital:			\$58,390,630	\$31,163,190	\$14,536,767	\$16,626,423			

for reference
only - notActive Transportation Related Highway Capital and/or
Transit Capital Subfunds

Sub-fund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Subregion	Cost Estimate in Year of Expenditure	Cost Estimate	Potential Ballot Measure Funding FY 2015\$	Other Funding (LRTP) FY15\$	Ground- Breaking Start Date	Expected Ribbon Cutting
			Escalated \$	2015\$			1 st Year	3 rd Year
Active Highway and Transit Projects: Bicycle, Pedestrian, and Other Active Transportation Programs								
75	Active Transportation 1st/Last Mile Connections Prog.	w	\$712,558	\$361,000	\$361,000	\$0	2018	40 Year Program
76	Active Transportation Program	gc	\$0	TBD	TBD	\$0	2018	40 Year Program
77	Active Transportation Program	nc	\$521,095	\$264,000	\$264,000	\$0	2018	40 Year Program
78	Active Transportation Program (Including Greenway Proj.)	sg	\$455,958	\$231,000	\$231,000	\$0	2018	40 Year Program
79	Active Transportation Projects	av	\$301,108	\$136,500	\$136,500	\$0	2033	25 Year Program
80	Active Transportation, 1st/Last Mile, & Mobility Hubs	cc	\$424,377	\$215,000	\$215,000	\$0	2018	40 Year Program
81	Active Transportation, Transit, and Tech. Program	lvm	\$63,163	\$32,000	\$32,000	\$0	2018	40 Year Program
82	City of San Fernando Bike Master Plan	sf	\$13,663	\$5,000	\$5,000	\$0	2052	2054 - 2056
83	Complete LA River Bikepath	sf	\$69,575	\$60,000	\$60,000	\$0	2023	2025 - 2027
84	LA River Waterway & System Bikepath	cc	\$423,246	\$365,000	\$365,000	\$0	2023	2025 - 2027
85	Los Angeles Safe Routes to School Initiative	cc	\$551,479	\$250,000	\$250,000	\$0	2033	25 Year Program
86	Metro Active Transport, Transit 1st/Last Mile Program	sc	\$1,184,307	\$600,000	\$600,000	\$0	2018	40 Year Program
Subtotal Active Transport. Highway and Transit:			\$4,720,528	\$2,519,500	\$2,519,500	\$0		
Total (FY2018 - FY2057)			\$89,212,014	\$46,643,524	\$25,552,564	\$21,090,960		

Long Range Transportation Plan and Potential Ballot Measure Framework Working Assumptions

Mobility Matrices/Bottoms-Up Process

Through various correspondences, meetings, and actions, the Metro Board directed that a proposed ballot measure follow a “bottoms-up” process that began with the Mobility Matrix process. The Mobility Matrices, as directed by the Board in February 2014, were completed in collaboration with the sub-regions and received by the Board in April 2015. The work began with an inventory of projects that was drawn from prior planning processes, such as the LRTP Strategic (unconstrained) Plan, but went further to identify any new needs not identified previously. In January 2015, the Metro Board also created a Regional Facilities category that includes Burbank Bob Hope Airport, LAX, Long Beach Airport, Palmdale Airport, the Ports of Long Beach and Los Angeles, and Union Station. Continuing discussions are being held with Regional Facilities representatives and other Stakeholders on the appropriate role for Metro in addressing the presence of these facilities within Los Angeles County. In the end, this process identified over 2,300 projects totaling over \$273 billion in 2015 dollars.

Concurrent with the work of the sub-regional and regional facilities groups, staff worked closely with other stakeholder groups described above to determine their priorities and policy considerations. Metro executives attended several productive meetings with coalitions of leadership representatives from environmental, active transportation, business, and disadvantaged community organizations. These leaders jointly expressed significant support for a potential ballot measure, if it properly balances their mobility, economic development, and environmental justice concerns. In December 2015, the Board adopted performance metrics framework for analysis of proposed projects.

Performance Based Planning Improves Systemwide Results

The evaluation process for the elements of the Plan above was intended to determine whether to include and how to sequence new projects to be added to the plan relative to other new projects. In addition, the Performance Metrics were used to guide recommendations regarding the potential acceleration of some Measure R projects already in the LRTP relative to other Measure R projects. The Metro Board of Directors also stipulated that these acceleration recommendations be considered by staff only to the extent that other existing LRTP projects remain on their current LRTP funding schedules and no later. The intent is to prevent any existing LRTP project delays, while at the same time enabling the possible acceleration of highly beneficial major projects.

Subregional Input on Project Priorities

As of September 1, 2015, Metro received the project priority and policy input from the Sub-Regional Planning Areas. Attachments D contains draft Stakeholder Input project lists that

staff has synthesized in order to summarize the subregional input. Attachment D completed one phase of the multi-phase stakeholder and public input process, except for the Westside Cities Council of Governments (COG). The Westside Cities COG submitted an unconstrained list of transportation priorities December 1, 2015. Attachment D now reflects that unconstrained request along with the amount requested in excess of their target. The staff recommendation is to remain constrained to no more than the working assumption target provided to the Westside Cities COG.

The subregional targets, as well as other working assumptions for the Ballot Measure framework that were presented to the Board in December 2015 include the following:

Augment, Extend, and Sunset Assumptions

The 2017 LRTP is currently assumed to cover the time period from 2017 – 2057 (forty years) and incorporate projects funded by the Metro Board in the 2009 LRTP that sunsets in the year 2039 with Measure R. The three principle alternatives to this assumption revolve around these decisions: extend the existing tax or not; augment the existing tax or not; and place a sunset on the new tax or not.

SB 767 (de León) provides the Metro Board maximum flexibility for all three of these alternatives. For example, the Metro Board could alternatively elect to propose an extension only, like Measure J, or it could elect to propose only an increase, without an extension, like Measure R. Finally, the Metro Board could change the sunset year of the tax (now tentatively assumed to be 2057) or eliminate it altogether, like Proposition A and Proposition C.

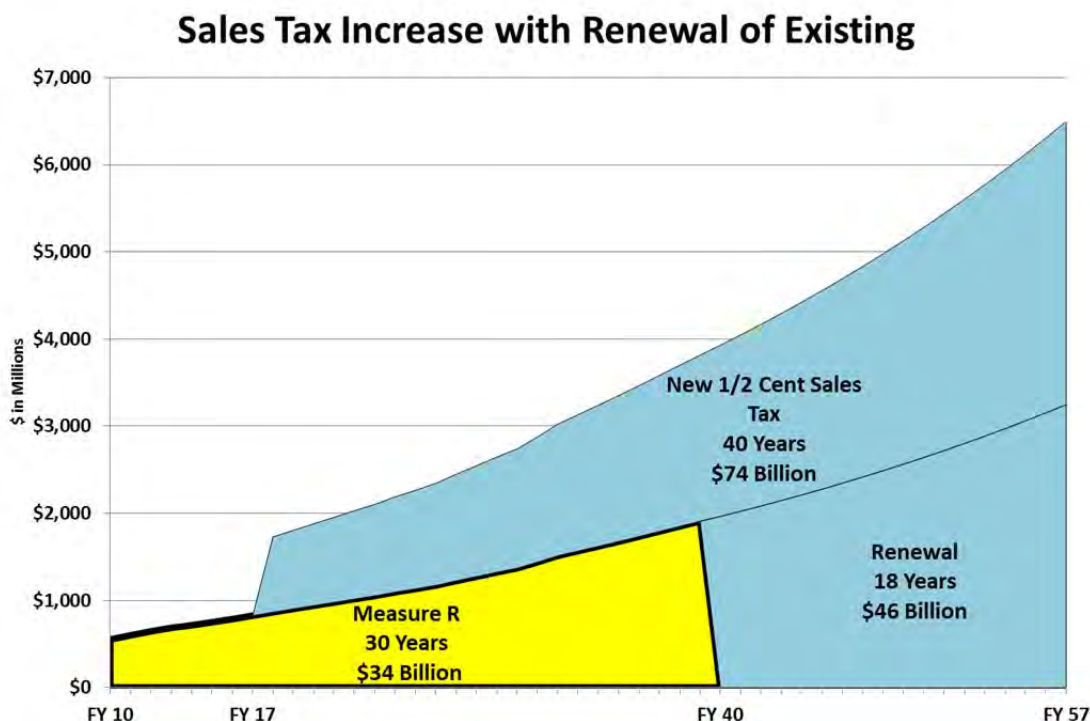
The following considerations led staff to the 2057 LRTP augment, extend, and sunset assumption, as follows:

- Unmet transportation infrastructure improvement needs: The Mobility Matrix process concluded that the entire inventory of needs for transportation capital improvements countywide was between \$157 and \$273 billion (in 2015 dollars). Shorter sunsets did not provide enough resources to develop the necessary level of consensus given this need;
- Market research indicates public support for transportation improvements: Past statistically reliable quantitative surveys conducted found no significant advantage to including a sunset clause in a Los Angeles County transportation sales tax ballot measure;
- Alameda County super majority: In November 2014, 70% of voters in Alameda County approved a ballot measure that augmented an existing ½ cent transportation sales tax while at the same time extending the original ½ cent transportation sales tax when it expired; and

- Subregional feedback included a desire to accelerate existing Measure R priority projects, which could be facilitated, in part by replacing the Measure R tax when it sunsets.

As a result of these considerations, the LRTP Framework assumes an augment and

Potential Ballot Measure Structure



extend approach similar to the Alameda County strategy, as shown in Table 1 below:

Augmenting Metro's existing transportation sales taxes for at least a 40 year period (through the year 2057) and also replacing an existing sales tax (Measure R) expiring in 2039 will provide the best opportunity to secure the necessary resources to address the public's desire for transportation improvements. Prior to making a final decision next year, the results of further market research will be provided to the Metro Board.

Project Cost Inflation and Sales Tax Revenue Growth Assumptions

The SB 767 (de León) expenditure plan requirement to schedule projects and show approximate completion dates raises the need to assume the impact of inflation over time on project and program costs. The initial project costs were requested in 2015 dollars and our cost inflation assumption is 3% per year.

The sales tax revenue growth assumption is 3.8% per year through 2040 and 3% thereafter. The difference between inflation cost growth and revenue growth through 2040 is primarily economic growth from the UCLA Anderson School Forecast of taxable sales

for Los Angeles County. Countywide Planning staff has found the UCLA Anderson School Forecast to be the best available for our long term planning needs.

Optimal Subregional Target Assumptions

The transparent process required by SB 767 (de León) and the bottoms-up process directed by the Metro Board required Countywide coordination of subregional revenue assumptions. To prioritize the enormous unmet transportation capital needs identified in the Mobility Matrix process, the subregions needed to know roughly what they could expect for capital improvements from the assumed augment and extend approach to the potential ballot measure.

Staff worked with the subregions to develop subregional revenue targets they could use for their priority setting process. To divide revenues into subregional targets, staff considered prior discussions with the subregions before developing a new approach. The purely current population and employment approach in Measure R led to later disagreements about extending that approach beyond 2039 in Measure J. Representatives from high population and/or employment growth areas felt the 2005 data used for Measure R was inequitable for taxes that would extend well beyond 2039, as proposed in Measure J.

To respond to these very valid concerns, staff interpolated Southern California Association of Governments 2008 population and 2035 employment information to establish 2017 and 2047 population and employment data points, as shown in Table 2:

Basis for Optimal Targets Vary by Subregion

Optimization Will Require Supplemental Non-Measure Funds by the L RTP Horizon Year							
40 Years		12.11% =				\$4.5 billion	
Subregion	Population		Employment		Pop/Emp, 2017/2047 Blend	Optimal Sub-Regional Share %	Δ%
	2017	2047	2017	2047			
Arroyo Verdugo	4.99%	4.79%	7.54%	7.82%	6.28%	7.82%	1.53%
Central Los Angeles	18.98%	19.12%	18.05%	18.01%	18.54%	19.12%	0.58%
Gateway Cities	19.84%	19.27%	16.63%	16.15%	17.97%	19.84%	1.87%
Las Virgenes/Malibu	0.85%	0.81%	1.38%	1.42%	1.12%	1.42%	0.30%
North Los Angeles County	7.42%	9.40%	5.42%	6.84%	7.27%	9.40%	2.13%
San Fernando Valley	14.66%	14.19%	14.21%	14.09%	14.29%	14.66%	0.37%
San Gabriel Valley	16.17%	16.14%	13.10%	12.76%	14.54%	16.17%	1.63%
South Bay	10.62%	10.13%	10.60%	10.16%	10.38%	10.62%	0.24%
Westside Cities	6.46%	6.14%	13.06%	12.75%	9.60%	13.06%	3.46%
Grand Total	100.00%	100.00%	100.00%	100.00%	100.00%	112.11%	12.11%

- Source Data: SCAG RTP12 Socio-economic Data (SED)
- 2017 and 2047 year data interpolated/extrapolated from SCAG 2008 and 2035 Projections. Back-up data available on request.
- In this version, Arroyo Verdugo consists of Burbank, La Crescenta-Montrose, La Canada Flintridge, Glendale, Pasadena and South Pasadena. That means both Pasadena and South Pasadena have been taken out of San Gabriel Valley to be included in Arroyo Verdugo subregion.

As one can see from the data in Table 2, at least one subregion had a credible argument to use each of four differing basis for the targets. To avoid disagreements over the basis of the targets to be used, Metro staff offered a blended approach and an optimal approach. The blended approach added-up to 100%, but the optimal approach would not at 112%. This meant the optimal approach would require approximately \$4.5 billion in non-measure funds from existing taxes beyond the 2009 LRTP planning horizon of 2039, but within the new LRTP planning horizon of 2057. The subregion's all preferred the optimal target approach and Metro staff found it to be workable and concurred, making the optimal basis the consensus choice for the initial subregional priority setting exercise.

Before calculating the subregional revenue targets, assumptions were also needed about how much of the anticipated revenue from the augment and extend approach might be dedicated to multi-modal capital improvement purposes. Measure R had 55% dedicated to these purposes. It should be emphasized that for discussion purposes, staff assumed that roughly half of the new tax, about \$60 billion, could go for multi-modal capital improvement purposes, though we cautioned that this was ultimately a decision expressly reserved for the Metro Board when more information about all needs were known.

Roughly half the tax, about \$60 billion, is on a year of expenditure basis while the project cost data identified in the Mobility Matrices is based on current year dollars instead. This required that the value of the \$60 billion, again roughly half the tax, be deescalated before being made available to each subregion as a target on a current dollar basis. This enabled the subregions to directly compare their target to the project cost data they already possessed.

Table 3 shows the end result of the target setting consensus, subregional targets in deescalated dollars comparable to project cost data on the same basis:

Table 3, Consensus Subregional Targets:

Optimal Capital Improvement Targets

Year of Expenditure \$'s (includes inflation) vs. Current \$'s (excludes inflation)

Subregion	Optimal Sub-regional Share %	Pay-Go (YOE, No Bonds)			De-escalated to Current 2014 \$		
		Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total	Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total
Arroyo Verdugo	7.82%	\$ 2,889	\$ 1,772	\$ 4,661	\$ 1,125	\$ 506	\$ 1,631
Central Los Angeles	19.12%	\$ 7,062	\$ 4,332	\$ 11,394	\$ 2,750	\$ 1,237	\$ 3,987
Gateway Cities	19.84%	\$ 7,328	\$ 4,495	\$ 11,823	\$ 2,853	\$ 1,284	\$ 4,137
Las Virgenes/Malibu	1.42%	\$ 525	\$ 322	\$ 842	\$ 204	\$ 92	\$ 296
North LA County	9.40%	\$ 3,472	\$ 2,130	\$ 5,602	\$ 1,352	\$ 608	\$ 1,960
San Fernando Valley	14.66%	\$ 5,415	\$ 3,321	\$ 8,736	\$ 2,108	\$ 949	\$ 3,057
San Gabriel Valley	16.17%	\$ 5,973	\$ 3,663	\$ 9,636	\$ 2,325	\$ 1,046	\$ 3,371
South Bay Cities	10.62%	\$ 3,923	\$ 2,406	\$ 6,329	\$ 1,527	\$ 687	\$ 2,214
Westside	13.06%	\$ 4,824	\$ 2,959	\$ 7,783	\$ 1,878	\$ 845	\$ 2,723
Subregional Total	112.11%	\$ 41,411	\$ 25,399	\$ 66,810	\$ 16,123	\$ 7,255	\$ 23,378

- 1) Optimal targets are each subregion's share of the proposed revenues based on the greatest percentage of four possible measures: i) current population; ii) future population; iii) current employment; or, iv) future employment. The following table has more information.
 2) Dollars in millions.
 3) YOE = Year of Expenditure.
 4) Santa Clarita included in North LA County.
 5) Arroyo Verdugo includes Burbank, Glendale, Pasadena, So. Pasadena and La Canada-Flintridge, and La Crescenta-Montrose.

Financial Constraints

All projects submitted are anticipated to be included in the LRTP update, they must be categorized in one of two ways: financially constrained (funding plan) or financially unconstrained (no funding plan). These financial constraints are defined in federal planning regulations as revenues that can be reasonably expected to be available. The assumptions focus on revenues reasonably expected to be available. Tax and other revenues not yet authorized in law or by a policy body can only be included if based on reasonable assumptions, such as a pattern of periodic authorizations by the applicable legislature or policy making body. Aggressive assumptions that have no reasonable basis are not permitted by the Clean Air Act and other policy actions of the federal government. For transit agencies seeking New Starts funds, periodic reviews of financial capacity reasonableness are also required. These reviews can be stricter than regulatory reviews stemming from the federal planning regulations.

Cost Effectiveness

One key performance metric that is applied to all major highway and transit projects is an evaluation of costs versus benefits, with the benefits defined as those in the Performance

Metrics Framework. While a specific cost effectiveness measure is not shown in Attachment A, it will be calculated through the performance evaluation process using the other measures of project benefit. This explains why a specific weight is not assigned to cost effectiveness, even though it is important that all projects recommended through this process meet cost effectiveness criteria.

2017 LRTP Update
Metro Board Adopted Performance Metrics Framework for Major Projects

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Mobility	<ul style="list-style-type: none"> • Relieve congestion • Increase travel by transit, bicycle, and pedestrians • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders • Address operating & life cycle costs • Extend life of facility & equipment 	<ul style="list-style-type: none"> • Reduced person hours of delay • Increased person throughput • Reduced single-occupant vehicle mode share • Increased annual boardings per mile • Increased annual hours of delay savings/mile • Improve roadway condition rating • Reduced portion of transit assets passed useful life 	45%	<ul style="list-style-type: none"> • Increased person throughput • Reduced person hours of delay² 	<ul style="list-style-type: none"> • Increased transit ridership • Increased person throughput • Improved travel time reliability • Improved service frequency
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement • Invest in disadvantaged communities 	<ul style="list-style-type: none"> • Improved linkages to major employment/activity centers¹ • Increased number of jobs • Improved REMI Model economic benefit results • Reduced vehicle hours of delay for trucks • Dollars invested in transportation projects in disadvantaged communities 	12.5%	<ul style="list-style-type: none"> • Reduced truck vehicle hours of delay² • Improved job access • Dollars invested in transportation projects in disadvantaged communities 	<ul style="list-style-type: none"> • Increased transit oriented development • Improved job access • Dollars invested in transportation projects in disadvantaged communities

¹ Employment/activity centers include major employment centers, retail centers, education facilities, and healthcare facilities

² Reduced person and truck hours will serve as the best proxy available for person and truck travel time reliability for Highway project.

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections • Utilize technology 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen) • Increased number of households with access to transit • Increased number of households with access to bicycle infrastructure • Increased number of households with disabled persons with access to transit • Increased access to parks and open space areas 	17.5%	<ul style="list-style-type: none"> • Increased number of disadvantaged population served • Improved access or system connectivity • <u>Improved access to parks and open space</u> • See note 3 	<ul style="list-style-type: none"> • Increased number of population served by frequent transit • Increased number of transit dependent households served • Improved system connectivity • Improved access to parks and open space • See note 3
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities by mode • Injuries by mode • Fatalities per capita 	12.5%	<ul style="list-style-type: none"> • High fatal and severe injury collision area addressed • Reduced safety conflicts 	<ul style="list-style-type: none"> • Improved transit system safety • High collision area addressed ⁴

³ Metro considered measuring “increased network connectivity for walking and biking” and found that while major highway and transit projects may offer accommodations for bicycling and walking, the improvements to bicycle and pedestrian system connectivity will likely be minimal, and impossible to compare effectiveness quantitatively from one project to another.

⁴ The Statewide Integrated Traffic Records System (SWITRS) is maintained by the California Highway Patrol (CHP), and does not log severe injuries and fatalities on the transit system.

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Sustainability & Quality of Life	<p>Improve environmental quality</p> <ul style="list-style-type: none"> • Reduce greenhouse gas (GHG) emissions • Reduce urban heat island effect • Reduce storm water runoff impacts • Reduce biological and habitat impact <p>Improve public health</p> <p>Improve quality of life</p> <ul style="list-style-type: none"> • Improve access to parks and recreation • Reduce noise impacts 	<p>Improve environmental quality</p> <ul style="list-style-type: none"> • Reduced VMT per capita • Reduced GHG per capita • Reduced impact on habitat preservation and open space areas <p>Improve public health</p> <ul style="list-style-type: none"> • Reduced EPA air quality conformity criteria pollutants • Increased bike, pedestrian, and transit trips <p>Improve quality of life</p>	12.5%	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas <p>Improved public health</p> <ul style="list-style-type: none"> • Support for active transportation <p>Improve quality of life</p> <ul style="list-style-type: none"> • Reduced noise impacts 	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced VMT • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas <p>Improved public health</p> <ul style="list-style-type: none"> • Support for active transportation <p>Improve quality of life</p> <ul style="list-style-type: none"> • Reduced noise impacts

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 \$ in thousands)

for reference only - not a priority	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
1	Arroyo Verdugo				
2	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 283,000	\$ 283,000	\$ -
3	Active Transportation Projects		\$ 136,500	\$ 136,500	\$ -
4	Goods Movement Projects		\$ 81,700	\$ 81,700	\$ -
5	Highway Efficiency, Noise Mitigation and Arterial Projects		\$ 602,800	\$ 602,800	\$ -
6	Modal Connectivity and Complete Streets Projects		\$ 202,000	\$ 202,000	\$ -
7	Transit Projects		\$ 257,100	\$ 257,100	\$ -
8	Unprogrammed		\$ 67,900	\$ 67,900	\$ -
9	Arroyo Verdugo Subtotal		\$ 1,631,000	\$ 1,631,000	\$ -
10	San Fernando Valley				
11	City of San Fernando Bike Master Plan	b	\$ 5,000	\$ 5,000	
12	Complete LA River Bike Path Across the Valley	b	\$ 60,000	\$ 60,000	
13	Complete East Valley Transit Corridor Project as LRT		\$ 1,000,000	\$ 1,000,000	\$ -
14	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 230,000	\$ 230,000	\$ -
15	Orange Line BRT Improvements		\$ 300,000	\$ 300,000	\$ -
16	Orange Line Conversion to Light Rail		\$ 1,400,000	\$ 62,000	\$ 1,338,000
17	Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
18	San Fernando Valley Subtotal		\$ 6,385,000	\$ 3,057,000	\$ 3,328,000
19	Westside				
20	Active Transportation and First/Last Mile Connections Prog.	c	\$ 700,000	\$ 700,000	\$ -
21	Crenshaw Line Extension to West Hollywood/Hollywood	e	\$ 580,000	\$ 1,400,000	\$ (820,000)
22	Lincoln Blvd BRT		\$ 307,000	\$ 307,000	\$ -
23	Purple Line Extension to Santa Monica	k	\$ 2,647,100	\$ 1,400,000	\$ 1,247,100
24	Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
	Westside Requested Subtotal		\$ 7,624,100	\$ 5,207,000	\$ 2,417,100
25	Amount Requested in Excess of Constrained Target		N/A	\$ (2,484,000)	\$ 2,484,000
26	Westside Subtotal		\$ 7,624,100	\$ 2,723,000	\$ 4,901,100
27	Central City Area				
28	Crenshaw/Purple Line/Vermont Corridor to West Hollywood/Hollywood	e	\$ 1,750,000	\$ 1,185,000	\$ 565,000
29	Vermont "Short Corridor" Subway from Wilshire to Exposition		\$ 1,700,000	\$ 425,000	\$ 1,275,000
30	Bus Rapid Transit and 1st/Last Mile Solutions such as DASH	b	\$ 250,000	\$ 250,000	\$ -
31	Freeway Interchange and Operational Improvements	b	\$ 195,000	\$ 195,000	\$ -
32	Historic Streetcar	b	\$ 200,000	\$ 200,000	\$ -
33	LA River Waterway & System Bikepath	b	\$ 365,000	\$ 365,000	\$ -
34	Los Angeles Safe Routes to School Initiative	b	\$ 250,000	\$ 250,000	\$ -
35	LA Streetscape Enhancements & Great Streets Program	b	\$ 450,000	\$ 450,000	\$ -
36	Active Transportation, 1st/Last Mile, & Mobility Hubs	b	\$ 215,000	\$ 215,000	\$ -
37	Traffic Congestion Relief/Signal Synchronization Program	b	\$ 50,000	\$ 50,000	\$ -
38	Public Transit State of Good Repair Program	b	\$ 402,000	\$ 402,000	\$ -
39	Central Cities Subtotal		\$ 5,827,000	\$ 3,987,000	\$ 1,840,000
40	North County				
41	Active Transportation Program	b	\$ 264,000	\$ 264,000	\$ -
42	Arterial Program	b	\$ 726,130	\$ 726,130	\$ -
43	Goods Movement Program	b	\$ 104,000	\$ 104,000	\$ -
44	High Desert Corridor (HDC) Right-of-Way		\$ 270,000	\$ 170,000	\$ 100,000
45	Highway Efficiency Program	b	\$ 128,870	\$ 128,870	\$ -
46	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		\$ 785,000	\$ 240,000	\$ 545,000
47	Multimodal Connectivity Program	b	\$ 239,000	\$ 239,000	\$ -
48	Transit Program	b	\$ 88,000	\$ 88,000	\$ -
49	North County Subtotal		\$ 2,605,000	\$ 1,960,000	\$ 645,000

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 \$ in thousands)

for reference only - not to be used for tracking	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
50	Las Virgenes-Malibu				
51	Active Transportation, Transit, and Technology Program	b	\$ 32,000	\$ 32,000	\$ -
52	Highway Efficiency Program	b	\$ 133,000	\$ 133,000	\$ -
53	Modal Connectivity Program	b	\$ 68,000	\$ 68,000	\$ -
54	Traffic Congestion Relief and Improvement Program	b	\$ 63,000	\$ 63,000	\$ -
55	Las Virgenes-Malibu Subtotal		\$ 296,000	\$ 296,000	\$ -
56	Gateway Cities				
57	Gold Line Eastside Extension Phase II - Washington Blvd.	f	\$ 1,500,000	\$ 543,000	\$ 957,000
58	Green Line Eastern Extension (Norwalk)		\$ 500,000	\$ 500,000	\$ -
59	I-5 Corridor Improvements (I-605 to I-710)		\$ 1,100,000	\$ 1,059,000	\$ 41,000
60	I-605 Corridor "Hot Spot" Interchange Improvements		\$ 850,000	\$ 300,000	\$ 550,000
61	I-710 South Corridor Project	g	\$ 4,000,000	\$ 500,000	\$ 3,500,000
62	SR 60/I-605 Interchange HOV Direct Connectors	h	\$ 260,000	\$ 200,000	\$ 60,000
63	West Santa Ana Branch (Eco Rapid Transit Project)		\$ 2,000,000	\$ 1,035,000	\$ 965,000
64	Active Transportation Program (ATP)	j		To be determined	
65	Gateway Cities Subtotal		\$ 10,210,000	\$ 4,137,000	\$ 6,073,000
66	San Gabriel Valley				
67	Active Transportation Program (Bicycle/Pedestrian Facilities)	b	\$ 231,000	\$ 231,000	\$ -
68	Bus System Improvement Program	b	\$ 55,000	\$ 55,000	\$ -
69	Goods Movement Program (Improvements & RR Xing Elim.)	b	\$ 33,000	\$ 33,000	\$ -
70	Highway Demand Based Program (HOV Ext. & Connectors)	b	\$ 231,000	\$ 231,000	\$ -
71	Highway Efficiency Program	b	\$ 534,000	\$ 534,000	\$ -
72	I-605/I-10 Interchange		\$ 126,000	\$ 126,000	\$ -
73	ITS/Technology Program (Advanced Signal Technology)	b	\$ 66,000	\$ 66,000	\$ -
74	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	f	\$ 1,500,000	\$ 543,000	\$ 957,000
75	Metro Gold Line Foothill Light Rail Extension - Phase 2B	i	\$ 1,130,000	\$ 1,019,000	\$ 111,000
76	First/Last Mile and Complete Streets	b	\$ 198,000	\$ 198,000	\$ -
77	SR 60/I-605 Interchange	h	\$ 130,000	\$ 130,000	\$ -
78	SR-57/SR-60 Interchange Improvements		\$ 205,000	\$ 205,000	\$ -
79	San Gabriel Valley Subtotal		\$ 4,439,000	\$ 3,371,000	\$ 1,068,000
80	South Bay				
81	South Bay Highway Operational Improvements		\$ 1,100,000	\$ 500,000	\$ 600,000
82	I-405 South Bay Curve Widening		\$ 150,000	\$ 150,000	\$ -
83	I-405/I-110 Int. HOV Connector Ramps & Intrchnng Improv		\$ 355,000	\$ 355,000	\$ -
84	I-110 Express Lane Ext South to I-405/I-110		\$ 81,500	\$ 51,500	\$ 30,000
85	I-105 Hot Lane from I-405 to I-605		\$ 350,000	\$ 200,000	\$ 150,000
86	Green Line Extension to Crenshaw Blvd in Torrance		\$ 607,500	\$ 607,500	\$ -
87	Transportation System and Mobility Improvements Program	b	\$ 350,000	\$ 350,000	\$ -
88	South Bay Subtotal		\$ 2,994,000	\$ 2,214,000	\$ 780,000
89	GRAND TOTAL		\$ 42,011,100	\$ 23,376,000	\$ 18,635,100

- a. Cost Assumption equals subregional funding share proposed by the Arroyo Verdugo and San Fernando Valley areas.
- b. Cost Assumption equals proposed subregional funding.
- c. Includes the I-10 Roberson/National Area Multimodal Circulation Improvement Project. Additional funds may be available from other regional/state/federal active transportation-related funding.
- d. Final cost, scope, and subregional shares will be determined by the environmental process. The WSCCOG is co-committed with the SFVCOG to contributing funds for the Sepulveda Pass Corridor Project. The working assumption for cost shown here for any existing available L RTP funding is 50% San Fernando Valley area and 50% Westside.
- e. Final cost, scope, and subregional shares will be determined by the environmental process. The WSCCOG is co-committed with Central LA to contributing funds for the Crenshaw Line Extension to West Hollywood/Hollywood Project. The working assumption for cost shown here is 75% Central-25% Westside.
- f. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available L RTP funding (including Measure R) is 50% Gateway area and 50% San Gabriel Valley area.
- g. At least \$3.5 B in funding needs for this project is not shown here. We are pursuing a strategy to fund 12.5% from existing resources, 12.5% from State resources, 12.5% from Federal resources, & 12.5% from subregional target. The remaining 50% is to come from private tolls or fees originating from freight.
- h. Final cost, scope, & subregional shares will be determined by the environmental process. The working assumption here is 2/3 Gateway & 1/3 San Gabriel Valley.
- i. Subregional target does not include full 25% contingency.
- j. The ATP is to be based upon the Gateway COG's Strategic Transportation Plan.
- k. WSCCOG proposes funding to support the alignment study and construction of the project from Westwood/VA Hospital to City of Santa Monica.

Current as of February 22, 2016

Attachment E reflects the constrained staff recommendation for public comment and a side-by-side comparison with all the Sub-Regional planning area project lists, including the Westside Cities COG. The comparisons capture the impacts of the end result of numerous moving parts, including refined cost estimates, updated performance results, project phasing assumptions necessary due to financial constraints, and changes to the overall structure of the working assumptions with respect to proposed multi-modal capital and operating divisions of the entire tax revenue pie. Overlaid on these changes is the impact of the Metro Board of Director's adopted Performance Metrics, which guided the proposed project schedules required by SB 764 (de León). Each of these changes is explained where it impacted a subregional list, as indicated herein.

Of note are the refined cost estimates for the West Santa Ana Transit Corridor and the Metro Gold Line Eastside Extension projects. Previous estimates from 2010 were updated to reflect inflation to the current year, market conditions, actual cost experience on similar projects, comprehensive categories of cost including soft costs, changes in infrastructure type and other project characteristics and adequate levels of contingency. Additional cost information is included in a separate attachment to this report. As a result, the draft plan only provides a phased implementation of the West Santa Ana Transit Corridor and only one alignment for the Gold Line Eastside Extension can be constructed in the 40 year plan scenario. With a 50 year plan scenario, the second alignment for the Gold Line Eastside Extension can be constructed, or the subregion where the first alignment was not selected can act to identify a replacement project(s) valued at \$1.5 billion, the amount conceded to the other subregion for the first alignment. The Metro Board of Directors must concur with the replacement project(s) recommendation.

Expenditure Plan DRAFT for Public Comment

ATTACHMENT E - Attachment C Difference Sheet

(2015 \$ in thousands)

Project	Attach D Cost Assumption 2015\$	Attach D Target Amount 2015\$	Most Recent Cost Estimate 2015\$*	PBM funding 2015\$	Changes from Attachment D		
					Cost Difference b/w Attach D & Most Recent Estimate	Difference b/w PBM Funding and Target Amount 2015\$	Notes
Arroyo Verdugo							
BRT Connector Orange/Red Line to Gold Line	\$283,000	\$283,000	\$133,500	\$133,500	(\$149,500)	(\$149,500)	Cost Reduction; See Attached
Active Transportation Projects	\$136,500	\$136,500	\$136,500	\$136,500	\$0	\$0	
Goods Movement Projects	\$81,700	\$81,700	\$81,700	\$81,700	\$0	\$0	
Highway Efficiency, Noise Mitig. and Arterial Projects	\$602,800	\$602,800	\$602,800	\$602,800	\$0	\$0	
Modal Connectivity and Complete Streets Projects	\$202,000	\$202,000	\$202,000	\$202,000	\$0	\$0	
Transit Projects	\$257,100	\$257,100	\$257,100	\$257,100	\$0	\$0	
Arroyo Verdugo Projects to be Determined	\$67,900	\$67,900	\$217,400	\$217,400	\$149,500	\$149,500	Adjusted to ensure appropriate equity
Arroyo Verdugo Subtotal:	\$1,631,000	\$1,631,000	\$1,631,000	\$1,631,000	\$0		
San Fernando Valley							
City of San Fernando Bike Master Plan	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$0	
Complete LA River Bikepath	\$60,000	\$60,000	\$60,000	\$60,000	\$0	\$0	
East SF Valley Transit Corridor Project @	\$1,000,000	\$1,000,000	\$1,331,000	\$810,500	\$331,000	(\$189,500)	\$ Spread added from LRTP \$'s \$
BRT Connector Orange/Red Line to Gold Line	\$230,000	\$230,000	\$133,500	\$133,500	(\$96,500)	(\$96,500)	Cost Reduction; See Attached
Orange Line BRT Improvements	\$300,000	\$300,000	\$286,000	\$286,000	(\$14,000)	(\$14,000)	Cost Reduction; See Attached
Orange Line Conversion to Light Rail	\$1,400,000	\$62,000	\$1,429,000	\$362,000	\$29,000	\$300,000	Cost increase, paid with add'l LRTP\$
Sepulveda Pass Transit Corridor (Ph 1) @	\$0	\$0	\$130,000	\$130,000	\$130,000	\$130,000	Project phased
Sepulveda Pass Transit Corridor (Ph 2) @	\$3,390,000	\$1,400,000	\$2,837,000	\$1,270,000	(\$553,000)	(\$130,000)	Cost Reduc.; Project Phased
San Fernando Valley Subtotal:	\$6,385,000	\$3,057,000	\$6,211,500	\$3,057,000	(\$173,500)	\$0	
Westside							
Active Transportation 1st/Last Mile Connections Prog.	\$700,000	\$700,000	\$361,000	\$361,000	(\$339,000)	(\$339,000)	Reduced request to match target
Crenshaw Northern Extension	\$580,000	\$1,400,000	\$560,000	\$560,000	(\$20,000)	(\$840,000)	Cost Reduction; See Attached
Lincoln Blvd BRT	\$307,000	\$307,000	\$102,000	\$102,000	(\$205,000)	(\$205,000)	Cost Reduction; See Attached
Purple Line Extension to Bundy	\$2,647,100	\$1,400,000	\$2,647,100	\$0	\$0	(\$1,400,000)	Not funded to match target & perform.
Sepulveda Pass Transit Corridor (Ph 1) @	\$0	\$0	\$130,000	\$130,000	\$130,000	\$130,000	Project phased
Sepulveda Pass Transit Corridor (Ph 2) @	\$3,390,000	\$1,400,000	\$2,837,000	\$1,270,000	(\$553,000)	(\$130,000)	Cost Reduc.; Project Phased
Westside Requested Subtotal:	\$7,624,100	\$5,207,000	\$6,637,100	\$2,423,000	(\$987,000)	(\$2,784,000)	
Amount Requested in Excess of Constrained Target	N/A	\$ (2,484,000)	N/A	N/A			
Westside Subtotal:	\$7,624,100	\$2,723,000	\$6,637,100	\$2,423,000	(\$1,974,000)	(\$300,000)	\$300 million in LRTP added for equity
Central City Area							
Crenshaw Northern Extension	\$1,750,000	\$1,185,000	\$1,680,000	\$1,185,000	(\$70,000)	\$0	Cost reduction
Vermont Transit Corridor	\$425,000	\$425,000	\$425,000	\$25,000	\$0	(\$400,000)	Cost increase, paid with LRTP\$
BRT and 1st/Last Mile Solutions e.g. DASH	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$0	Central Area re-balancing request. See February 5, 2016 Letter from Central Subregion.
Freeway Interchange and Operational Improvements	\$195,000	\$195,000	\$195,000	\$195,000	\$0	\$0	
Historic Downtown Streetcar	\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$0	
LA River Waterway & System Bikepath	\$365,000	\$365,000	\$365,000	\$365,000	\$0	\$0	
Los Angeles Safe Routes to School Initiative	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$0	
LA Streetscape Enhance. & Great Streets Program	\$450,000	\$450,000	\$450,000	\$450,000	\$0	\$0	
Active Transportation, 1st/Last Mile, & Mobility Hubs	\$215,000	\$215,000	\$215,000	\$215,000	\$0	\$0	
Traffic Congestion Relief/Signal Synchronization	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$0	
Public Transit State of Good Repair Program	\$402,000	\$402,000	\$402,000	\$402,000	\$0	\$0	
West Santa Ana Transit Corridor LRT Ph 2 @	\$0	\$0	\$1,482,500	\$400,000	\$1,482,500	\$400,000	
Central City Area Subtotal:	\$4,552,000	\$3,987,000	\$5,964,500	\$3,987,000	(\$70,000)	(\$400,000)	
North County							
Active Transportation Program	\$264,000	\$264,000	\$264,000	\$264,000	\$0	\$0	
Arterial Program	\$726,130	\$726,130	\$726,130	\$726,130	\$0	\$0	
Goods Movement Program	\$104,000	\$104,000	\$104,000	\$104,000	\$0	\$0	
High Desert Corridor (HDC) Right-of-Way @	\$270,000	\$170,000	\$270,000	\$170,000	\$0	\$0	
Highway Efficiency Program	\$128,870	\$128,870	\$128,870	\$128,870	\$0	\$0	
I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) @	\$785,000	\$240,000	\$784,080	\$240,000	(\$920)	\$0	Cost Reduction
Multimodal Connectivity Program	\$239,000	\$239,000	\$239,000	\$239,000	\$0	\$0	
Transit Program	\$88,000	\$88,000	\$588,000	\$88,000	\$500,000	\$0	High performer, \$ added for geo equity
North County Subtotal:	\$2,605,000	\$1,960,000	\$3,104,080	\$1,960,000	\$499,080	\$0	

* The most recent cost estimate equals the accelerated cost.

Expenditure Plan DRAFT for Public Comment

ATTACHMENT E - Attachment C Difference Sheet

(2015 \$ in thousands)

Project	Attach D Cost Assumption 2015\$	Attach D Target Amount 2015\$	Most Recent Cost Estimate 2015\$*	PBM funding 2015\$	Changes from Attachment D		
					Cost Difference b/w Attach D & Most Recent Estimate	Difference b/w PBM Funding and Target Amount 2015\$	Notes
Las Virgenes-Malibu							
Active Transportation, Transit, and Tech. Program	\$32,000	\$32,000	\$32,000	\$32,000	\$0	\$0	Accelerated for geographic equity
Highway Efficiency Program	\$133,000	\$133,000	\$133,000	\$133,000	\$0	\$0	
Modal Connectivity Program	\$68,000	\$68,000	\$68,000	\$68,000	\$0	\$0	
Traffic Congestion Relief and Improvement Program	\$63,000	\$63,000	\$63,000	\$63,000	\$0	\$0	
Las Virgenes-Malibu Subtotal:	\$296,000	\$296,000	\$296,000	\$296,000	\$0	\$0	
Gateway Cities							
Gold Line Eastside Extension (One Alignment) ®	\$1,500,000	\$543,000	\$1,500,000	\$543,000	\$0	\$0	Low perf. transferred to system asset
Green Line Eastern Extension (Norwalk)	\$500,000	\$500,000	\$770,000	\$0	\$270,000	(\$500,000)	
I-5 Corridor Improvements (I-605 to I-710)	\$1,100,000	\$1,059,000	\$1,105,060	\$1,059,000	\$5,060	\$0	
I-605 Corridor "Hot Spot" Interchange Improvements ®	\$850,000	\$300,000	\$1,240,000	\$1,000,000	\$390,000	\$700,000	
I-710 South Corridor Project (Ph 1) ®	\$4,000,000	\$500,000	\$400,000	\$250,000	(\$3,600,000)	(\$250,000)	Goods mvmt fee excluded from equity
I-710 South Corridor Project (Ph 2) ®	incl. above		\$908,500	\$250,000	\$0	\$250,000	Goods mvmt fee excluded from equity
SR 60/I-605 Interchange HOV Direct Connectors	\$260,000	\$200,000	\$0	\$0	(\$260,000)	(\$200,000)	Geo equity adjustment
West Santa Ana Transit Corridor LRT Ph 1 ®	\$ 2,000,000	\$ 1,035,000	\$1,035,000	\$535,000	(\$965,000)	(\$500,000)	Project built in separate phases
West Santa Ana Transit Corridor LRT Ph 2 ®	incl. above		\$1,482,500	\$500,000	\$0	\$500,000	Project built in separate phases
Active Transportation Program	TBD	TBD	TBD	TBD	TBD	TBD	
Gateway Cities Subtotal:	\$10,210,000	\$4,137,000	\$8,441,060	\$4,137,000	(\$4,159,940)	\$0	
San Gabriel Valley							
Active Transportation Program (Including Greenway Proj.)	\$231,000	\$231,000	\$231,000	\$231,000	\$0	\$0	
Bus System Improvement Program	\$55,000	\$55,000	\$55,000	\$55,000	\$0	\$0	
Goods Movement (Improvements & RR Xing Elim.)	\$33,000	\$33,000	\$33,000	\$33,000	\$0	\$0	
Highway Demand Based Prog. (HOV Ext. & Connect.)	\$231,000	\$231,000	\$231,000	\$231,000	\$0	\$0	
Highway Efficiency Program	\$534,000	\$534,000	\$534,000	\$534,000	\$0	\$0	See Attached
I-605/I-10 Interchange	\$126,000	\$126,000	\$598,400	\$126,000	\$472,400	\$0	
ITS/Technology Program (Advanced Signal Tech.)	\$66,000	\$66,000	\$66,000	\$66,000	\$0	\$0	
Gold Line Eastside Extension (One Alignment) ®	\$1,500,000	\$543,000	\$1,500,000	\$543,000	\$0	\$0	
Gold Line Foothill Extension to Claremont ®	\$1,130,000	\$1,019,000	\$1,097,000	\$1,019,000	(\$33,000)	\$0	Cost reduction; see Attached
First/Last Mile and Complete Streets	\$198,000	\$198,000	\$198,000	\$198,000	\$0	\$0	See Attached
SR 60/I-605 Interchange HOV Direct Connectors	\$130,000	\$130,000	\$490,600	\$130,000	\$360,600	\$0	
SR-57/SR-60 Interchange Improvements	\$205,000	\$205,000	\$770,000	\$205,000	\$565,000	\$0	
San Gabriel Valley Subtotal:	\$4,439,000	\$3,371,000	\$5,804,000	\$3,371,000	\$1,365,000	\$0	
South Bay							
South Bay Highway Operational Improvements	\$1,100,000	\$500,000	\$1,100,000	\$500,000	\$0	\$0	See Attached
I-405 South Bay Curve Improvements	\$150,000	\$150,000	\$400,840	\$150,000	\$250,840	\$0	
I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®	\$355,000	\$355,000	\$250,000	\$250,000	(\$105,000)	(\$105,000)	
I-110 Express Lane Ext South to I-405/I-110 Interchange	\$81,500	\$51,500	\$280,000	\$51,500	\$198,500	\$0	
I-105 Express Lane from I-405 to I-605	\$350,000	\$200,000	\$175,000	\$175,000	(\$175,000)	(\$25,000)	Cost reduction; see Attached
Green Line Extension to Crenshaw Blvd in Torrance ®	\$607,500	\$607,500	\$891,000	\$737,500	\$283,500	\$130,000	See Attached; funding rebalance
Transportation System and Mobility Improve. Program	\$350,000	\$350,000	\$350,000	\$350,000	\$0	\$0	
South Bay Subtotal:	\$2,994,000	\$2,214,000	\$3,446,840	\$2,214,000	\$452,840	\$0	
GRAND TOTAL	40,736,100	23,376,000	41,536,080	23,076,000	(\$3,073,520)	\$0	

\$ Spread is the difference between cost increase and revenue decrease.

* The most recent cost estimate equals the accelerated cost.

* The most recent cost estimate equals the accelerated cost.



COMPARISON OF COST ESTIMATES - HIGHWAY PROJECT (2015\$)

Line #	Dec 2015 Board Item 17 Attachment D Line Item	Highway Projects	Total Project Cost Metro Estimates	Dec 2015 Board Item 17 Attachment D	Difference
1	59	I-605 Corridor "Hot Spot" Interchange Improvements	\$ 1,540,000,000	\$ 850,000,000	\$ 690,000,000
2	77	SR-57/SR-60 Interchange Improvements	\$ 770,000,000	\$ 205,000,000	\$ 565,000,000
3	71	I-605/I-10 Interchange	\$ 598,400,000	\$ 126,000,000	\$ 472,400,000
4	81	I-405 South Bay Curve Widening	\$ 400,840,000	\$ 150,000,000	\$ 250,840,000
5	83	I-110 Express Lanes Extension South to I-405/I-110	\$ 280,000,000	\$ 81,500,000	\$ 198,500,000
6	60	I-710 South Corridor Project	\$ 4,108,500,000	\$ 4,000,000,000	\$ 108,500,000
7	61	SR-60/I-605 Interchange HOV Direct Connectors	\$ 490,600,000	\$ 390,000,000	\$ 100,600,000
8	58	I-5 Corridor Improvements (I-605 to I-710)	\$ 1,105,060,000	\$ 1,100,000,000	\$ 5,060,000
9	43	High Desert Corridor (HDC) Right-of-Way	\$ 270,000,000	\$ 270,000,000	\$ -
10	80	South Bay Highway Operational Improvements	\$ 1,100,000,000	\$ 1,100,000,000	\$ -
11	45	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)	\$ 784,080,000	\$ 785,000,000	\$ (920,000)
12	82	I-405/I-110 Interchange HOV Connector Ramps and Interchange Improvements	\$ 250,000,000	\$ 355,000,000	\$ (105,000,000)
13	84	I-105 Hot Lane from I-405 to I-605	\$ 175,000,000	\$ 350,000,000	\$ (175,000,000)
Total Highway Projects:			\$ 11,872,480,000	\$ 9,762,500,000	\$ 2,109,980,000



COMPARISON OF COST ESTIMATES - TRANSIT PROJECT (2015\$)

Line #	Dec 2015 Board Item 17 Attachment D Line Item	Transit Corridor Projects	Total Project Cost Metro Estimates	Dec 2015 Board Item 17 Attachment D	Difference
1	12	East San Fernando Valley Transit Corridor Project as LRT	\$ 1,331,000,000	\$ 1,000,000,000	\$ 331,000,000
2	28	Vermont "Short Corridor" Subway from Wilshire to Exposition	\$ 2,006,000,000	\$ 1,700,000,000	\$ 306,000,000
3	85	Green Line Extension to Crenshaw Blvd in Torrance	\$ 891,000,000	\$ 607,500,000	\$ 283,500,000
4	57	Green Line Eastern Extension (Norwalk) LRT	\$ 770,000,000	\$ 500,000,000	\$ 270,000,000
5	23	Purple Line Extension to Santa Monica	\$ 2,730,000,000	\$ 2,647,100,000	\$ 82,900,000
6	15	Orange Line Conversion to Light Rail (Phased with Line 14)	\$ 1,429,000,000	\$ 1,400,000,000	\$ 29,000,000
7	56	Metro Gold Line Eastside Transit Corridor Phase II - Washington Alignment	\$ 3,000,000,000	\$ 1,500,000,000	\$ -
8	73	Metro Gold Line Eastside Transit Corridor Phase II - SR-60		\$ 1,500,000,000	
9	62	West Santa Ana Branch (Eco Rapid Transit Project) - Total Project	\$ 2,000,000,000	\$ 2,000,000,000	\$ -
10	14	Orange Line BRT Improvements	\$ 286,000,000	\$ 300,000,000	\$ (14,000,000)
11	74	Metro Gold Line Foothill Light Rail Extension - Phase 2B	\$ 1,097,000,000	\$ 1,130,000,000	\$ (33,000,000)
12	21	Crenshaw Line Extension to West Hollywood/Hollywood LRT	\$ 2,240,000,000	\$ 2,330,000,000	\$ (90,000,000)
13	22	Lincoln Blvd BRT	\$ 102,000,000	\$ 307,000,000	\$ (205,000,000)
14	2	North Hollywood to Pasadena BRT Corridor	\$ 267,000,000	\$ 513,000,000	\$ (246,000,000)
15	16A	Sepulveda Pass Transit Corridor (N) - PLE Westwood/UCLA to Orange Van Nuys Station	\$ 5,934,000,000	\$ 6,780,000,000	\$ (846,000,000)
		Total Transit Projects:	\$ 24,083,000,000	\$ 24,214,600,000	\$ (131,600,000)

Note:

Cost Reduction:

- All Metro Parametric Estimate (MPE) contingencies were reduced to 25% from 35%
- Metro Gold Line Eastside Phase II, use Dec 2015 Board Item #17 Attachment D of \$3 billion, instead of MPE of \$4.81 billion
- West Santa Ana Branch Corridor, use Dec 2015 Board Item #17 Attachment D of \$2 billion, instead of MPE of \$3.74 billion
- Lincoln Blvd BRT, MPE was adjusted lower with less uncertainty than before to replicate with the completed Wilshire BRT project

Cost Increase:

- Orange Line Conversion to LRT, current MPE is for the entire alignment, where the Dec 2015 Board Item #17 Attachment D cost was only for the E-W (N. Hollywood to Warner Center) portion
- Higher Heavy Rail project's ROW and Vehicle costs because of the recent updated information from the Purple Line Extension

Attachment F: Funded Projects - Draft **Highway** Project Evaluation - Countywide Weighted Scores

Row #	Attach. D	Subregion	Project Name ²	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score ¹
1	45	North County	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd)	45.0	6.3	5.8	3.1	-1.6	58.6
2		SGV	SR-71 Gap from Mission Blvd. to Rio Rancho Rd.	22.5	10.4	11.7	9.4	-1.6	52.4
3	43	Gateway Cities	I-710 South Corridor Project	11.3	10.4	11.7	12.5	6.3	52.1
3		SGV	SR-71 Gap from I-10 to Mission Blvd.	22.5	4.2	5.8	6.3	-1.6	37.2

¹ Total Scores may not add up due to rounding.² Project name describes the project scope that was funded. Modeled scope may vary.

Row #	Attach. D	Subregion	Project Name ²	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score ¹
1	43 (ROW only)	North County	High Desert Corridor	33.8	8.3	2.9	12.5	4.7	62.2
2	16, 24	Westside, SFV	Sepulveda Pass Transit Corridor (Ph 1) <i>Re-stripe 2 HOT lanes in each direction</i>	39.4	8.3	11.7	6.3	-7.8	57.8
3	84	South Bay	I-105 Express Lane from I-405 to I-605	33.8	6.3	14.6	3.1	-7.8	49.9
4	58	Gateway Cities	I-5 Corridor Improvements (I-605 to I-710)	28.1	4.2	14.6	6.3	-9.4	43.8
5	83	South Bay	I-110 Express Lane Ext South to I-405/I-110 Interchange	22.5	2.1	11.7	3.1	-7.8	31.6
6	81	South Bay	I-405 South Bay Curve Improvements	16.9	6.3	14.6	0.0	-10.9	26.8

¹Total Scores may not add up due to rounding.

²Project name describes the project scope that was funded. Modeled scope may vary.

Attachment F: Funded Projects - Draft Transit Project Evaluation - Countywide Weighted Scores

Row #	Attach. D	Subregion	Project Name ²	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score ¹
1		Westside	Westside Purple Line Extension Section 3 (to Westwood/VA Hospital)	45.0	8.3	10.9	12.5	10.0	86.8
2	62	Central, Gateway Cities	West Santa Ana Transit Corridor (Downtown to Pioneer Bl in Artesia)	45.0	6.3	8.8	6.3	6.3	72.5
3	12	SFV	East San Fernando Valley Transit Corridor (Orange Line to Sylmar)	33.8	4.2	13.1	6.3	7.5	64.8
4	85	South Bay	Green Line Extension to Crenshaw Blvd in Torrance	33.8	4.2	8.8	6.3	3.8	56.7
5	56, 73	SGV	Gold Line Eastside Extension: SR-60 Alignment	22.5	6.3	6.6	6.3	8.8	50.3
6	56, 73	Gateway Cities	Gold Line Eastside Extension: Washington Blvd Alignment	22.5	8.3	6.6	6.3	5.0	48.6

¹ Total Scores may not add up due to rounding.

² Project name describes the project scope that was funded. Modeled scope may vary.












































































Attachment F: Draft Transit Project Evaluation - Countywide Weighted Scores





























































Row #	Attach. D	Subregion	Project Name ²	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score ¹
1	2, 13	SFV, Arroyo Verdugo, SGV	BRT Connector Orange/Red Line to Gold Line	45.0	8.3	15.3	6.3	8.8	83.6
2	16, 24	SFV, Westside	Sepulveda Pass Transit Corridor	45.0	4.2	10.9	12.5	10.0	82.6
3	28	Central	Vermont Transit Corridor	39.4	6.3	13.1	12.5	8.8	80.0
4	21, 27	Westside, Central	Crenshaw Northern Extension	33.8	10.4	15.3	9.4	10.0	78.9
5	22	Westside	Lincoln Blvd BRT	39.4	10.4	15.3	6.3	3.8	75.1
6	23	Westside	Westside Purple Line Extension - Section 4 to Bundy	33.8	8.3	13.1	12.5	6.3	74.0
7	74	SGV	Gold Line Foothill Extension Phase to Claremont	45.0	6.3	6.6	6.3	6.3	70.3
8	57	Gateway Cities	Green Line Eastern Extension (Norwalk)	39.4	8.3	6.6	9.4	5.0	68.6
9	15	SFV	Orange Line Conversion	33.8	2.1	2.2	9.4	7.5	54.9






¹ Total Scores may not add up due to rounding.






² Project name describes the project scope that was funded. Modeled scope may vary.

RANK	Project	Subregion	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score 100%
1	Highway Demand Based Program	San Gabriel Valley	● 45.0	🕒 3.1	🕒 5.3	🕒 3.1	🕒 3.1	59.6
2	Transit Projects	Arroyo Verdugo	🕒 22.5	🕒 3.1	● 17.5	🕒 3.1	● 12.5	58.8
3	Transportation System and Mobility Improvements Program	South Bay	🕒 22.5	🕒 3.1	● 17.5	🕒 3.1	● 12.5	58.8
4	I-605 Corridor "Hot Spot" Interchange Improvements	Gateway	● 45.0	🕒 6.3	○ 0.0	🕒 3.1	○ 0.0	54.4
5	Highway Operational Improvements	South Bay	● 45.0	🕒 3.1	○ 0.0	🕒 3.1	🕒 3.1	54.4
6	Transit Program	North County	🕒 22.5	🕒 3.1	● 17.5	🕒 3.1	🕒 6.3	52.5
7	Bus System Improvement Program	San Gabriel Valley	🕒 22.5	🕒 3.1	● 17.5	🕒 3.1	🕒 6.3	52.5
8	Modal Connectivity and Complete Streets Projects	Arroyo Verdugo	🕒 22.5	○ 0.0	🕒 8.8	🕒 6.3	● 12.5	50.0
9	Active Transportation and First/Last Mile Connections Program	Westside	🕒 22.5	🕒 3.1	🕒 8.8	🕒 3.1	● 12.5	50.0
10	Active Transportation, 1st/Last Mile & Mobility Hubs	Central	🕒 22.5	🕒 3.1	🕒 8.8	🕒 3.1	● 12.5	50.0
11	Active Transportation Program	North County	🕒 22.5	🕒 3.1	🕒 8.8	🕒 3.1	● 12.5	50.0
12	Active Transportation, Transit, and Technology Program	Las Virgenes Malibu	🕒 22.5	🕒 3.1	🕒 8.8	🕒 3.1	● 12.5	50.0
13	Active Transportation Program	Gateway	🕒 22.5	🕒 3.1	🕒 8.8	🕒 3.1	● 12.5	50.0
14	Active Transportation Program	San Gabriel Valley	🕒 22.5	🕒 3.1	🕒 8.8	🕒 3.1	● 12.5	50.0
15	First/Last Mile and Complete Streets	San Gabriel Valley	🕒 22.5	○ 0.0	🕒 8.8	🕒 6.3	● 12.5	50.0
16	Los Angeles Safe Routes to School Initiative	Central	🕒 11.3	○ 0.0	● 17.5	● 12.5	🕒 6.3	47.5

RANK	Project	Subregion	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score 100%
17	Multimodal Connectivity Program	North County	 11.3	 0.0	 17.5	 6.3	 12.5	47.5
18	Active Transportation Projects	Arroyo Verdugo	 22.5	 0.0	 8.8	 3.1	 12.5	46.9
19	Complete LA River Bike Path Across the Valley	San Fernando Valley	 22.5	 0.0	 8.8	 3.1	 12.5	46.9
20	LA River Waterway & System Bikepath	Central	 22.5	 0.0	 8.8	 3.1	 12.5	46.9
21	Orange Line BRT Improvements	San Fernando Valley	 22.5	 3.1	 5.3	 3.8	 6.3	40.9
22	Highway Efficiency, Noise Mitigation and Arterial Projects	Arroyo Verdugo	 22.5	 6.3	 5.3	 3.1	 3.1	40.3
23	Highway Efficiency Program	North County	 22.5	 6.3	 4.4	 3.1	 3.1	39.4
24	Highway Efficiency Program	Las Virgenes Malibu	 22.5	 6.3	 4.4	 3.1	 3.1	39.4
25	Traffic Congestion Relief and Improvement Program	Las Virgenes Malibu	 22.5	 6.3	 4.4	 3.1	 3.1	39.4
26	BRT and 1st/Last Mile Solutions such as DASH	Central	 11.3	 3.1	 8.8	 3.1	 12.5	38.8
27	LA Streetscape Enhancements & Great Streets Program	Central	 11.3	 6.3	 8.8	 6.3	 6.3	38.8
28	Multimodal Connectivity Program	Las Virgenes Malibu	 11.3	 0.0	 8.8	 6.3	 12.5	38.8
29	Highway Efficiency Program	San Gabriel Valley	 22.5	 3.1	 5.3	 3.1	 3.1	37.1
30	ITS/Technology Program	San Gabriel Valley	 22.5	 3.1	 4.4	 3.1	 3.1	36.3
31	SR-60/I-605 Interchange HOV Direct Connectors	Gateway	 22.5	 6.3	 0.0	 6.3	 0.0	35.0

RANK	Project	Subregion	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score 100%
32	Freeway Interchange and Operational Improvements	Central	 22.5	 3.1	 4.4	 3.1	 0.0	33.1
33	Public Transit State of Good Repair Program	Central	 22.5	 0.0	 4.4	 3.1	 3.1	33.1
34	Historic Streetcar	Central	 11.3	 6.3	 8.8	 3.1	 3.1	32.5
35	SR-60/I-605 Interchange	San Gabriel Valley	 22.5	 6.3	 0.0	 3.1	 0.0	31.9
36	SR-57/SR-60 Interchange Improvements	San Gabriel Valley	 22.5	 6.3	 0.0	 3.1	 0.0	31.9
37	I-405/I-110 Interchange/HOV Connector Ramps & Interchange Improvements	South Bay	 22.5	 3.1	 0.0	 6.3	 0.0	31.9
38	Goods Movement Program	Arroyo Verdugo	 11.3	 12.5	 0.0	 6.3	 0.0	30.0
39	Goods Movement Program	North County	 11.3	 12.5	 0.0	 6.3	 0.0	30.0
40	Goods Movement Program	San Gabriel Valley	 11.3	 12.5	 0.0	 6.3	 0.0	30.0
41	Arterial Program	North County	 22.5	 3.1	 0.0	 3.1	 0.0	28.8
42	I-605/I-10 Interchange	San Gabriel Valley	 22.5	 3.1	 0.0	 3.1	 0.0	28.8
43	City of San Fernando Bike Master Plan	San Fernando Valley	 11.3	 0.0	 4.4	 3.1	 6.3	25.0

RANK	Project	Subregion	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score 100%
44	Traffic Congestion Relief/Signal Synchronization Program	Central	 11.3	 0.0	 4.4	 3.1	 3.1	21.9
45	Unprogrammed	Arroyo Verdugo	N/A	N/A	N/A	N/A	N/A	N/A

To Achieve the following score in a single theme:	Project must meet the corresponding criterion:
 HIGH BENEFIT	Significantly benefits one or more theme goals or metrics on a <u>subregional</u> scale
 MEDIUM BENEFIT	Significantly benefits one or more theme goals or metrics on a <u>corridor or activity center</u> scale
 LOW BENEFIT	Addresses one or more theme goals or metrics on a <u>limited/localized</u> scale (e.g., at a single intersection)
 NEUTRAL BENEFIT	Has no cumulative positive or negative impact on theme goals or metrics
 NEGATIVE IMPACT	Results in cumulative negative impact on one or more theme goals or metrics

HIGH BENEFIT = 1.0
MEDIUM BENEFIT = 0.5
LOW BENEFIT = 0.25
NEUTRAL BENEFIT = 0.0

Metro Transit & Highway Projects: 40-Year Buildout

Highway Projects	
First 15 Years	<ul style="list-style-type: none"> 1 High Desert Corridor Project (Right-of-Way) (P3 Candidate) [NC] 2 I-5 N Capacity Enhancements (SR-14 to Lake Hughes Rd) [NC] 3 SR-71 Gap: I-10 to Rio Rancho Rd [SC] 4 SR-57/SR-60 Interchange Improvements [SC] 5 I-105 Express Lane: I-405 to I-605 [SB] 6 Sepulveda Pass Corridor (Busway) (P3 Candidate) [SF, W] 7 I-710 South Corridor Project Phase 1 (P3 Candidate) [CC]
Second 15 Years	<ul style="list-style-type: none"> 15 I-605/I-10 Interchange [SC] 16 I-5 Corridor Improvements: I-605 to I-710 [CC] 17 I-405 South Bay Curve Improvements [SB] 18 I-710 South Corridor Project Phase 2 (P3 Candidate) [CC] 19 I-110 Express Lanes Extension to I-405/I-110 Interchange [SB] 20 SR-60/I-605 Interchange HOV Direct Connectors [SC] 26 I-405/I-110 Interchange HOV Connect Ramps & Interchange Improvements [SB]
Transit Projects	
First 15 Years	<ul style="list-style-type: none"> 8 Airport Metro Connector/Green Line Extension [SA] 9 East San Fernando Valley Transit Corridor [SF] 10 BRT Connector Orange/Red Line to Gold Line [AV, SF] 11 Gold Line Foothill Extension Phase 2B [SC] 12 Purple Line Extension Transit Project Section 3 [W] 13 West Santa Ana Transit Corridor Phase 1 [CC] 14 Orange Line BRT Improvements (Locations TBD) [SF] 23 Vermont Transit Corridor [C] <p>Not shown: Crenshaw/LAX Track Enhancement Project [SA], Complete LA River Bike Path [SF] and LA River Waterway and System Bike Path [C]</p>
Second 15 Years	<ul style="list-style-type: none"> 21 Gold Line Eastside Extension Phase 2 (one alignment) [SC, CC] 22 Green Line Extension to Crenshaw Blvd in Torrance [SB] 24 Sepulveda Pass Corridor (Rail) (P3 Candidate) [SF, W] 25 West Santa Ana Transit Corridor Phase 2 [C, CC]
Final 10 Years	<ul style="list-style-type: none"> 27 Crenshaw Line Northern Extension [C, W] 28 Orange Line Conversion to Light Rail [SF] 29 Lincoln Blvd Bus Rapid Transit [W] 30 Green Line to Norwalk Metrolink Station [CC] 31 Sepulveda Pass Corridor Westwood to Airport Metro Connector (P3 Candidate) [W] <p>Not shown: City of San Fernando Bike Master Plan [SF] and Historic Downtown Streetcar [C]</p>



Metro

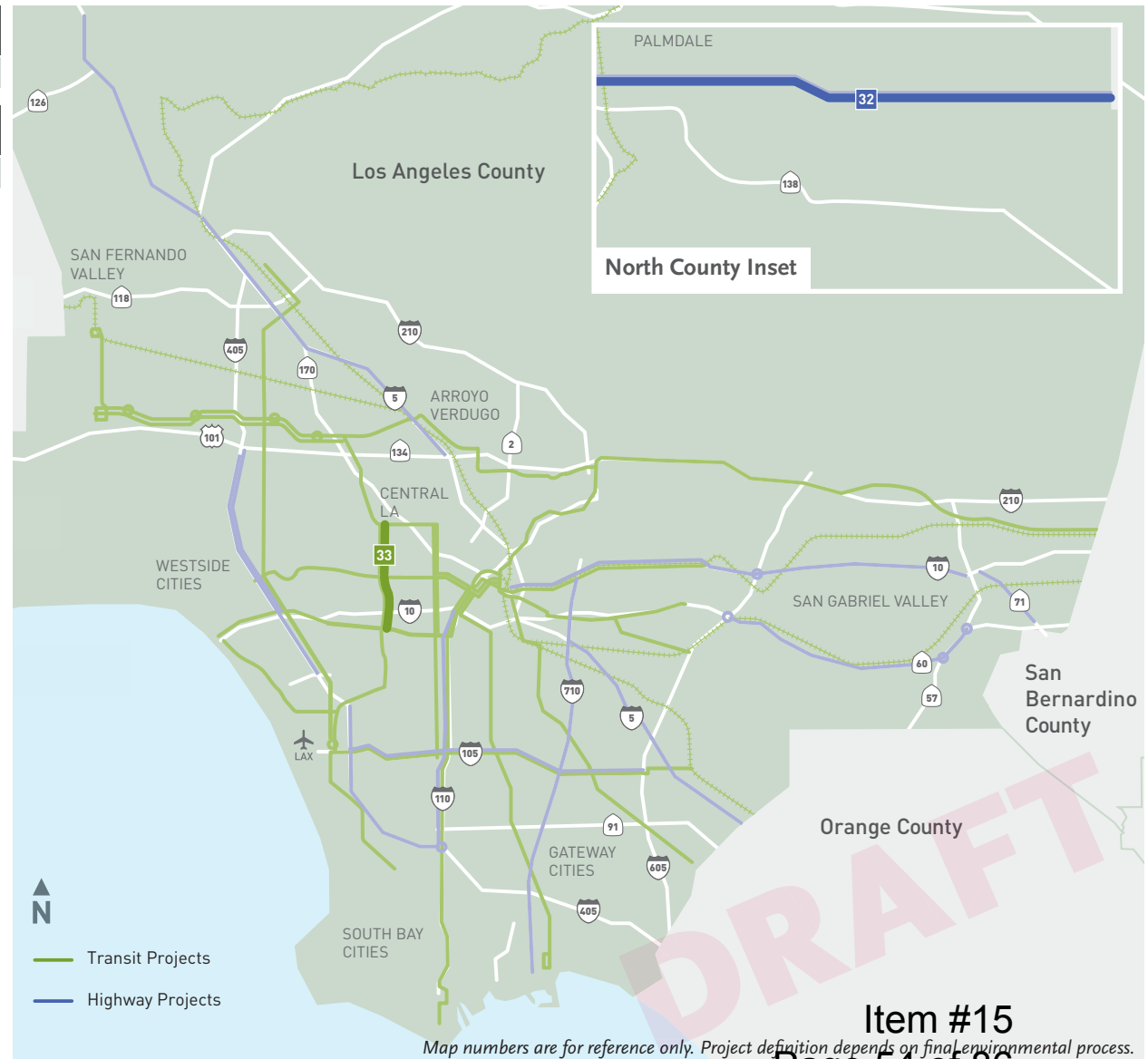
Metro Transit & Highway Projects: 45-Year Scenario

Highway Projects

32 High Desert Corridor Project (Construction) (P3 Candidate) [NC]

Transit Projects

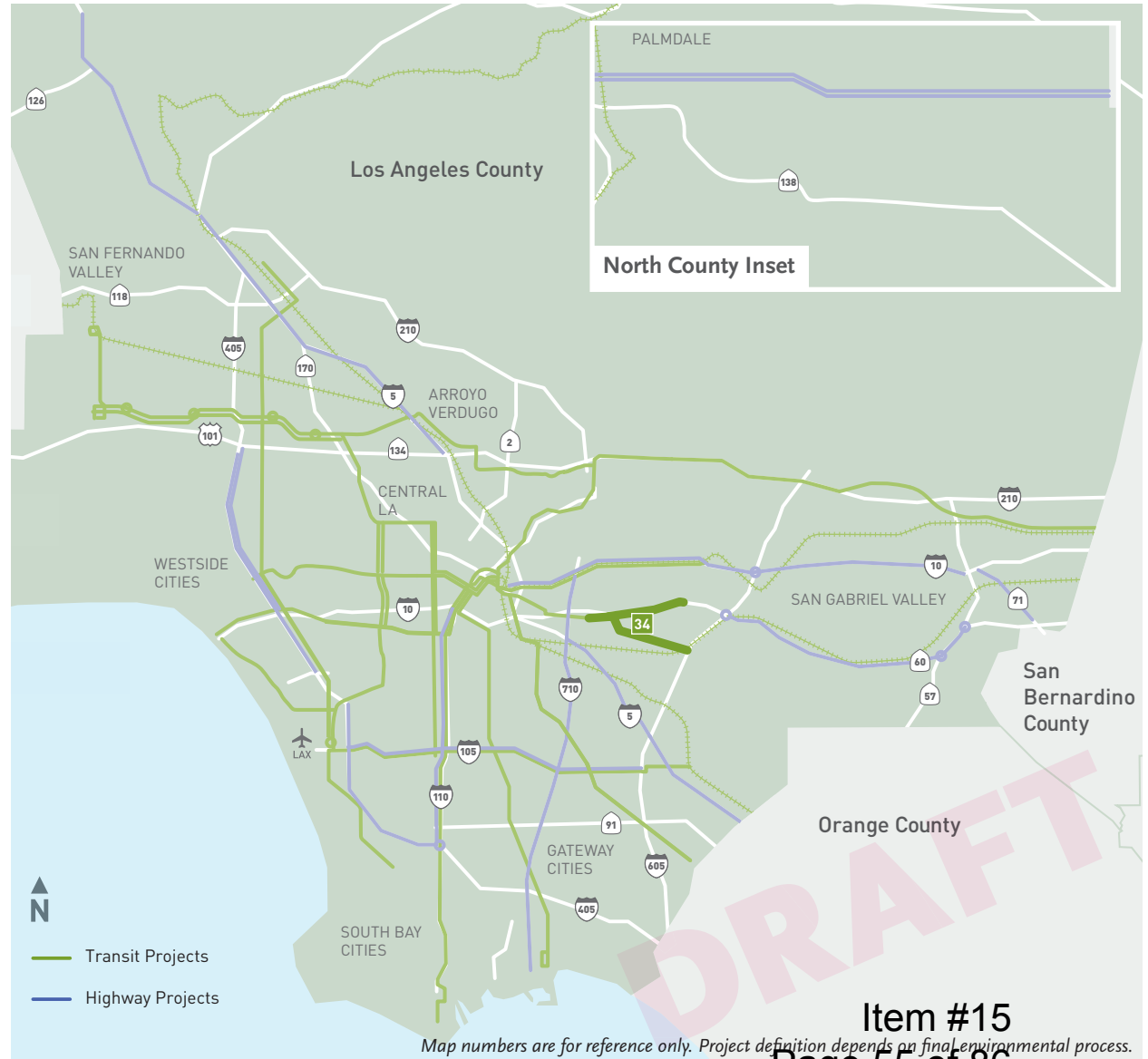
33 Crenshaw Line Northern Extension (Accelerated) [C,W]



Metro Transit & Highway Projects: 50-Year Scenario

Transit Projects

34 Gold Line Eastside Extension Phase 2
(funding for second alignment) [SG, GC]



Item #15

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MAJOR TRANSIT AND HIGHWAY CONSTRUCTION PROJECT DESCRIPTIONS

Major Highway Construction Projects

(Map 1) **®High Desert Corridor (ROW only) - ROW only funding requested by the subregion.** The project extends from SR-14 in LA County to SR-18 in San Bernardino County. It consists of 4 components: Freeway (SR-14 to 100th St.: up to 4 mixed-flow lanes in each direction and from 100th St. to SR-18: 3 mixed-flow lanes in each direction), High Speed Rail connection between CA HSR in Palmdale and XpressWest in Victorville, Energy corridor that runs parallel to the freeway, and bicycle component along the entire freeway. From east to west, respectively; first 10 miles and last 10 miles will be non-tolled; the middle 30 miles will be tolled.

(Map 2) **I-5 North Capacity Enhancements (from SR-14 to Lake Hughes Rd.)** – Existing facility is 4 Mixed-Flow lanes in each direction. The new project starts from SR-14/I-5 Interchange to Lake Hughes Rd. in Castaic along I-5 for a total of 14 miles. The new project consists of adding 1 Truck lane and 1 HOV lane in each direction, while maintaining existing mixed-flow lanes.

(Map 3) **SR-71 from I-10 to Rio Rancho Rd.** – The number of existing Mixed Flow lanes varies from 2 to 3 in each direction through this segment of the SR-71. The new project adds 1 Mixed-Flow lane in each direction on the SR-71, from I-10 to Rio Rancho Rd. for a total of 3 miles. The project will provide 3 Mixed Flow lanes throughout with 4 Mixed Flow lanes in segments.

(Map 4) **SR-57/SR-60 Interchange Improvements** – The project includes adding a new westbound on-ramp to the SR-60 at Grand Ave., street widening improvements in the vicinity of Grand Ave. and Golden Springs Dr., a new westbound off-ramp to the SR-60 and auxiliary lane to Grand Ave., freeway mainline improvements and by-pass connectors, for a total of 2 miles.

(Map 5) **I-105 Express Lanes from I-405 to I-605** – Existing facility is 1 HOV and 3 to 4 Mixed-Flow lanes in each direction. The new project re-stripes the existing HOV lane to create 2 Express Lanes in each direction for a total of 16 miles, while maintaining current number of mixed flow lanes in each direction.

(Map 6/24) **®Sepulveda Pass Transit Corridor** –MODE NOT SPECIFIED – Could be a new high capacity transit mode connecting the Orange Line Van Nuys station underneath the Sepulveda Pass, with a station at UCLA, terminating at Wilshire/Westwood Purple Line station. Approximately 8.8 miles. Existing facility is 4 Mixed-Flow lanes and 1 HOV lane in each direction. If private revenue to fund the project is needed, restriping the HOV lanes within the existing Right of Way to add 2 ExpressLanes in each direction (while maintaining the current 4 Mixed-Flow Lanes), from US-101 to I-10 for a total of 10 miles will be considered.

(Map 7/18) **@I-710 South Corridor Project** – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 2 Zero Emission Truck lanes in each direction, from Pico/Anaheim in Long Beach to Bandini/Washington in Commerce for a total of 18 miles, while maintaining current mixed flow lanes.

(Map 15) **I-605/I-10 Interchange** – The new project will improve interchanges from Eastbound I-10 to Southbound I-605, Westbound I-10 to Southbound I-605, Northbound I-605 to Eastbound I-10, and Northbound I-605 to Westbound I-10.

(Map 16) **I-5 South Corridor Improvements (I-605 to I-710)** – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 1 Mixed-Flow lane and 1 HOV lane in each direction, from I-710 to I-605 for a total of 7 miles, for a total of 5 Mixed-Flow lanes and 1 HOV lane in each direction.

(Map 17) **I-405 South Bay Curve Improvements** – Existing facility is 4 Mixed-Flow lanes and 1 HOV lanes in each direction. The project will add segments of an Auxiliary Lane in each direction to address existing bottleneck and to improve the weaving movements at on/off ramps, from Florence Ave. to I-110 for a total of 10.4 miles, while maintaining current mixed-flow lanes.

(Map 19) **I-110 Express Lane Ext South to I-405/I-110 Interchange** – Existing facility is 5 Mixed-Flow lanes in each direction. The new project is to extend the existing I-110 Express Lanes southward to the I-405, for a total of 1 mile. This will create a total of 5 Mixed-Flow lanes and 1 Express Lane for that mile.

(Map 20) **SR-60/I-605 Interchange HOV Direct Connectors** – The new project is from the North and Southbound on I-605 from Rose Hills to I-10 and on East and Westbound SR-60 from Santa Anita to Turnbull Canyon. The Interchange improvements include adding auxiliary lanes, widening lanes and bridges, interchange connectors, ramp improvements and realignments.

(Map 26) **I-405/I-110 Express Lanes Direct Connect Ramps & Interchange Improvements** – The new project provides direct connector ramps between Express Lanes on the I-110 and I-405.

Major Transit Construction Projects

(Map 8) **@Airport Metro Connector (includes Green Line extension terminus)** – 96th Street Station to LAX People Mover with a new Green Line Terminus and consolidated bus interface for 13 Metro and Municipal bus lines. The project includes a terminal building that connects the Metro Regional Rail system to a Los Angeles World Airport sponsored Automated People Mover into LAX, restrooms, wifi, retail, passenger pick-up and drop-off area, and other pedestrian and bicycle amenities (such as a bike hub and future bike share) could be included.

(Map 9) **@East San Fernando Valley Transit Corridor** – A high-capacity transit project, mode to be determined, that connects the Orange Line Van Nuys station to the Sylmar/San Fernando Metrolink Station. Consisting of 14 stations, 9.2 miles.

(Map 10) **Bus Rapid Transit Connector Orange/Red Line to Gold Line** – A bus rapid transit project from North Hollywood Orange/Red Line Station to Pasadena, route to be determined, with a station-to-station connection to the Gold Line. Approximately 15.3 miles.

(Map 11) **Gold Line Foothill Extension to Claremont** – A light rail extension of the Gold Line from its current terminus at Citrus College Station to the Claremont Metrolink Station through the cities of Claremont, Glendora, La Verne, Pomona, and San Dimas. Consisting of 5 stations, 11 miles.

(Map 12) **@Westside Purple Line Extension to Westwood/VA Hospital (Section 3)** – This is an extension of Purple Line Subway Section 2 along Wilshire Blvd from Avenue of the Stars in Century City west to Westwood/VA Hospital. Connection to Sepulveda Pass Subway (HRT) at Westwood/UCLA Station. Consisting of 2 stations, 2.5 miles.

(Map 13/25) **@West Santa Ana Transit Corridor** – New light rail connection from the City of Artesia to Union Station spanning 20 miles using city streets, Metro, and ports owned rail right-of-way.

(Map 14) **Orange Line BRT Improvements**

OPERATION SHOVEL READY PROJECT: Grade separations, at critical intersections, along the Metro Orange Line which would allow buses to operate over or under the cross-streets without having to stop for signals, and greatly improve travel times through key intersections, in addition to other improvements.

(Map 23) **Vermont Transit Corridor**– A 12.5 mile high capacity bus rapid transit corridor from Hollywood Blvd to 120th Street, just south of the Metro Green Line.

(Map 21) **@Metro Gold Line Eastside Phase II (one alignment)** – Extension of the existing Gold Line Eastside light rail corridor beginning at the existing Gold Line Atlantic Station eastward either SR60 to South El Monte (6.9 miles) or Washington Blvd to Whittier (9.5 miles). A single alignment is to be determined based on the environmental process.

(Map 22) **@South Bay Green Line Extension to Torrance Transit Center/Crenshaw Blvd** – Extension of a light rail line from its current terminus at the Redondo Beach Station to the Torrance Transit Center at Crenshaw Blvd. Consisting of up to 4 stations, 4.7 miles.

(Map 27) **Crenshaw Light Rail Northern Extension to West Hollywood** – A light rail line from the terminus of the current project at Exposition and Crenshaw to the Red Line at Hollywood/Highland, route to be determined. Approximately 6 to 9 miles.

(Map 28) **Orange Line Conversion to Light Rail** – A conversion of the existing Orange Line BRT to LRT, from Warner Center to North Hollywood. Consisting of 14 stations, 14.5 miles.

(Map 29) **Lincoln Blvd BRT Connecting LAX to Santa Monica** – A bus rapid transit corridor from the Airport Metro Connector (96th St Station) north along Lincoln Blvd, terminating at 4th/Colorado (Expo Line). Approximately 8.8 miles.

(Map 30) **Green Line to Norwalk Metrolink Station** – A 2.8 mile light rail extension of the Metro Green Line from its existing terminus at the I-605 in Norwalk/Santa Fe Springs Metrolink Station.

(Map 31) **Sepulveda Pass Corridor – Westwood to LAX** – An approximately 10 mile extension from the Metro Purple Line Wilshire/Westwood Station to the Airport Metro Connector Station at 96th Street/Aviation Blvd at LAX.

(Not Shown on Map) **Crenshaw/LAX Track Enhancement Project** – The Crenshaw/LAX project is a light rail line, currently under construction, a portion of which runs in a trench adjacent to the LAX runways and the LAX Runway Protection Zone. Metro is installing a cover over the portion of the below grade trench that are currently open. The Final Environmental Statement/Final Environmental Impact Report (FEIS/FEIR) describes this condition and requires that this trench be covered in its entirety when funding becomes available.

(Not Shown on Map) **Complete LA River Bike Path** – This project, connecting Downtown Los Angeles to the San Fernando Valley, would complete the LA River Bike Path.

(Not Shown on Map) **LA River Waterway & System Bikepath** – This project will connect Canoga Park to Elysian Valley and close 12 miles of gaps along the LA River.

(Not Shown on Map) **City of San Fernando Bike Master Plan** – This project will create a bike path to run along the Pacoima Wash.

(Not Shown on Map) **Historic Downtown Streetcar** – This streetcar project is located in downtown Los Angeles with a round-trip length of approximately 3.8 miles. It would run within existing traffic lanes from 1st Street on the north to 11th Street on the south.

Systemwide Connectivity for Passengers and Goods

Central to the efficient performance of the county transportation system is ensuring connections to major facilities that attract and generate significant vehicle and truck travel. These regional facilities for passengers and goods include airports, seaports, central rail stations, and the modernization of highway and transit infrastructure that serve these facilities. This program is intended to support systemwide highway improvements, access to airports and seaports, and transit connectivity and modernization. Systemwide highway improvements include improved technology to better manage traffic flow on freeways and roadways, freeway construction projects that eliminate key bottlenecks and enable increased volumes of commuters to travel on freeways at faster speeds through new carpool lanes, and expanded services that eliminate bottlenecks created by traffic incidents such as Freeway Service Patrol. Access improvements to the Los Angeles County airports and seaports include projects that improve the direct access to the airports and seaports from the highway system, improving the flow of goods and passengers on the highway system while reducing the impact of truck and vehicle traffic to the surrounding communities through projects that use technology to reduce air pollution emitted from truck traffic. Transit connectivity and modernization projects include improved transit connections to Los Angeles County airports, between Metro and Metrolink rail services and other enhancements to the aging passenger rail system to allow service to meet growing travel demand.

Funding and Eligible Projects

Funding for the Systemwide Connectivity program will come from a special designation from the Highway Capital Projects (2% of 17%) and the Transit Capital Projects (2% of 32%) for a total of 4% of the total sales tax revenues. Funding from this program is divided over projects with direct commitments of funding as identified in the Expenditure Plan and those projects to be identified through a future planning process. The following list identifies projects representative of those types of projects eligible for funding from the Systemwide Connectivity program through the future planning process. Funding for these projects is intended to be made available on a competitive basis over the life of the sales tax measure to support the leveraging of local, state, and federal freight funds. Projects with direct commitments of funding from the Systemwide Connectivity program include: (1) the Airport Metro Connector/96th Street Station/Green Line Extension to LAX; (2) the Crenshaw/LAX Track Enhancements; and (3) Countywide Bus Rapid Transit (BRT) Expansion. These project funding amounts and schedules are identified in the Expenditure Plan.

the potential for increasing transit access, improving regional mobility, reducing transportation costs, and easing commutes, all at a relatively limited cost. It provides a cost effective way for ridership to grow prior to instituting major capital investments. In December 2013, Metro Completed the Los Angeles County BRT and Street Design Improvement Study (CBRT) to identify, analyze and develop recommendations for an effective Countywide BRT system. The CBRT Study's overall approach was designed to leverage the success of the Metro Rapid program as well as the Metro Orange and Silver Lines, thereby creating a faster, more seamless,

Systemwide Connectivity - Representative Projects*

* Projects shown are representative of those types of projects eligible for funding over the life of the potential ballot measure through future competitive processes. The identified list of projects is based upon input from the regional facility agencies, including the airports and sea ports, with focus on those projects that provide direct access to and from the state highway system or regional transit system.

Project
Transit
Green Line Extension to Norwalk Metrolink Station
Metrolink Capital Projects
Division 20 Portal Widening and Turnback Facility
Union Station Improvements
Southern California Regional Interconnector Project (Metrolink Run-Through)
Union Station Master Plan (USMP) Infrastructure Improvements
Bob Hope Airport Access Improvements
Metro Red Line Extension: North Hollywood to Burbank Airport
Union Station/Burbank/Glendale Light Rail Transit (LRT)
Highway
Bob Hope Airport Access Improvements
Clybourn Ave: Grade separation at railroad tracks / Vanowen St / Empire Ave
Los Angeles Airport (LAX) Access Improvements
I-405: Construct LAX Expressway
Interstate 405 (I-405) Direct High Occupancy Vehicle (HOV) Connector to LAX
Provide an on-ramp to I-405 northbound from northbound La Cienega Boulevard
Palmdale Airport Access Improvements
Rancho Vista Grade Separation Project from Fairway Drive to 15th Street East
Long Beach Airport Access Improvements
Bellflower Blvd / Spring St. Freeway Approaches
Lakewood Blvd. / Spring St. Freeway Approaches
Wardlow Rd. / Cherry Ave. Intersection Widening and Freeway Approaches
Port of Los Angeles (POLA) Improvements
Alameda Corridor Terminus - West Basin Track (West Basin 2 nd Mainline Track)
SR 47/V. Thomas Bridge/Harbor Blvd. Interchange
SR 47/Navy Way Interchange
Port of Long Beach Improvements
Port Area Advanced Transportation Management and Information System 2.0
Goods Movement Technology - FRATIS, ZE/NZE Emissions Technology
Systemwide Highway Improvements
I-210 HOV Lanes (I-5 to SR-134)
SR-57 HOV Lanes (SR-60 to I-210)
SR-2 HOV Lanes (SR-134 to Glendale Blvd)
I-405 Express Lanes (I-110 to I-105)
Downtown I-5 Flyover at the I-10/US-101 Interchange
I-5 HOV Lanes (SR-134 to I-110)
SR-60 HOV Lanes (US-101 to I-605)
Freeway Service Patrol Expansion
Highway TSM&O and Freeway Smart Corridors

Potential Ballot Measure: Operations and other Programs

Introduction

This potential ballot measure is designed to ease congestion by expanding LA County's transportation network. Los Angeles is building the best, most innovative, balanced, customer-focused transportation system in the world. Thanks to Measure R, two more rail lines are opening this year and three more are under construction. The entire region is involved: each city, each transit operator and all the regional stakeholders are shaping the landscape of Los Angeles County.

The region faces many challenges in easing congestion and traffic. With population expected to grow by $\frac{3}{4}$ of a million people in the next decade, it is vital that LA invests in its' transit infrastructure, building and maintaining assets now and for the next century.

A ballot measure designed to provide funding for an integrated, connected, multimodal transportation network to serve all residents of Los Angeles County must include reasonable funding levels for all categories, including countywide transit operations, Metro Rail operations, state of good repair, commuter rail, ADA-mandated paratransit service, and local return.

To reflect the ongoing transportation needs of the region, to seek input from all stakeholders and to establish need-based recommendations for transit operations and other programs categories, a working group of representatives from ten transit agencies (seven of whom are part of cities), two cities and the County of Los Angeles was set up (the "Working Group"). **The intent of the Working Group was to reflect and represent the ongoing transportation needs of the region.**

The results of the Working Group were presented to Metro staff for use as a starting point for the Operating and other programs Category funding in the expenditure plan draft (included at the end of this attachment). The next section details Metro's staff recommendation, including descriptions, justifications, projected need and projected funding allocations for each of the categories.

Metro Staff Recommendation

<p>Transit Operations</p> <p>20%</p>	<p><i>For countywide transit operations(consistent with ridership patterns), Metro and Municipal Operators, allocated through the Formula Allocation Procedure (FAP). Funding will improve system safety and customer service, and fund state of good repair while providing faster, frequent, reliable and accessible services, while prioritizing enhanced services in transit dependent areas.</i></p>
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Los Angeles County requires a robust, accountable and sustainable plan to meet the transportation needs of its 10.4 million residents. In addition to being one of the most populous, Los Angeles County is also the most congested region in the nation after Washington, DC. Los Angeles County residents, on average, spend 80 hours of their time and 19 gallons of fuel in traffic jams each year. With the population expected to grow by another 750,000 people in the next decade, alternatives to driving alone are needed now more than ever in order to ease congestion in the region. In order to encourage use of public transit, improvements must be made in the following areas:

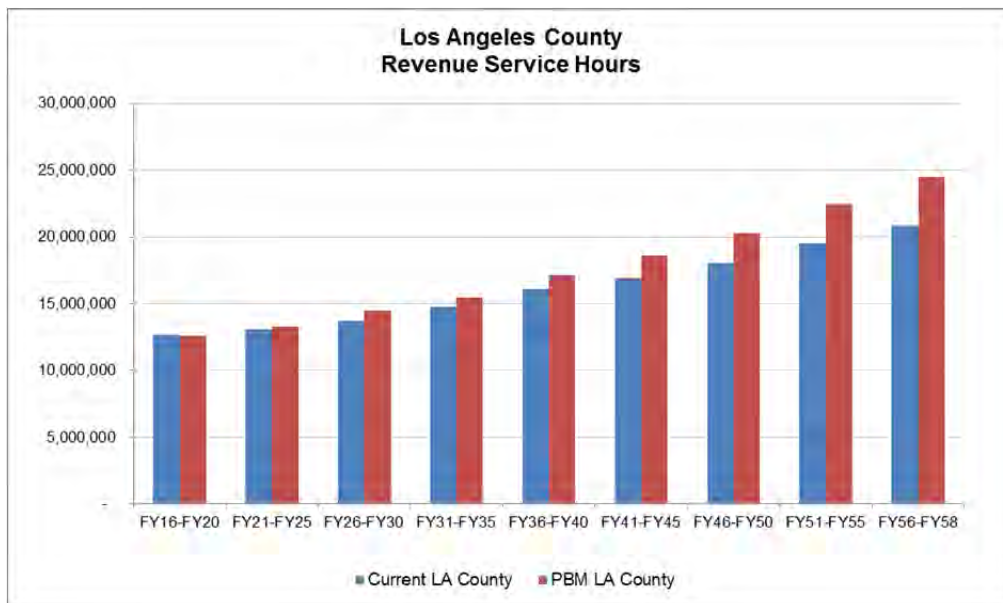
- **Faster Service:** Investing in more BRT services, expanded freeway bus services and other, more direct and on demand “emerging transit alternatives”, will decrease travel times for our customers. In addition, bus stop dwell times will be reduced through additional off board fare payment options and street improvements such as bus stop bulb out (curb extension).
- **Frequent Service:** Establishing all-day frequent bus service on high demand corridors will increase the convenience, usability, and attractiveness of the transit network.
- **Reliable and Accessible Service:** With improved line management, more fixed guideways, transit priorities, and accessibility to more transit services, this provides residents with greater public access, that they can count on, to all parts of the County.
- **System safety:** Providing a safe system for our riders and our communities is essential. The safety of our system includes the maintenance and improvement of our infrastructure (from vehicles, transit facilities, bus stops, stations, etc.) as well as the safety of our patrons.
- **Customer experience:** Enhancing the overall customer experience is essential in attracting more riders to our expanding system. As emerging technology becomes the foundation of everyday life for a changing demographic, we need to ensure the system is simple to use, convenient, and provides instant information. Advancements in technology that not only provides real-time information on schedules and service alerts, but also for promotions relevant to location, time of day, day of week, or discounted fares based on real time service demand, will ensure that our system stays ahead of the technology curve that will be expected from LA County residents and visitors alike.

Focusing on these areas will improve the overall customer experience and provide the region with better transportation options and a balanced transit system for the next century.

With the expansion of Metro Rail service throughout the county, municipal operator systems are critical feeder services and first/last mile connections to new infrastructure expansion. Throughout the region, funding from the potential ballot measure would also be used to expand the regional transportation system in innovative new ways to accommodate demographic and demand shifts. By creating a balanced, more flexible multi-modal

transportation system, more people will be able to travel at the same time, easing congestion and speeding up travel time countywide.

As service expands and mobility improves throughout the region, ridership is projected to increase over the next 40 years. The chart below illustrates the projected the increase in revenue service hours throughout the county over the next 40 years.



Transit services (bus services – Metro and Municipal Operators, BRT, and Metro Rail) throughout the county will have the capacity to double, with transit usage and ridership potentially tripling. With faster, frequent, reliable, accessible services available, shifts in current travel modes to public transit will reduce single occupancy vehicles and ease congestion throughout the county.

Transit Operations			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	20% of 1/2 cent	\$170.2	\$5,796.0
Potential Ballot Measure Addition			
FY18 - FY39	20% of 1/2 cent	170.2	5,796.0
FY40 - FY57	20% of 1 cent	340.4	18,127.0
Total PBM Addition			\$23,923.0
Total Measure R + Potential Ballot Measure (FY18 - FY57)			\$29,719.0

The Potential Ballot Measure will provide up to an additional \$23.9 Billion, over the next 40 years to ease congestion throughout the county. Transit operations funds will be distributed to Metro and the Municipal Operators according to the Formula Allocation Process (FAP). During the early years of the draft Plan, when transit expansion has not yet been fully implemented, some of these revenues can be used to address the transit State of Good repair backlog. For example, some of these funds could be used to meet bus system related repair.

Recommendation – 20% over the life of the expenditure plan, providing approximately \$23.9 Billion in year of expenditure.

<p>Local Return</p> <p>16%</p>	<p><i>For 88 local jurisdictions and Los Angeles County, allocated by population. Funds are used for communities' transportation needs, including transit, streets and roads, storm drains, "Green" streets, Active Transportation Projects, Transit Oriented Communities' Investments and other unmet transit needs.</i></p>
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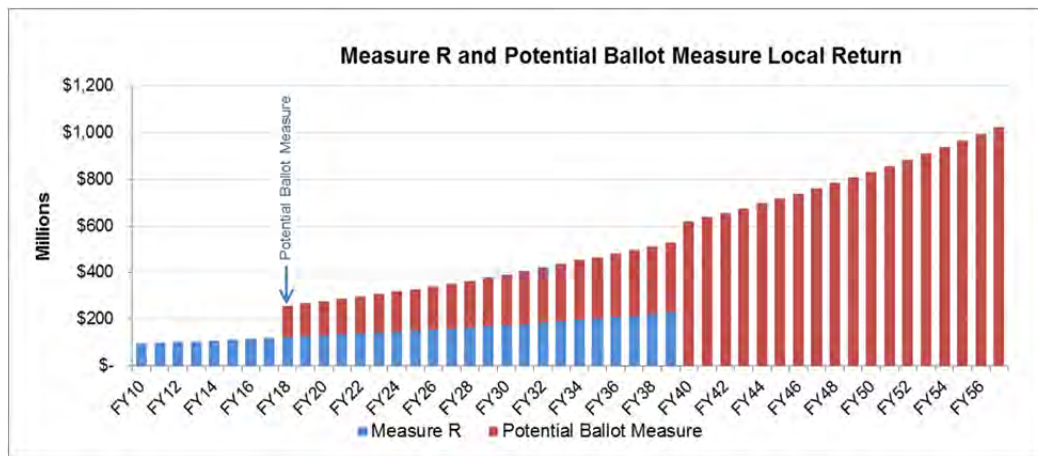
Each of Metro's sales tax measures includes a dedicated funding source for allocation to local jurisdictions throughout Los Angeles County. These funds are used by 88 cities and the County of Los Angeles for their transit services, transportation projects and infrastructure improvements. There are more than 4700 miles of major roads and local streets with hundreds of traffic control devices such as traffic signals, pedestrian crossing signs, and signal synchronization systems.

The Potential Ballot Measure will more than double the Measure R Local Return funds from 2017 to 2057 (forty years), with 15% of Measure R sales tax receipts plus 16% of the new ballot measure's receipts going to Local Return. These additional funds will be used to improve local neighborhoods and communities with projects such as major street resurfacing and rehabilitation, pothole repair, left turn signals, Active Transportation Projects (ATP) such as bikeways, pedestrian improvements, and traffic control measures such as signal synchronization, technological innovations. They will also provide additional funding for local transit services, such as those represented by the LTSS and Tier 2 operators.

Local Return			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	15% of 1/2 cent	\$127.7	\$4,347.0
Potential Ballot Measure Addition			
FY18 - FY39	16% of 1/2 cent	\$136.2	4,637.0
FY40 - FY57	16% of 1 cent	272.4	14,501.0
Total PBM Addition			\$19,138.0
Total Measure R + Potential Ballot Measure (FY18 - FY57)			\$23,485.0

The Potential Ballot Measure will provide up to an additional \$19.1 Billion, over the next 40 years to pursue each local cities' transportation priorities and needs.

Currently, 9% of the Measure R Local Return funds are used for public transit. The Potential Ballot Measure provides maximum flexibility for local jurisdictions for use of these funds, allowing jurisdictions to potentially double the amount they can allocate for local transit or for other transit projects, based on their priorities and needs.



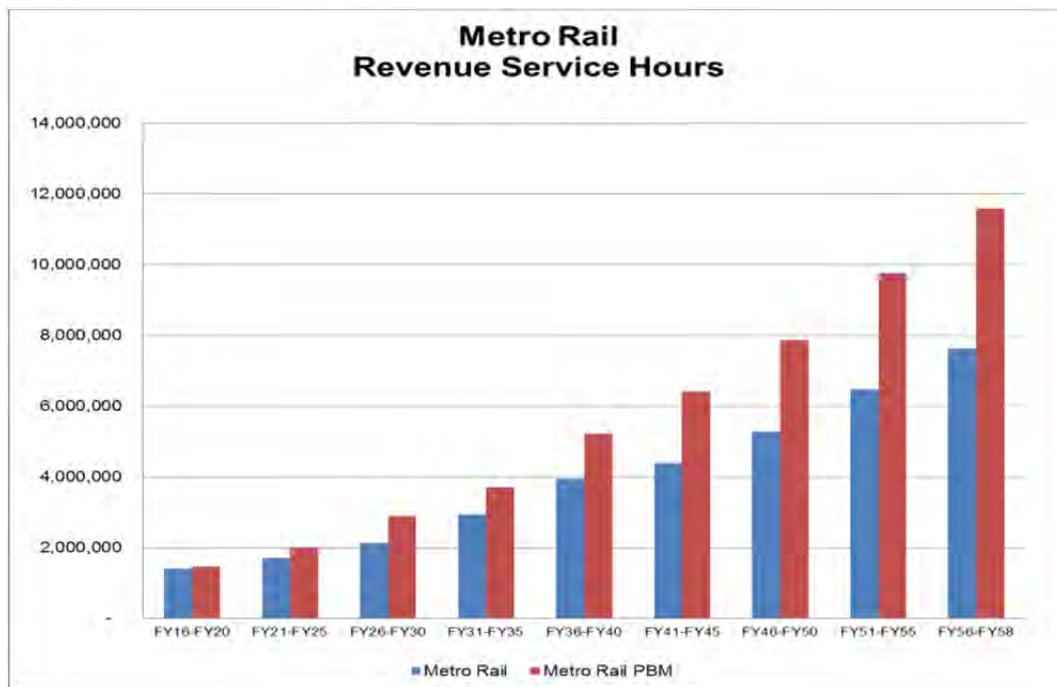
As part of the Local Return program, oversight and maintenance of efforts will be developed, with annual audits, providing for strict oversight and full transparency on the use of these funds to ensure compliance with the ordinance. Local Return program guidelines will be developed through a Working Group that is represented by the cities. The guidelines will provide for flexible financing options, allowing local jurisdictions to issue its own debt or work with Metro to issue bonds on their behalf.

Recommendation – 16% over the life of the expenditure plan, providing approximately \$19.1 Billion in year of expenditure.

Metro Rail Operations 5%	<i>For Metro Rail Operations, emphasizing system safety, improved customer service and faster, frequent, reliable and accessible services. To fund growing rail operating needs and rail state of good repair due to the expansion of the rail system.</i>
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Metro Rail is the backbone of the county's transit network, providing service in highly congested corridors and moving more riders at greater speeds. Historically, every time a rail line opens, transit ridership has increased, doubling in that corridor. Rail service is provided on fixed guideways, resulting in faster and more reliable service. Not only does rail relieve congestion by offering another transit option, it also transforms communities by presenting transit-oriented development opportunities around rail stations. As these projects open and the Metro Rail network expands, dedicated funding will be needed to operate and maintain the service necessary to serve the mobility needs of the region. Funds can be used to supplement rail state of good repair needs.

In FY15, the Metro Rail system consisted of six lines and 87 route miles. Within the next few months, it will expand to 106 route miles, and by 2030 grow to over 125 route miles. The new ballot measure will provide even more: over 100 more route miles, over 20 light and heavy rail lines and over 70 more stations. New funding dedicated to Metro Rail operations will address this need. Supplementing the 5% allocation for Metro Rail operations from Measure R with another 5% and ensuring the funding will continue until at least 2057 are critical steps to the success of the plan for Metro Rail expansion.



Over the next 40 years, rail service has the capacity to increase up to 10 times, with frequent service allowing for 2 minute headways and more car consists to meet ridership demands. With this expansion and increase, rail service could represent half of the county's transit services. Rail service increases system speed and capacity for transit, allowing for more boardings per hour and per mile, to ease congestion and traffic in the county.

Metro Rail Operations			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	5% of 1/2 cent	\$42.6	\$1,449.0
Potential Ballot Measure Addition			
FY18 - FY39	5% of 1/2 cent	42.6	1,449.0
FY40 - FY57	5% of 1 cent	85.2	4,532.0
Total PBM Addition			\$5,981.0
Total Measure R + Potential Ballot Measure (FY18 - FY57)			\$7,430.0

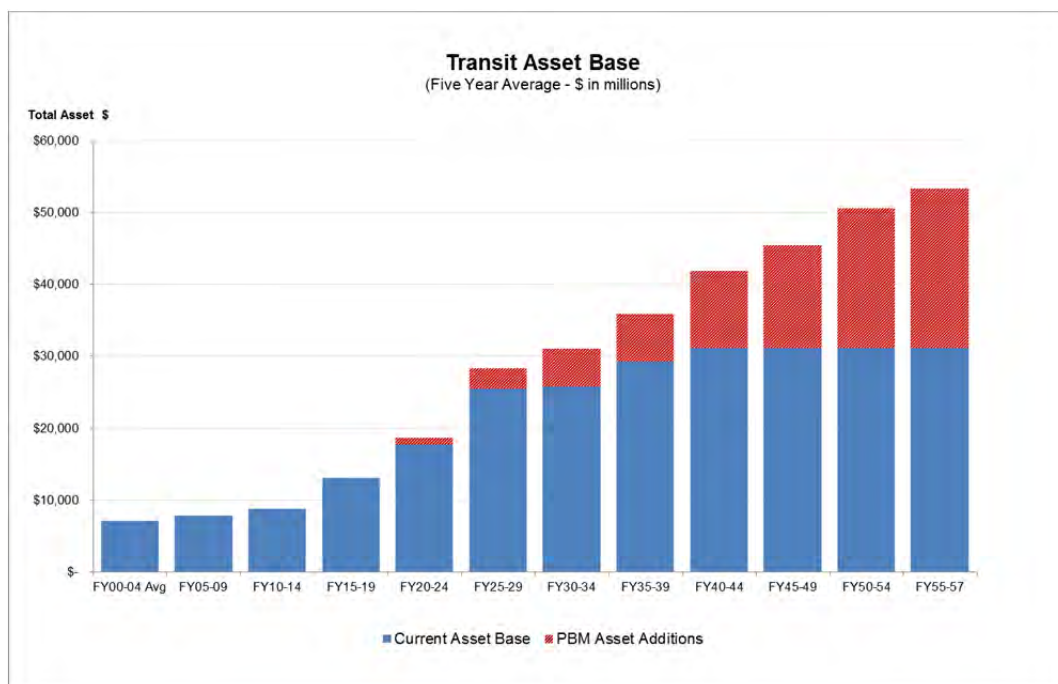
The Potential Ballot Measure will provide up to an additional \$5.9 Billion, over the next 40 years to ease congestion throughout the county. During the early years of the draft Plan, when rail expansion has not yet been fully implemented, these revenues can be used to address the rail transit State of Good repair backlog. For example, some of these funds could be used to meet Blue Line repair needs and other rail lines opened in the 1990s.

Recommendation – 5% over the life of the expenditure plan, this would provide approximately \$5.9 Billion.

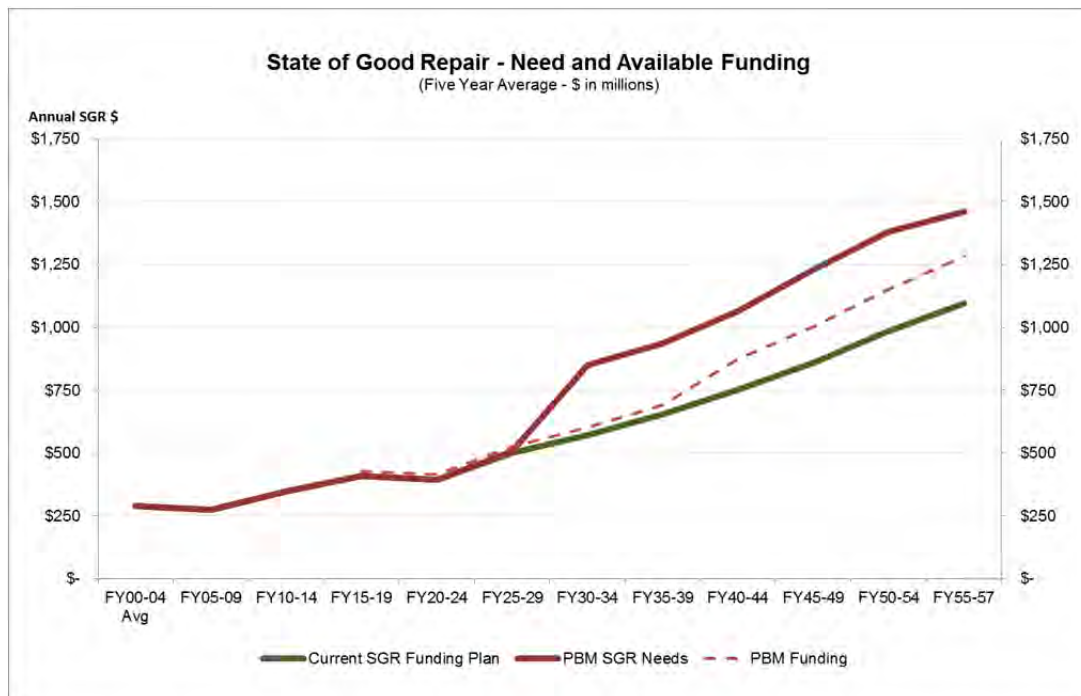
<p>Metro State of Good Repair, Safety Improvements and Aging Infrastructure</p> <p>2%</p>	<p>(NEW) A robust state of good repair program is necessary to keep the current aging infrastructure, such as Blue Line, and expanding system in top form. A dedicated funding source will allow for quality, reliable, on-time, and uninterrupted services for our riders. Currently no dedicated funding for state of good repair exists.</p>
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State of Good Repair is closely aligned with safety and security and is the first mega-trend that all transit agencies are facing. While we continue to expand, it is critical to take care of what we have and what we will build to prevent safety issues. An emphasis on SGR is critically necessary to keep the expanding transit system in top form. A robust SGR funding program is a top tier priority to ensure safety, earthquake retrofitting of infrastructure, and to prevent breaks in service delivery or unanticipated equipment failures during the course of providing transit service for Metro's 1.4 million average daily boardings.

Thanks to Measure R, the Metro Rail transit infrastructure will grow to over 125 route miles by 2030. This combination of older and newer rail systems places increased loads on our older rail infrastructure to service the new destinations. To address this, Metro must ensure that we maintain the existing Metro Rail system, which in some corridors is over a quarter century old and does not have a dedicated funding source for its increasing SGR needs. In addition, our asset base continues to expand as we build new lines, and SGR expenses for new services will increase accordingly.



The asset base will continue to grow as Measure R projects are completed and as older assets are replaced. For the FY15-FY19 time frame, the estimated asset base will be over \$14 billion and is estimated to be over \$50 billion, after the term of the new ballot measure. The chart below shows the projected funding need to maintain these assets in a state of good repair. The red line denotes our projected funding need, the green line denotes our current funding plan, the gap between these two lines is the funding gap.



The resources needed to maintain this expanding system will need to grow. Assuming an average asset lifespan of 25 years, revenue sources will be insufficient to keep up with the costs associated with State of Good Repair efforts. In recent years, Metro has been diverting Operations eligible funding to supplement SGR project resources. While this is helping to restore assets in a state of good repair, it is not a sustainable practice. A 2% allocation of the potential ballot measure will alleviate near term funding pressures to maintain SGR. However, with the continued asset growth due to transit expansion beyond Measure R, the 2% allocation is also not a long term solution to the SGR problem as costs to maintain growing Metro assets is expected to outpace available SGR dedicated resources. Metro is taking steps to further mitigate this funding gap in the Asset Management Plan by utilizing a condition-based asset approach, which will assess the assets' condition rather than just the age of the asset.

State of Good Repair, Safety Improvements and Aging Infrastructure			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	None	-	-
Potential Ballot Measure Addition			
FY18 - FY39	2% of 1/2 cent	17.0	580.0
FY40 - FY57	2% of 1 cent	34.0	1,813.0
Total PBM Addition			\$2,393.0
Total Measure R + Potential Ballot Measure (FY18 - FY57)			\$2,393.0

The Potential Ballot Measure will provide up to \$2.4B over the next 40 years to maintain our expanding and aging infrastructure. This dedicated funding source will allow us to leverage federal and state grants and bond financing.

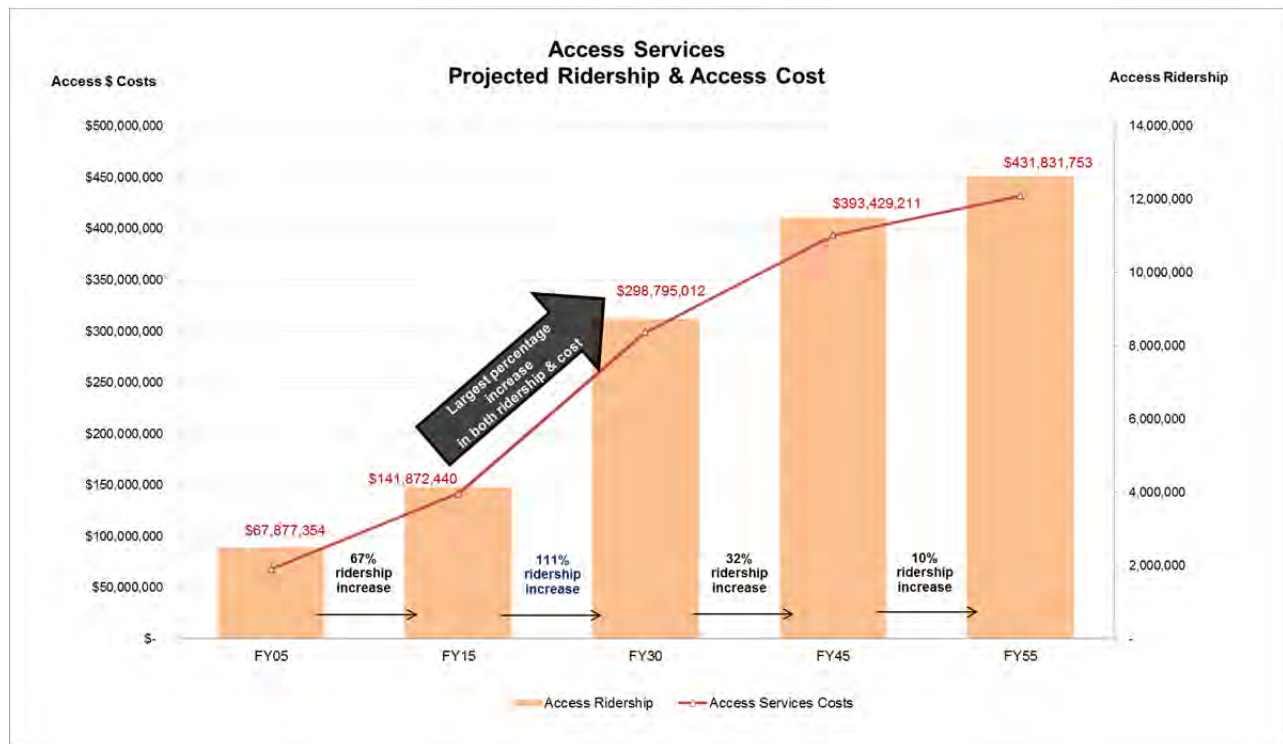
Recommendation – 2% over the life of the expenditure plan, providing approximately \$2.4 Billion in year of expenditure. Note: Create provision where Metro Board can increase State of Good Repair percentage after 2039, based on the condition of assets, when approximately 15 rail lines will be in operation.

Americans with Disabilities Act (ADA) Paratransit Services for the Disabled; Discounts for Seniors and Students
2%

(NEW) To fund paratransit services mandated by the American with Disabilities Act (ADA) and student discounts. Currently no dedicated funding for ADA-mandated paratransit exists.

Paratransit services are mandated by the Americans with Disabilities Act (ADA). In Los Angeles County, ADA paratransit is currently provided by Access Services (Access) on behalf of 44 fixed-route operators including Metro. No funding for ADA paratransit service was included in previous ballot measures. ADA paratransit costs and demands are growing due to demographic shifts of an aging population of baby boomers and cuts in human services transportation funding.

The provision of compliant ADA-mandated paratransit services is considered a civil right under federal law and must be appropriately funded. Access has traditionally been funded using federal and local funds which have not been growing at the same rate as ADA paratransit demand. From 2005 through 2015, demand for ADA paratransit services has increased by 67% and is expected to continue growing at a significant rate in the years ahead, as seen in the graph below. Over the next 15 years, ADA ridership is expected to significantly increase by 111%, with projected costs doubling to \$298M in FY30.



In order to minimize the impact of funding for other fixed route services, there is a pressing need for a new, dedicated source of funding to maintain a quality, compliant ADA paratransit system.

ADA Paratransit Service for the Disabled; Discounts for Seniors and Students			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	None	-	-
Potential Ballot Measure Addition			
FY18 - FY39	2% of 1/2 cent	17.0	580.0
FY40 - FY57	2% of 1 cent	34.0	1,813.0
Total PBM Addition			\$2,393.0
Total Measure R + Potential Ballot Measure (FY18 - FY57)			\$2,393.0

The Potential Ballot Measure will provide up to \$2.4B over the next 40 years to serve our seniors and people with disabilities in the coming decades, which is one of the primary challenges to transit systems on both an operational and financial basis.

Recommendation – 2% over the life of the expenditure plan, providing approximately \$2.4 Billion in year of expenditure.

Regional Rail 1%	<i>Improvements for regional rail service within Los Angeles County, includes operating, maintenance, expansion, and state of good repair</i>
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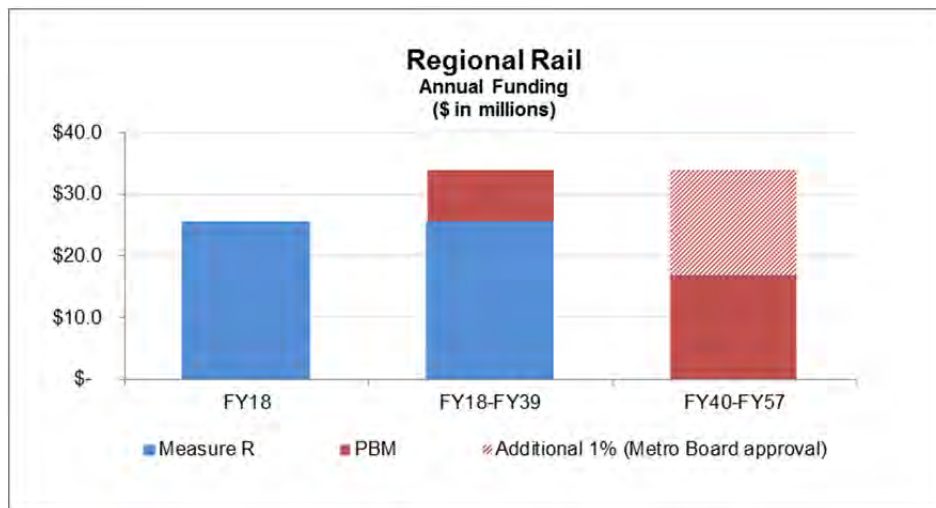
Metrolink is the only inter-county commuter rail system, providing connectivity for Los Angeles County residents with long distance travel options between six counties in Southern California. Commuter Rail funding will be eligible for operating, maintenance, expansion and state of good repair improvements within Los Angeles County.

As Metrolink's largest partner, Metro is seeking to increase services and safety investments throughout Los Angeles County. Funds will be used to provide strategic investments in additional track capacity, grade crossing and other safety improvements and enhance service levels in the Antelope, San Fernando, and San Gabriel Valleys. Proposed projects include pedestrian and vehicle crossing improvements in the cities of Lancaster, Palmdale, and Santa Clarita and the continued implementation of Sealed Corridor improvements on Metro owned rights-of-way through the San Fernando Valley. Additional projects include track expansion improvements in the San Fernando Valley to allow increases in system speeds and increase service capacity. With increased services the need for vital safety improvements, Metro has also targeted over 160 railroad crossings in Los Angeles County that are in need of vital improvements to enhance the safety of residents, pedestrians, and passengers alike.

Additional service expansion is also expected on the Antelope Valley and San Bernardino Lines, carrying the largest number of Los Angeles County residents. Increased mid-day and nighttime services are necessary to address the reverse peak and off-peak service as Metrolink transitions to a more balanced regional rail system offering bi-directional travel.

Metro currently provides the largest commuter rail funding contribution to the commuter rail agency, Metrolink, among all of the Member Agencies. However, this funding amount is not in alignment with Metrolink's governance structure. As a partner in Metrolink, Metro's contributions are matched by up to an additional \$3 dollars by the other Member Agencies and fare revenues – each dollar can equal up to four. Capital Expenditures are matched up to a dollar for dollar basis by Federal, State or other Local Funds.

Regional Rail			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	3% of 1/2 cent	\$25.5	\$869.0
Potential Ballot Measure Addition			
FY18 - FY39	1% of 1/2 cent	8.5	290.0
FY40 - FY57	1% of 1 cent	17.0	906.0
Total PBM Addition			\$1,196.0
Total Measure R + Potential Ballot Measure (FY18 - FY57)			\$2,065.0



The Potential Ballot Measure will increase Regional Rail allocation by \$8.5M annually from FY17-FY39, for a total of \$1.2 Billion over the life of the measure to pursue vital infrastructure improvements. In addition, Regional Rail capital projects are also eligible to participate in the 2% of the transit system connectivity projects, included in the 35% Transit Construction portion (Attachment I).

Recommendation – 1% over the life of the expenditure plan, providing approximately \$1.2 Billion in year of expenditure. Note: Create provision where Metro Board can increase Regional Rail percentage up to an additional 1% after 2039 based on verifiable service improvements.

Working Group Formation and Process

The final list of categories and Working Group representatives for each category is as follows:

- **Transit Operations:** The Los Angeles County Municipal Operators Association (LACMOA) provided the following representatives:
 - › Art Ida, Culver City Bus Lines
 - › Ed King, Santa Monica Big Blue Bus
 - › Kim Turner, Torrance Transit
- **Metro Rail Operations:**
 - › Melissa Wang, Metro
- **State of Good Repair:**
 - › Greg Kildare, Metro
- **Commuter Rail:**
 - › Art Leahy (replaced by Anne-Louise Rice), Southern California Regional Rail Association (SCRRA)
- **ADA Paratransit:**
 - › Andre Colaiace, Access Service
- **Local Transit Systems:** The Local Transit Systems Subcommittee (LTSS) provided the following representatives:
 - › Justine Garcia, City of Glendora
 - › Sebastian Hernandez, City of Pasadena
- **Tier 2 Operations:**
 - › Kari Derderian, Los Angeles Department of Transportation (LADOT)
 - › Kathryn Engel, City of Glendale
- **Local Return:** The Technical Advisory Committee (TAC) provided the following representatives:
 - › Pat DeChellis (replaced by Pat Proano), Los Angeles County Department of Public Works
 - › Dan Mitchell, LADOT
 - › Mohammad Mostahkami, City of Downey

The Working Group met five times from November 2015 through January 2016. Realizing no single interest group was going to get everything desired, the Working Group negotiated down to three options, each of which had varying levels of support from the representatives, with Option 1 as the preferred option. These three options are presented in the table below.

Working Group Results

The funding breakdowns of the final three options considered by the Working Group are shown in the table below. The augment and extend construct of the Potential Ballot Measure builds on and dovetails with Measure R. For that reason and for comparison purposes, the closest equivalent Measure R categories are also shown.

Potential Ballot Measure Non-Capital Working Group Final Funding Breakdown Options and Priority Votes

Option Number	1	2	3	Measure R (for Comparison)
Option Sponsor	Metro	Local Return	Commuter Rail	
Funding Category				
Transit Operations (Distributed by FAP)	20%	20%	20%	20%
Metro Rail Operations	5%	5%	5%	5%
Metro State of Good repair	6%	3%	1%	2% Rail Imp, \$150M Clean Fuel Buses
Commuter Rail (Ops/Cap Flexible)	1%	1%	5%	3% Capital Only
ADA Paratransit (Ops/Cap Flexible)	3%	1%	2%	0%
Local Transit Systems (LTSS)	0%	0%	1%	0%
Tier 2 Operators	0%	0%	1%	0%
Local Return	15%	20%	15%	15%
Total Percentage of Entire Measure	50%	50%	50%	45%+
Subgroup Priority Ranking (1=highest)				
LACMOA Municipal Operators	1	2	3	
ADA Paratransit	1	3	2	
Commuter Rail	2	3	1	
LTSS/Tier 2	3	2	1	
Local Return	2	1	3	
Metro	1	2	3	
Average Subgroup Priority Score	1.67	2.17	2.17	
Average Subgroup Priority Ranking	1st	2nd (tie)	2nd (tie)	

Limiting the Operations and other Programs funding to 50% of the total created tight constraints for all categories. For example, the Local Return percentage in all three options falls below the 25% level requested by the North County and South Bay COGs in their Initial Stakeholder Input Submittals. In the case of Local Return, the COG's Capital funding requests for Active Transportation Projects and/or Transit projects, eligible categories for Local Return dollars, provides supplemental funding to the percentages listed on this table.

Regional Active Transportation Program (ATP) - 2% Allocation

The Regional Active Transportation program is a multimodal program of regionally significant projects that encourage, promote and facilitate environments that promote walking, bicycling, rolling modes and transit use, as part of a robust and integrated countywide transportation system. Through various policies and programs, Metro both leads the development of active transportation infrastructure and programs, and provides local jurisdictions with technical support needed for local planning efforts and implementation. To continue this effort, and in response to stakeholders, Metro has created a 2% portion of the draft Expenditure Plan, which is expected to generate \$17 million annually in the first year and more than \$2.4 billion over the 40-year life of the measure.

Approximately half of the allocated ATP funds would be used to fund Projects that would be consistent with Metro's Active Transportation Strategic Plan. Potentially eligible projects including Safe Routes to Schools, complete streets improvements, and first/last mile connections with public transit such as bicycle facilities including bike hubs, protected bike lanes connecting the transportation network, and the countywide bike share program.

These funds, administered by Metro, will be available for the purposes of implementing the Countywide Active Transportation Network, as identified in Metro's Active Transportation Strategic Plan to improve access to transit; enhance safety; promote clean transportation options; improve public health; and foster healthy, equitable, and economically vibrant communities where all residents and visitors have greater transportation choices and access to key destinations. These funds will be made available by Metro for projects and programs that implement the Countywide Active Transportation Network, as identified in Metro's Active Transportation Strategic Plan and which specifically improve connectivity among rail and bus lines, other active transportation facilities and population centers to employment and educational centers. Outcome expected include the following:

- Increase the number of trips made by people who walk or bicycle, rather than drive alone;
- Enhance safety and improve the physical environment for people who walk, bicycle, and take transit;
- Implement;
- Provide bicycle education and training;
- Demonstrate innovative, creative, and/or technological approaches that may expedite project implementation; build community support; and foster multi-modal policies and long-term infrastructure improvements;
- Improve coordination between jurisdictions for multi-jurisdictional projects;
- Support Safe Routes to Schools;
- Leverage other sources of funding.

It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented. Metro will establish specific project eligibility criteria for this program to be approved by the Board.

The draft Expenditure Plan assumes that approximately half of the 2% ATP allocation funds two major Los Angeles River projects ATP projects earmarked in the draft Expenditure Plan as well as a portion of the costs of ATP projects submitted by the COGs and included in the draft Expenditure Plan. All told approximately 4.5 to 5% of the draft Expenditure Plan funds are projected to be utilized for ATP projects. This excludes Local Return Funds used for ATP projects. The 1% or \$1.2 billion Regional ATP fund allocation can leverage and enhance local investments being made through the Local Return allocation from Proposition A, Proposition C, and Measure R. Over the last five years, \$443.8 million of Local Return funds (Prop A, Prop C, & Measure R) have been spent on Active Transportation.

Revenue Assumptions

Regional Funds FY 41-57 Forecast Estimate as of 3/1/16

(\$ in millions)

	Total	FY 41	FY 42	FY 43	FY 44	FY 45	FY 46	FY 47	FY 48	FY 49	FY 50	FY 51	FY 52	FY 53	FY 54	FY 55	FY 56	FY 57
Proposition C 25% Bonds	\$ 7,800	\$ 400	\$ 400	\$ 400	\$ 400	\$ 200	\$ 500	\$ 600	\$ 500	\$ 500	\$ 500	\$ 600	\$ 400	\$ 400	\$ 500	\$ 500	\$ 500	\$ 500
Proposition C 40% Cash	\$ 5,670	\$ 330	\$ 100	\$ 360	\$ 180	\$ 330	\$ 350	\$ 320	\$ 280	\$ 260	\$ 320	\$ 330	\$ 360	\$ 270	\$ 580	\$ 300	\$ 620	\$ 380
Proposition A 35% Bonds	\$ 4,000							\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 200	\$ 200	\$ 400	\$ 400	\$ 400	\$ 400
Regional Improvement Prog.	\$ 1,615	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95	\$ 95
CMAQ	\$ 1,020	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60
Total	\$ 20,105	\$ 885	\$ 655	\$ 915	\$ 735	\$ 685	\$ 1,005	\$ 1,475	\$ 1,335	\$ 1,315	\$ 1,375	\$ 1,485	\$ 1,115	\$ 1,025	\$ 1,635	\$ 1,355	\$ 1,675	\$ 1,435
New Starts	\$ 3,400	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200

Ballot Measure Augmentation & Extension Ordinance Outline

Preamble

1. Title of the Measure
2. Summary of the Measure
3. Definitions
4. Statutory Authority
5. Extension and/or Imposition of Retail Transaction and Use Tax
6. Administration by Board of Equalization
7. Use of Revenues
8. Oversight
9. Maintenance of Effort Requirements
10. Cost of Administration
11. Amendments and Termination
12. Establishment of Bonding Authority
13. Appropriations Limit
14. Election
15. Effective and Operative Dates
16. Severability



Expenditure Plan Public Input and Outreach Process

March 2016 - June 2016

PURPOSE

As the Los Angeles County Metropolitan Transportation Authority (Metro) plans for future growth and transportation needs, educating and engaging the public about Metro's Long-Range Transportation Plan (LRTP) is essential. This plan is designed to guide Metro's public input and outreach process about the draft Expenditure Plan as part of the overall LRTP Education Program.

SITUATION ANALYSIS

Metro is updating its LRTP to improve mobility and quality of life for all Los Angeles County residents. The plan aims to provide a balanced transportation system that positions the county for future growth. The LRTP will articulate the transportation priorities for Los Angeles County for the next 40 years. The foundation for the updated LRTP is a draft Expenditure Plan that identifies major highway and transit projects evaluated and sequenced based on performance metrics, including project costs and schedules through 2057. The draft Expenditure Plan will also include projects to connect the region and enhance goods movement; active transportation; ADA/paratransit services for seniors and the disabled; transit assistance for students; investments to fund bus and rail operations; ongoing system maintenance and repair; and benefits at the local level.

Development of the draft Expenditure Plan has occurred through a bottoms-up process of collaboration with regional stakeholders including the councils of governments (CoGs) from the county's nine sub-regions. Metro will continue this coordination to get the various stakeholders' feedback on the draft plan.

Upon release of the plan by the Metro Board, the roadmap to educate the public about the draft Expenditure Plan and provide opportunities for public input will occur through four main sectors of the community: Elected Officials Engagement, Key Stakeholder Engagement, Public Engagement, and Media Engagement.

ELECTED OFFICIAL INPUT/ENGAGEMENT

Metro Board members and staff will continue to collaborate with local, state and federal elected officials and their staffs to continue the regional dialogue about the Expenditure Plan.

- **Local Officials** – Community and Municipal Affairs will continue with the team’s “88 Cities” project including briefings with city leadership and staff and the LA County Division of California League of Cities. Community and Municipal Affairs will also encourage the cities to take a position on the Expenditure Plan that can be shared with Metro’s Board through resolutions. Metro’s “88 Cities Project” was developed to strengthen the important relationships between Metro and the county’s cities, and further connect them to Metro’s regional planning efforts. This established process is an obvious way for staff to guide the cities through a coordinated approach to share their formal positions on the Expenditure Plan and potential ballot measure with Metro officials.
- **State Officials** – Metro’s Government Relations Team has continued to keep members of the Los Angeles County’s State Senate and Assembly Delegation and their staffers updated on the status of the Potential Ballot Measure (PBM) and will now expand that education to include the draft Expenditure Plan. The team continues to provide briefings and attend transportation forums in the county at the request of state elected officials. Staff will conduct a series of briefings in Los Angeles and Sacramento for members of the Los Angeles County State Senate and Assembly delegation specifically related to the Draft Expenditure Plan and next steps in the public input process. Government Relations is also leading the process to get the Potential Ballot Measure certified for the November ballot if the Board approves the plan.
- **Federal Officials** – Metro’s Government Relations Team has been and will continue to keep members of the Los Angeles County Congressional Delegation and their staffers updated on the status of the Potential Ballot Measure. The team is holding briefings in Los Angeles County and in Washington, DC with congressional aides to provide a detailed update on the status of the future transportation plan process, and will now extend that effort to educate about the Expenditure Plan and the next steps in the public input process. Government Relations will continue to provide frequent updates to members of the Congressional Delegation and their staff.

KEY STAKEHOLDER ENGAGEMENT

In continuing with the bottoms-up process Metro has established with the various key stakeholder groups of LA County, staff will continue to collaborate with regional partners such

as the Councils of Governments (CoGs); the business community; labor and environmental groups; community organizations, faith-based groups and other regional entities.

- **Stakeholder Group Briefings** – Briefings with key stakeholder groups to present the Expenditure Plan and solicit feedback.
- **Community Presentations** – Speakers' bureau to provide widespread community and stakeholder presentations to educate the region about the Expenditure Plan.
- **CEO LRTP's Newsletter** – Continue CEO's monthly LRTP Progress Update to stakeholders.
- **Regional Communicators Briefing** – Briefing with key communications professionals from agencies across the region to share information that they can push out through their communication channels.
- **Messaging Toolkits** – Information, graphics, pre-written social media posts and articles, and talking points to assist partner organizations in messaging the transportation plan.
- **Influencer Marketing** – Encouraging key influencers to help frame the understanding of funding transportation planning and investment through thought leadership communications.

PUBLIC INPUT/ENGAGEMENT

Engaging the public will be a major component of the input process. Metro will implement various feedback mechanisms to solicit the public's opinions and perspectives on the long-term mobility plan for the region. Public polling, focus groups, public meetings and telephone town hall meetings will be part of the input gathering process to ensure that Metro aligns its future transportation plan with the priorities of the public.

- **Public Meetings** – Community Relations staff will plan and host nine (9) community meetings around the county and one (1) virtual community meeting. These meetings will happen in April with weekday meetings occurring in the evening, and one traditional meeting and one virtual meeting each happening on a Saturday during the day.
- **Telephone Town Halls** – Community Relations and Public Relations staff will plan and host 13 one-hour telephone town hall meetings in May – one in each Board director's geographic area. These will occur in the evening with the goal of holding two per evening to streamline resources.
- **Website Engagement** – Staff will update the "Metro Eases Traffic" section of the Metro website as the draft Expenditure Plan process evolves. The Marketing team will develop

different maps to reflect the projects proposed through the life of the Expenditure Plan. Throughout the public input process, the public will be able to submit comments through the website, which will be compiled and evaluated as part of the overall input process.

- **Social Media/Digital Outreach** – The Metro Social Media team will continue to implement the current campaign that features a series of animated graphics highlighting favorable but lesser known programs, services and investments that Metro provides to the region. Additional social media feedback mechanisms will also be utilized.
 - Social media tools to capture comments and questions about the plan.
 - Micro-targeted content highlighting current investments at the local level and promoted within those communities via Facebook and native advertising.
 - Video vignettes of personal stories highlighting common transportation issues and the potential impact of cornerstone projects from the draft Expenditure Plan, promoted via Facebook native video and YouTube.
 - Targeted promotion of public meetings and telephone town halls via Facebook.
 - Informal polls and feedback via Facebook and Twitter.
 - Frequent articles on Metro’s blog, *The Source*, explaining the LRTP process, the expenditure plan and the programs and projects to receive funding. *The Source* will also continue to provide daily media headlines, providing us with the chance to steer readers to outside coverage about the LRTP and PBM and to offer information, context and visuals that voters may find helpful.
- **Focus Groups** – Metro will hold several focus groups in April on proposed transportation improvements.
- **Public Poll** – In May, Metro will conduct a public opinion survey to seek the level of support for additional local investment to fund proposed transportation improvements.
- **Crowdsourcing** – Community engagement through crowdsourcing – online efforts to tap into the collective intelligence of the public at large, enabling Metro to gain deeper insight into their wants and needs.
- **Progress Milestones** – Metro will continue to showcase the visible signs of progress being made through local investment.
- **Community Events** – Staff will have a presence at major community events to share information about the plan and give the public an opportunity to comment.
- **Quality of Life Benefits** – Staff will roll out the results of the Quality of Life (QoL) Report and communicate the real benefits already occurring across the county through transportation investment. The QoL Report will be presented in May.

MEDIA ENGAGEMENT

Traditional and online media are important partners in sharing information about Metro. The media will play an essential role in helping to educate the public about Metro's future transportation plans. Therefore, Metro staff will utilize a number of tactics to engage the media.

- News media briefings
- Editorial board briefings
- Press releases
- FAQs
- Television and radio public affairs programming
- Opinion editorials/guest columns
- Newspaper and digital ads promoting public meetings
- Proactive pitching of news story ideas from the QoL Report
- Metro Motion Cable TV Program coverage
- Metro Briefs

SCHEDULE OF MAJOR ACTIVITIES

March

- Update Metro website with Expenditure Plan information
- Begin elected official briefings
- Begin stakeholder briefings
- Hold regional communicators briefing
- Hold media briefings
- Send news release on public input opportunities
- Schedule public affairs programming opportunities
- Begin community presentations
- Publicize public meetings
- Begin promoting public input opportunities
- Begin social media/digital outreach
- Request city resolutions through "88 Cities Project"

April

- Hold public meetings
- Hold focus groups

- Promote telephone town hall meetings
- Begin social media polls and feedback
- Encourage city resolutions on PBM

May

- Hold telephone town hall meetings
- Conduct public poll
- Showcase results of Quality of Life Report
- Staff information booth and take comments at Crenshaw/LAX Halfway Event
- Compile public input
- Compile city resolutions

June

- Report public input
- Report public and social media poll results
- Send news release on Board's decision

REPORT

DATE: April 21, 2016

TO: Governing Board Delegates and Alternates

FROM: Phil Hawkey, Executive Director

RE: ADDITIONAL SGVCOG APPOINTMENT TO RMC BOARD

RECOMMENDED ACTION

Direct staff to issue a call for nominations for this position and accept nominations from any mayor or councilmember from eligible cities.

BACKGROUND

On October 9, 2015, Governor Brown approved SB 355 (Lara), which expanded the Governing Board of the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) to 15 voting members and 9 non-voting members. Previously, the SGVCOG had two appointees, both of which are required to be elected officials, with one representing communities along the foothills and one representing communities along the rivers. Currently, those positions are held by Denis Bertone (San Dimas) and Margaret Clark (Rosemead) respectively. According to SB 355, the only requirement for the third SGVCOG appointment is that the representative be a resident of a city along the San Gabriel River that is not currently represented on the RMC Board, which includes the cities of Duarte, Azusa, Irwindale, Baldwin Park, El Monte, South El Monte and Industry (See Attachment B for map). The SGVCOG must submit at least two nominees to the Office of Governor.

Current voting members of the RMC Board are as follows:

- One member of the Board of Supervisors of the County of Los Angeles
 - Hilda Solis
 - Designee: M. Janet Chin
- Two members of the board of directors of the San Gabriel Valley Council of Governments
 - Margaret Clark, Mayor Pro Tem/City of Rosemead
 - Denis Bertone, Council Member/City of San Dimas
- Two members of the board of directors of the Gateway Cities Council of Governments
 - Luis Marquez, Mayor/City of Downey
 - Roberto Uranga, Council Member/City of Long Beach
- Two members of the Orange County Division of the League of California Cities
 - Troy Edgar, Mayor Pro Tem/City of Los Alamitos
 - Vacant, Governor Appointment
- One member shall be a representative of the San Gabriel Valley Water Association
 - Judy Nelson, Council Member/City of Glendora
- One member shall be a representative of the Central Basin Water Association
 - Daniel Arrighi, Elected Vice-Chair

REPORT

- One member shall be a resident of Los Angeles County appointed by the governor from a list of potential members submitted by local, state, and national environmental organizations
 - Frank Colonna, Elected Chair
- The Secretary of the Resources Agency
 - John Laird
 - Designee: Bryan Cash
- The Secretary for Environmental Protection
 - Matthew Rodriguez
 - Designee: Jonathan Bishop
- The Director of Finance
 - Michael Cohen
 - Designee: Eraina Ortega
 - Designee: Karen Finn

NEXT STEPS

This item was discussed at the Executive Committee, and the Committee directed staff to agendize a call for nominations at the April 21, 2016 Governing Board meeting. They further directed that the SGVCOG only accept nominations from elected officials (i.e. mayors and councilmembers) from the eligible cities. Pending action from the Governing Board, staff will send out a call for nominations to all eligible mayors and councilmembers, and the Governing Board will select two nominees to submit to the Governor's Office at its May 2016 meeting.

Prepared by:

Marisa Creter

Marisa Creter
Assistant Executive Director

Approved by:

Phil Hawkey

Phil Hawkey
Executive Director

ATTACHMENTS

Attachment A – Letter from RMC

Attachment B – Map of Eligible Cities and Communities



California Natural Resources Agency

San Gabriel & Lower Los Angeles RIVERS AND MOUNTAINS CONSERVANCY

Governing Board of Directors:

Frank Colonna, Chair
Governor Appointed Public Member

Dan Arrighi, Vice Chair
Central Basin Water Association

Matthew Rodriguez, Secretary
California Environmental
Protection Agency

Denis Bertone
San Gabriel Valley Council of
Governments

Judy Nelson
San Gabriel Valley Water Association

John Laird, Secretary
California Natural Resources Agency

Michael Cohen
State of California, Department of
Finance

Troy Edgar
Orange County Division of the
League of California Cities

Margaret Clark
San Gabriel Valley Council of
Governments

Hilda Solis
Los Angeles County Board of
Supervisors, First District

Roberto Uranga
City of Long Beach

Luis Marquez
Gateway Cities Council of
Governments

Vacant
Orange County Division of the
League of California Cities

Vacant
Governor Appointed Public Member

Vacant
Governor Appointed Public Member

Ex Officio Members

Vacant
Honorable Ricardo Lara,
Member of the CA Senate

Vacant
Member of the CA State Assembly

Lisa Mangat, Acting Director
State of California, Department of
Parks and Recreation

John Donnelly
State of California, Wildlife
Conservation Board

Colonel Kimberly M. Colloton
US Army Corps of Engineers

Shane Silsby
Orange County Public Works
Department

Stephen Johnson
San Gabriel River Water Master

Randy Moore
Angeles National Forest
US Forest Service

Gail Farber
Los Angeles County Department of
Public Works

Executive Officer
Mark Stanley

February 24, 2016

Mr. Phil Hawkey, Executive Director
San Gabriel Valley Council of Governments
1000 South Fremont Avenue, Unit #42
Alhambra, CA 91803

Dear Mr. Hawkey:

On October 9, 2015, California Senate Bill 355 was approved by Governor Jerry Brown. Introduced by Senator Lara, the bill is an amendment to Section 32605 of the Public Resources Code, relating to the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) that increases the governing board membership to 15 voting members and 9 nonvoting members.

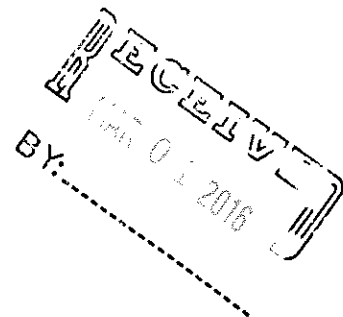
Pursuant to Section 32605 (a) (2):

Two members of the Governing Board of the San Gabriel Valley Council of Governments (SGVCOG), one of who shall be a mayor or city council member of a city bordering along the San Gabriel River, and one of whom shall be a mayor or city council member of a city bordering the San Gabriel Mountains area. One member shall be appointed by a majority of the membership of that governing board, and one member shall be appointed by the Senate Committee on Rules from a list of two or more potential members submitted by the governing board. If the governing board fails to provide to the Senate Committee on Rules a list of two or more potential members, at least 30 days prior to the date a current member's term of office expires, the Senate Committee on Rules may appoint a mayor or city council member of a city bordering along the San Gabriel River or the San Gabriel Mountains, or a member of the public who resides within the territory of the conservancy.

Currently, there are two members of the SGVCOG that are members of the RMC Governing Board of Directors; Margaret Clark, Mayor of Rosemead, appointed by the SGVCOG and Denis Bertone, Councilmember, City of LaVerne, appointed by the Senate Committee on Rules.

Amended Section 32605 (a) (8):

One member, appointed by the Governor, who is a resident of a city, not otherwise represented on the board at the time of the member's appointment, bordering the San Gabriel River. The Governor shall make the appointment from a list of two or more potential members submitted by



the *Governing Board of the San Gabriel Valley Council of Governments*. The governing board shall submit lists of potential members to the Governor until he or she appoints a member.

Currently, the SGVCOG member position pursuant in Section 32605 (a) (8) is vacant and is required to be filled. Please note that the above Section does not preclude the SGVCOG from selecting a member who is already a member of the SGVCOG. If you have any questions regarding the above, please feel free to contact me at the telephone number below or at mstanley@rmc.ca.gov.

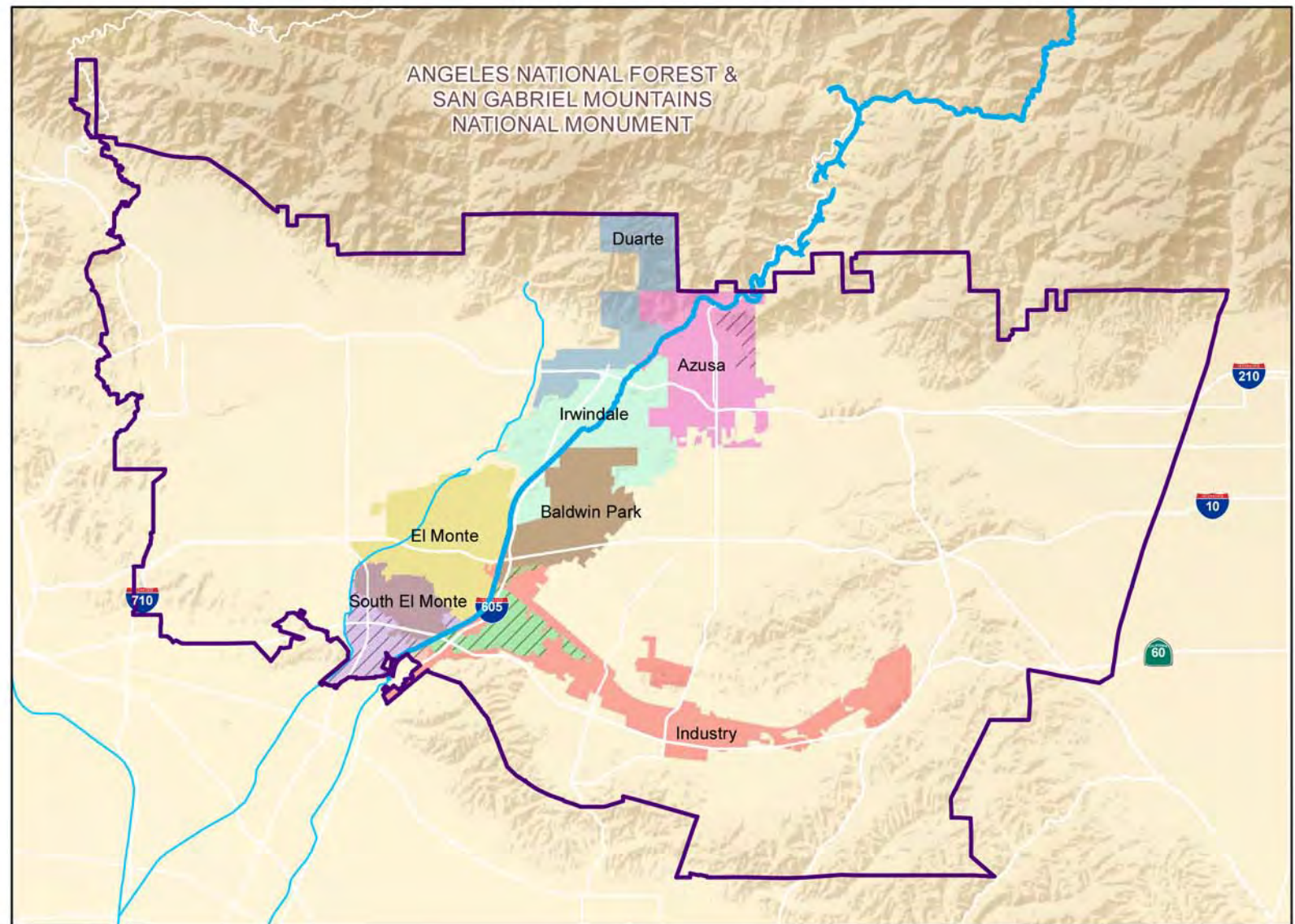
Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Stanley', with a long, sweeping horizontal line extending to the right.

Mark Stanley
Executive Officer

MS:vt

Upper San Gabriel River Communities



0 2.5 5 10 Miles

Item #16

Page 5 of 5



REPORT

DATE: April 21, 2016
TO: Governing Board Delegates and Alternates
FROM: Phil Hawkey, Executive Director
RE: **FY 2014-15 FINANCIAL STATEMENT**

RECOMMENDED ACTION

Receive and file.

BACKGROUND

Attached is the FY 2014-15 Financial Audit. Staff from Vasquez & Company will present on this item at the April Governing Board meeting.

Prepared by: Marisa Creter
Marisa Creter
Assistant Executive Director

Approved by: Phil Hawkey
Phil Hawkey
Executive Director

ATTACHMENTS

Attachment A – FY 2014-15 Financial Statement (Primary Government)
Attachment B – FY 2014-15 Financial Statement (Combined)



Audited Financial Statements
(Primary Government)
As of and for the Year Ended June 30, 2015
with Report of Independent Auditors

Audited Financial Statements
San Gabriel Valley Council of Governments
(Primary Government)
As of and for the Year Ended June 30, 2015
with Report of Independent Auditors

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Report of Independent Auditors

Members of the Governing Board San Gabriel Valley Council of Governments

Report on the Financial Statements

We have audited the accompanying financial statements of the primary government of San Gabriel Valley Council of Governments (the SGVCOG) as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise SGVCOG's basic financial statements as listed in the table of contents.

Management's Responsibility on the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating that appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the primary government of San Gabriel Valley Council of Governments, as of June 30, 2015, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the financial statements referred to above include only the primary government of the San Gabriel Valley Council of Governments, which consists of all funds and departments that comprise San Gabriel Valley Council of Governments' legal entity. These primary government financial statements do not include financial data for the San Gabriel Valley Council of Governments' component unit, the Alameda Corridor - East Construction Authority, which accounting principles generally accepted in the United States of America require to be reported with the financial data of the SGVCOG's primary government. As a result, the primary government's financial statements do not purport to, and do not, present fairly the financial position of the reporting entity of the San Gabriel Valley Council of Governments, as of June 30, 2015, the changes in its financial position, or, where applicable, its cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

We have audited, in accordance with auditing standards generally accepted in the United States of America, the financial statements of the reporting entity of the San Gabriel Valley Council of Governments, as of and for the year ended June 30, 2015, and our report thereon, dated March 31, 2016, expressed an unmodified opinion on those financial statements.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 7 and the required supplementary information on pages 25 through 26 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.



Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 31, 2016 on our consideration of San Gabriel Valley Council of Governments' internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering San Gabriel Valley Council of Governments internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "Vazquez & Company LLP".

Los Angeles, California
March 31, 2016

Our discussion and analysis of the San Gabriel Valley Council of Governments (the "SGVCOG") financial performance presents an overview of the SGVCOG's financial activities during the fiscal year ended June 30, 2015. We encourage readers to consider information presented here in conjunction with the financial statements (beginning on page 8). The financial statements, notes and this discussion and analysis were prepared by management and are the responsibility of management.

Background

The SGVCOG was created on March 17, 1994 by a Joint Powers Agreement (JPA) among various member San Gabriel Valley Cities to promote cooperation, exchange ideas, coordinate regional government programs and to provide recommendations and solutions to common problems and to general concern of member governments.

In 1998, the SGVCOG created the Alameda Corridor - East Construction Authority (ACE) to mitigate the effects of increasing Union Pacific Railroad (UPRR) train traffic in the San Gabriel Valley (Valley). There were 55 "at-grade" crossings in the Valley where vehicular and pedestrian traffic cross directly over railroad tracks and must stop while trains pass by. This creates congestion, degrades the local environment, and compromises safety. The ACE Project will separate 20 crossings at the busiest intersections – by either raising or lowering the railroad or the intersecting street – along the 35-mile freight rail corridor from East Los Angeles to Pomona.

Overview of Financial Statements

In FY 2015, operating revenues increased by 10% from the previous year. This was due to increase in grants received from other government agencies and private utility company.

The financial statements present the financial picture of the SGVCOG from the economic resources measurement focus using the accrual basis of accounting. These statements include all recordable position of the SGVCOG as well as all liabilities. All of the current year's revenues and expenses are taken into account regardless of when cash is received or paid. The statement of cash flows provides information about the SGVCOG's cash receipts, cash payments, and net changes in cash resulting from operating, capital and related investing activities during the reporting period.

The statement of net position and the statement of revenues, expenses and changes in net position report the SGVCOG's net position and related changes. Net position is the difference between the recorded assets and liabilities. The recorded activities include all revenues from dues and operating expenses related to the operation of the SGVCOG. In addition, all of the SGVCOG's revenues and expenses related to its other programs and services are reflected in the statements.

Various disclosures accompany the financial statements in order to provide a full picture of the SGVCOG's finances. The notes to the financial statements are on pages 11-24.

Financial Analysis

Statements of Net Position

The following table summarizes the assets, liabilities and net position of the SGVCOG as of June 30, 2015 and 2014:

	<u>2015</u>	<u>2014</u>
Current assets	\$ 778,098	\$ 913,382
Deferred outflows of resources	<u>23,254</u>	<u>-</u>
Total assets and deferred outflows of resources	<u>801,352</u>	<u>913,382</u>
Current liabilities	236,431	472,151
Deferred inflows of resources	<u>8,172</u>	<u>-</u>
Total liabilities and deferred inflows of resources	<u>244,603</u>	<u>472,151</u>
Net position		
Restricted	110,138	109,917
Unrestricted	<u>446,611</u>	<u>331,314</u>
Total net position	\$ <u>556,749</u>	\$ <u>441,231</u>

Current assets decreased this year by \$135,284, or 15%, and current liabilities also decreased by \$235,720 or 50%, primarily due to the payment of a legal settlement during the year.

As previously discussed, net position can serve as an indicator of financial health. The SGVCOG's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by \$556,749 and \$441,231 as of June 30, 2015 and 2014, respectively.

Attachment A
San Gabriel Valley Council of Governments
(Primary Government)
Management's Discussion and Analysis
Year ended June 30, 2015

Statements of Revenues, Expenses and Changes in Net Position

The following table presents the SGVCOG's revenues, expenses and changes in net position for the years ended June 30, 2015 and 2014:

	<u>2015</u>	<u>2014</u>
Operating revenues		
Dues		
General Fund	\$ 498,552	\$ 646,590
Transportation	<u>177,507</u>	<u>42,489</u>
	676,059	689,079
Sponsorships	-	6,000
Grants and matches from other governments:		
Los Angeles County Metropolitan Transportation Authority	85,421	81,249
County of Los Angeles - Energy Upgrade	-	1,610
Southern California Edison - California Energy Efficiency Strategic Plan Implementation	184,360	127,383
Southern California Edison - Energywise	138,106	121,896
LA Permit Group - MS4 NPDES Permit	32,475	-
Western Riverside Council of Governments - California HERO	16,380	-
Local Government Commission - CivicSpark	8,400	-
Others	<u>78</u>	<u>9,307</u>
Total operating revenues	<u>1,141,279</u>	<u>1,036,524</u>
Operating expenses		
Administrative	508,775	552,321
Transportation	232,935	241,212
California Energy Efficiency Strategic Plan Implementation	174,105	113,395
Energywise	106,930	65,868
Miscellaneous	<u>11,610</u>	<u>20,420</u>
Total operating expenses	<u>1,034,355</u>	<u>994,680</u>
Operating income	106,924	41,844
Nonoperating income		
Interest income	<u>1,114</u>	<u>1,697</u>
Change in net position	108,038	43,541
Net position, beginning of year, as restated	<u>448,711</u> *	<u>397,690</u>
Net position, end of year	<u>\$ 556,749</u>	<u>\$ 441,231</u>

*includes prior period adjustment to implement GASB Statement No. 68, see Note 9

Revenues for SGVCOG consist primarily of dues from 31 member cities, three Los Angeles County supervisorial districts, and a Joint Power Authority of the water agencies, which represents three municipal water districts, and cost reimbursable grants from Los Angeles County, and, Southern California Edison (SCE), a local utility. Grants and matches from other governments and SCE were \$465,142 in FY2015 compared to \$332,138 in FY 2014, an increase of \$133,004, or 40%. This increase was due to work on multiple grant programs, including the California Energy Efficiency Strategic Plan Implementation - Phase 3, Energy Upgrade, and the implementation of the Home Energy Renovation Opportunity (HERO) program.

Operating expenses were \$1,034,355 in FY2015 compared to \$994,680 in FY 2014, an increase of \$39,675, or 4%. This increase is primarily attributable to an increase in grant expenses.

Nonoperating income consists of investment income of \$1,114 in FY 2015 compared to \$1,697 for FY 2014, a decrease of \$583, or 34%. The decrease is directly attributed to the lower cash and cash equivalents balance in 2015.

Next Year's Budget

The budget for fiscal year 2016 assumes that the on-hand net position as of June 30, 2015, will be required and available to fulfill the program and administrative expense requirements.

Further Information

This report has been designed to provide a general overview to our stakeholders of the SGVCOG's financial condition and related issues. Inquiries should be directed to Cindy Byerrum, Treasurer, 1000 S. Fremont, Suite 10-210 Unit # 42 Alhambra, CA 91803.

Attachment A
San Gabriel Valley Council of Governments
(Priary Government)
Statement of Net Position
June 30, 2015

	Business-type activities
ASSETS	
Current assets	
Cash and cash equivalents	\$ 432,281
Member receivable	5,450
Grants receivable	323,115
Other receivables	376
Prepaid expenses	16,876
Total current assets	<u>778,098</u>
Capital assets	
Office equipment	8,645
Less accumulated depreciation	(8,645)
Capital assets, net	<u>-</u>
Total assets	<u>778,098</u>

DEFERRED OUTFLOWS OF RESOURCES

Pension contribution	17,254
Net difference between actual and pension plan's proportionate share of aggregate employer contribution	6,000
Total deferred outflows of resources	<u>23,254</u>

LIABILITIES

Current liabilities	
Accounts payable and accrued expenses	235,893
Net pension liability	538
Total current liabilities	<u>236,431</u>

DEFERRED INFLOWS OF RESOURCES

Net difference between projected and actual earnings on pension plan investments	180
Adjustments due to differences in proportions	7,992
Total deferred inflows of resources	<u>8,172</u>

NET POSITION

Net investment in capital assets	
Restricted for :	
Water Quality Improvement	55,451
MS4-National Pollutant Discharge Elimination System	54,687
Unrestricted	446,611
Net position	<u>\$ 556,749</u>

See notes to financial statements.

Attachment A
San Gabriel Valley Council of Governments
(Primary Government)
Statement of Revenues, Expenses and Changes in Net Position
Year ended June 30, 2015

Operating revenues

Dues		
General Fund	\$	498,552
Transportation		<u>177,507</u>
		676,059
Grants and matches from other governments:		
Los Angeles County Metropolitan Transportation Authority		85,421
Southern California Edison - California Energy Efficiency Strategic Plan Implementation		184,360
Southern California Edison - Energywise		138,106
LA Permit Group - MS4 NPDES Permit		32,475
Western Riverside Council of Governments - California HERO		16,380
Local Government Commission - CivicSpark		8,400
Others		<u>78</u>
Total operating revenues		<u>1,141,279</u>

Operating expenses

Administrative		508,775
Transportation		232,935
California Energy Efficiency Strategic Plan Implementation		174,105
Energywise		106,930
Miscellaneous		<u>11,610</u>
Total operating expenses		<u>1,034,355</u>
Operating income		106,924

Nonoperating income

Interest income		<u>1,114</u>
-----------------	--	--------------

Change in net position 108,038

Net position, beginning of year, as restated 448,711

Net position, end of year \$ 556,749

**includes prior period adjustment to implement GASB Statement No. 68, see Note 9*

See notes to financial statements.

Attachment A
San Gabriel Valley Council of Governments
(PPrimary Government)
Statement of Cash Flows
Year ended June 30, 2015

Cash flows from operating activities

Cash receipts from cities	\$ 676,045
Cash receipts from all other services	307,162
Cash paid for operating expenses	(814,675)
Cash paid for employee compensation and related costs	(469,286)
Net cash used in operating activities	<u>(300,754)</u>

Cash flows from investing activities

Cash receipts from interest	<u>1,062</u>
Cash provided by investing activities	<u>1,062</u>

Change in cash and cash equivalents (299,692)

Cash and cash equivalents - beginning of year 731,973

Cash and cash equivalents - end of year \$ 432,281

Reconciliation of operating income to net cash used in operating activities:

Operating income	\$ 106,924
Adjustment to reconcile operating income to net cash provided by operating activities:	
Changes in operating assets and liabilities:	
Member receivable	(14)
Grants receivable	(165,233)
Due from ACE Construction Authority	7,175
Prepaid expenses	(6,284)
Deferred outflows of resources	(15,040)
Accounts payable and accrued expenses	(236,258)
Net pension liability	(196)
Deferred inflows of resources	<u>8,172</u>
Net cash used in operating activities	<u>\$ (300,754)</u>

See notes to financial statements.

NOTE 1 SUMMARY OF SIGNIFICANT POLICIES

Organization and Activities

The San Gabriel Valley Council of Governments (the "SGVCOG") was created effective March 17, 1994 by a Joint Powers Agreement (JPA) among various San Gabriel Valley Cities to promote cooperation, exchange ideas, coordinate regional government programs and to provide recommendations and solutions to common problems and to general concern of member governments. It is the immediate successor to the San Gabriel Valley Association of Cities, an unincorporated association. Its members organized the SGVCOG because they recognized a need for a more permanent and formalized structure.

The SGVCOG is supported by contributions from its members and also receives grant funds to conduct regional studies on Transportation, Air Quality, Environmental Matters, as a sub-grantee of other governmental entities. The SGVCOG is a non-profit California Public Agency and it is tax exempt.

The Reporting Entity

These financial statements do not include funds of a component unit, the Alameda Corridor - East Construction Authority (ACE) and do not purport to, and do not, present the financial position of the reporting entity of San Gabriel Valley Council of Governments as of June 30, 2015, the changes in its financial position and cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis of Accounting

The financial statements are prepared using the accrual basis of accounting. Revenues are recognized when earned, and expenses are recognized when incurred.

The following are SGVCOG's major revenue components:

County of Los Angeles – Energy Upgrade - Funds that enable single-family homeowners to make upgrades to reduce energy use, conserve resources and create more comfortable and efficient homes.

Southern California Edison – California Energy Efficiency Strategic Plan Implementation - Funds for the implementation of certain energy efficiency programs under the Decision 09-09-47 of the California Public Utilities Commission including the Energy Leader Partnership Program.

Southern California Edison – Energywise - Funds to implement a program to reduce energy usage in the region by providing enhanced rebates for installing energy efficiency measures in municipal facilities, technical assistance, and various training and educational opportunities.

NOTE 1 SUMMARY OF SIGNIFICANT POLICIES (CONTINUED)

Basis of Accounting (Continued)

County of Los Angeles – Municipal Separate Storm Sewer System (MS4) – National Pollutant Discharge Elimination System (NPDES) - Funds to assist LA Permit Group to comply with the LA County MS4 NPDES Permit. The LA Permit Group is comprised of approximately 50 municipalities in Los Angeles County and was created to work collaboratively to negotiate the LA County MS4 NPDES Permit.

Southern California Edison – California Energy Efficiency Strategic Plan Implementation Phase 3 - Funds for the implementation of certain energy efficiency programs under the Decision 12-11-015 of the California Public Utilities Commission including the Energy Leader Partnership Program.

Cash and Cash Equivalents

The SGVCOG considers money market funds and all equivalent liquid debt instruments purchased with a maturity of three months or less to be cash equivalents.

Grants Receivable

Grants receivable relate to expense reimbursement from governmental agencies and are expected to be fully collectible. Accordingly, an allowance for doubtful accounts is not provided.

Office Equipment

Office equipment is carried on historical cost. Depreciation is provided using the straight-line method over the individual assets' estimated useful life, usually five years for computers, copiers and other electronic equipment, ten years for cabinets, desks and furniture.

Pension

SGVCOG adopted GASB Statement No, 68, *Accounting and Financial Reporting for Pensions* during the fiscal year ended June 30, 2015. For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of SGVCOG's California Public Employees' Retirement System (CalPERS) plan (Plan) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

NOTE 1 SUMMARY OF SIGNIFICANT POLICIES (CONTINUED)

Use of Estimates

The presentation of financial statements in conformity with generally accepted accounting principles (GAAP) requires the use of estimates in many areas. Estimates used in these financial statements relate primarily to fixing estimated useful lives to depreciable assets. Based upon the preceding information, estimates do not have a material effect on these financial statements.

NOTE 2 CASH AND CASH EQUIVALENTS

Cash and cash equivalents as of June 30, 2015 consist of the following:

Deposits with financial institution	\$	204,667
Short-term investments		227,614
Total cash and cash equivalents	\$	<u>432,281</u>

Investments Authorized by the California Government Code and San Gabriel Valley Council of Governments' Investment Policy

The table below identifies the investment types that are authorized for SGVCOG by the California Government Code (or SGVCOG's investment policy, where more restrictive). The table also identifies certain provisions of the California Government Code (or SGVCOG's investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk.

<u>Authorized Investment Type</u>	<u>Maximum Maturity</u>	<u>Maximum Percentage of Portfolio</u>	<u>Maximum Investment in One Issuer</u>
Local Agency Bonds	5 years	None	None
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Banker's Acceptances	180 days	15%	5%
Commercial Paper	180 days	15%	5%
Negotiable Certificates of Deposit	5 years	30%	None
Repurchase Agreements	30 days	None	None
Reverse Repurchase Agreements	92 days	5%	None
Medium-Term Notes	5 years	20%	None
Mutual Funds	N/A	20%	10%
Money Market Mutual Funds	N/A	0%	10%
County Pooled Investment Funds	N/A	None	None
Local Agency Investment Fund (LAIF)	N/A	None	None
JPA Pools (other investment pools)	N/A	None	None

NOTE 2 CASH AND CASH EQUIVALENTS (CONTINUED)

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the SGVCOG manages its exposure to interest rate risk is by purchasing a combination of shorter-term and longer-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming due over time as necessary to provide the cash flow and liquidity needed for operations.

Information about the sensitivity of the fair values of SGVCOG's investments to market interest rate fluctuations is provided by the following table that shows the distribution of the SGVCOG's investments by maturity.

<u>Investment Type</u>	<u>Total</u>	<u>12 Months or less</u>
LAIF	\$ 227,614	\$ 227,614
Total	\$ <u>227,614</u>	\$ <u>227,614</u>

Investment with Fair Values Highly Sensitive to Interest Rate Fluctuations

The SGVCOG has no investments that are highly sensitive to interest rate fluctuations (to a greater degree than already indicated in the information provided above).

Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, SGVCOG's investment policy, or debt agreements, and the actual rating as of year end for each investment type.

<u>Investment Type</u>	<u>Amount</u>	<u>Minimum Legal Rating</u>	<u>Rating as of Year End Not Rated</u>
LAIF	\$ 227,614	N/A	\$ 227,614
Total	\$ <u>227,614</u>		\$ <u>227,614</u>

Concentrations of Credit Risk

The investment policy of the SGVCOG contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. As of June 30, 2015, the SGVCOG had no investments in any one issuer (other than U.S. external investment pools) that represent 5% or more of total SGVCOG investments.

NOTE 2 CASH AND CASH EQUIVALENTS (CONTINUED)

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party.

The California Government Code and SGVCOG's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by State or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under State law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure local government units' deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. As of June 30, 2015, the SGVCOG's cash in bank balances were fully covered by the deposit insurance of the Federal Depository Insurance Corporation (FDIC).

The SGVCOG is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by the California Government Code under the oversight of the Treasurer of the State of California. At June 30, 2015, the total market value of LAIF, including accrued interest was approximately \$69.673 billion. The fair value of the SGVCOG's investment in this pool is \$227,614 at June 30, 2015 based upon the SGVCOG's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of the portfolio). LAIF's (and the SGVCOG's) exposure to risk (credit, market or legal) is not currently available.

NOTE 3 ADMINISTRATIVE EXPENSES

The following were the administrative expenses for the year ended June 30, 2015:

Salaries and employee benefits	\$ 135,772
Consultant fee	130,428
Rent	63,762
Accounting and audit fees	56,254
Legal fees	35,202
Meetings	24,520
Stipends	10,800
Printing/publications	7,377
Insurance	5,637
Repairs & maintenance	5,546
Supplies	5,455
Bad debts	5,436
Utilities	5,106
Information technology	4,175
Dues and subscriptions	2,903
Miscellaneous	10,402
Total \$	<u>508,775</u>

NOTE 4 EMPLOYEE BENEFIT PLAN

A. General Information about the Pension Plans

Plan Description

SGVCOG's employee benefit plan was assigned to its component unit, ACE. SGVCOG does not have employees enrolled under the Classic Plan and currently represent 81% share of the PEPRA Plan. All qualified permanent and probationary employees are eligible to participate in ACE's Miscellaneous Employee Pension Plan, a cost-sharing multiple employer defined benefit pension plan administered by the California Public Employees' Retirement System (CalPERS). Benefit provisions under the Plan are established by State statute and ACE resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Classic participants (defined as eligible participants prior to January 1, 2013) are required to contribute 8% of their annual covered salary. New participants (defined as eligible employees brought into CalPERS membership for the first time on or after January 1, 2013 PEPRA) contribute at least half the normal cost rate as determined by CalPERS. SGVCOG contributes the remaining amounts necessary to fund the benefits for its employees, using the actuarial basis adopted by the CalPERS Board of Administration.

NOTE 4 EMPLOYEE BENEFIT PLAN (CONTINUED)

Benefits Provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plans' provisions and benefits in effect at June 30, 2015 for PEPRA to which SGVCOG participates, are summarized as follows:

	Miscellaneous Plan
	<u>PEPRA</u>
	On or after
	<u>Jan. 1, 2013</u>
Hire date	2% @ 62
Benefit formula	5 years service
Benefit vesting schedule	monthly for life
Benefit payments	52 - 67
Retirement age	1.0% to 2.5%
Monthly benefits , as a % of eligible compensation	6.25%
Required employee contribution rates	6.25%
Required employer contribution rates	

Contributions

Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. SGVCOG is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

NOTE 4 EMPLOYEE BENEFIT PLAN (CONTINUED)

For the year ended June 30, 2015, the contributions recognized as part of pension expense for the Plan were as follows:

	Miscellaneous Plan <u>PEPRA</u>
Contributions - employer	\$ 8,214
Contributions - employee	8,241

B. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2015, SGVCOG reported net pension liabilities for its proportionate shares of the net pension liability of the Plan as follows:

	Proportionate Share of Net Pension <u>Liability</u>
Miscellaneous (PEPRA)	\$ 538
Total Net Pension Liability	\$ <u>538</u>

SGVCOG's net pension liability for the Plan is measured as the proportionate share of the net pension liability (asset). The net pension liability of the Plan is measured as of June 30, 2014, and the total pension liability for the Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2013 rolled forward to June 30, 2014 using standard update procedures. SGVCOG's proportion of the net pension liability was based on a projection of the SGVCOG's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined.

NOTE 4 EMPLOYEE BENEFIT PLAN (CONTINUED)

SGVCOG's proportionate share of the net pension liability for the Plan as of June 30, 2013 and 2014 was as follows:

	Miscellaneous Plan <u>PEPRA</u>
Proportion - June 30, 2013	0.00004%
Proportion - June 30, 2014	0.00003%
Change - Increase (decrease)	-0.00001%

At June 30, 2015, SGVCOG reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>Miscellaneous Plan</u> <u>PEPRA</u>	
	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Pension contributions subsequent to measurement date	\$ 17,254	\$ -
Net difference between actual and pension plan's proportionate share of aggregate employer contributions	6,000	-
Adjustments due to differences in proportions	-	(7,992)
Net differences between projected and actual earnings on pension plan investments	<u>-</u>	<u>(180)</u>
Total	<u>\$ 23,254</u>	<u>\$ (8,172)</u>

\$17,254 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2016.

NOTE 4 EMPLOYEE BENEFIT PLAN (CONTINUED)

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ending June 30	Amount
2016	\$ (757)
2017	(757)
2018	(615)
2019	(43)

Actuarial Assumptions

The total pension liabilities in the June 30, 2013 actuarial valuations were determined using the following actuarial assumptions:

	<u>Miscellaneous</u>
Valuation Date	June 30, 2013
Measurement Date	June 30, 2014
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate	7.50%
Inflation	2.75%
Payroll Growth	3.00%
Projected Salary Increase	3.3% - 14.2% (1)
Investment Rate of Return	7.5% (2)
Mortality	(3)
Post-Retirement Benefit Increase	(4)

(1) Varies by entry age and service

(2) Net of pension plan investment and administrative expenses, including inflation

(3) Derived using CalPERS' Membership Data for all funds

(4) Contract COLA up to 2.75% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.75% thereafter

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2013 valuation were based on the results of a January 2014 actuarial experience study for the period 1997 to 2011. Further details of the Experience Study can be found on the CalPERS website.

NOTE 4 EMPLOYEE BENEFIT PLAN (CONTINUED)

Discount Rate

The discount rate used to measure the total pension liability was 7.50 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.50 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.50 percent will be applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

The table below reflects the long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

Asset Class	New Strategic Allocation	Real Return Years 1 - 10(a)	Real Return Years 11+(b)
Global Equity	47.00%	5.25%	5.71%
Global Fixed Income	19.00%	0.99%	2.43%
Inflation Sensitive	6.00%	0.45%	3.36%
Private Equity	12.00%	6.83%	6.95%
Real Estate	11.00%	4.50%	5.13%
Infrastructure and Forestland	3.00%	4.50%	5.09%
Liquidity	2.00%	-0.55%	-1.05%
Total	<u>100%</u>		

(a) An expected inflation of 2.5% used for this period.

(b) An expected inflation of 3.0% used for this period.

NOTE 4 EMPLOYEE BENEFIT PLAN (CONTINUED)

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents SGVCOG's proportionate share of the net pension liability for the Plan, calculated using the discount rate for the Plan, as well as what SGVCOG's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

		Miscellaenous Plan
		PEPRA
1% Decrease		6.50%
Net Pension Liability	\$	957
Current Discount Rate		7.50%
Net Pension Liability	\$	538
1% Increase		8.50%
Net Pension Liability	\$	189

C. Pension Plan Fiduciary Net Position

Detailed information about each pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

D. Payable to the Pension Plan

At June 30, 2015, SGVCOG did not have outstanding amount of contributions to the pension plan required for the year ended June 30, 2015.

NOTE 5 ALAMEDA CORRIDOR - EAST CONSTRUCTION AUTHORITY (ACE)

Because of the size and scope of activities involving the Alameda Corridor - East project, a separate entity (ACE) was established for this purpose. While affiliated, ACE acts separately from the SGVCOG. ACE began operations in October 1998, and is empowered to conduct business, hire the necessary consultants and contractors, enter into contracts and agreements, and to issue debt instruments as needed.

The SGVCOG entered into an agreement to borrow up to \$100,000,000 by issuance of grant anticipation notes, guaranteed by a letter of credit, and collateralized by the pledge of grant revenues. Balances outstanding have been as high as \$100,000,000. At June 30, 2014, balances owed amount to \$20,000,000 and are reflected on the financial statements of ACE. All of the proceeds of the issue have been received by ACE and its attendant interest, costs and fees have been paid by ACE. These were subsequently paid and ACE now has a line of credit with the Los Angeles County Metropolitan Transportation Authority (MTA).

In June 2013, ACE entered into a promissory note to borrow up to \$45,000,000, in variable rate, from the Los Angeles County Metropolitan Transportation Authority to be used as working capital. Loan payable outstanding as of June 30, 2015 amounted to \$45,000,000. For the month of June 2015, interest rates vary according to market conditions and have ranged from 0.6288% to 0.6840%. The proceeds of the borrowings have been used to pay for construction activities.

Management has elected not to report the above transaction on these financial statements primarily because of its size, and the fact that the transaction amounts to conduit financing, which is similar to a municipality issuing bonds for a hospital located within its boundaries or of mortgage revenue bonds to be paid by homeowners in an Affordable Housing project.

NOTE 6 RELATED PARTY TRANSACTION

The SGVCOG billed ACE a total of \$6,930 for meetings and travel, \$2,368 for information technology consulting services, and \$400 for legal services. The SGVCOG was invoiced from ACE a total of \$2,110 for legal services and \$1,092 for accounting services.

NOTE 7 CONTINGENCIES

The SGVCOG is involved in claims arising from the normal course of business. After consultation with legal counsel, management estimates that these matters will be resolved without material effect on the SGVCOG's financial position.

NOTE 8 COMMITMENTS

The SGVCOG has entered into an office space lease agreement covering the period from January 1, 2013 to December 31, 2017.

Future minimum rental payments including tenant improvements are as follows:

Year ending June 30	Amount
2016	\$ 62,942
2017	64,895
2018	32,936
Total	\$ <u>160,773</u>

NOTE 9 PRIOR PERIOD ADJUSTMENT

The net position balance as of June 30, 2014 was restated to retroactively report the net pension liability as of the beginning of the fiscal year as a result of implementing GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*.

Net position at June 30, 2014, as previously reported	\$ 441,231
Prior period adjustment:	
Adjustment to record retroactive effect of implementing GASB Statement No. 68	<u>7,480</u>
Net position at June 30, 2014, as restated	\$ <u>448,711</u>

NOTE 10 SUBSEQUENT EVENTS

SGVCOG has evaluated events subsequent to June 30, 2015, to assess the need for potential recognition or disclosure in the financial statements. Such events were evaluated through March 31, 2016, the date the financial statements were available to be issued. Based upon this evaluation, it was determined that no other subsequent events occurred that require recognition or additional disclosure in the financial statements.

REQUIRED SUPPLEMENTARY INFORMATION

Attachment A
San Gabriel Valley Council of Governments
(Primary Government)
Schedule of Proportionate Share of the Net Pension Liability
Last Ten Years*

	2015
	Miscellaneous
	Plan
	PEPRA
Proportion of the net pension liability	0.00001%
Proportionate share of the net pension liability	\$ 538
Covered - employee payroll ⁽¹⁾	\$ 155,191
Proportionate share of the net pension liability as percentage of covered-employee payroll	0.35%
Plan's proportionate share of the fiduciary net position as a percentage of the plan's total pension liability	83.02%

Notes to Schedule

- ¹ Covered-Employee Payroll represented above is based on pensionable earnings provided by the employer. However, GASB 68 defines covered-employee payroll as the total payroll of employees that are provided pensions through the pension plan. Accordingly, if pensionable earnings are different than total earnings for covered-employees, the employer should display in the disclosure footnotes the payroll based on total earnings for the covered group and recalculate the required payroll-related ratios.

* Fiscal year 2015 was the 1st year of implementation, therefore, only one year is shown.

Attachment A
San Gabriel Valley Council of Governments
(PPrimary Government)
Schedule of Pension Contributions
Last Ten Years*

	<u>2015</u> <u>Miscellaneous</u> <u>Plan</u> <u>PEPRA</u>
Actuarially determined contributions	\$ 8,214
Contributions in relation to the actuarially determined contributions	(8,214)
Contribution deficiency (excess)	\$ -
Covered-Employee Payroll	\$ 155,191
Contributions as a percentage of covered-employee payroll	5.29%

Notes to Schedule:

Valuation date June 30, 2013

Methods and assumptions used to determine contribution rates:

Actuarial Cost Method	Entry age normal
Amortization method / Period	Level percent of payroll
Remaining amortization period	15 years as of valuation date
Asset valuation method	5 year Smoothed Market
Inflation	2.75%
Salary increases	Varies by Entry Age and Service
Investment rate of return	7.50%, net of pension plan investment expense and administrative expenses including inflation.
Retirement age	55 years
Mortality	Derived using CalPERS Membership Data for all funds

* Fiscal year 2015 was the first year of implementation, therefore, only one year is shown.

**Report of Independent Auditors on Internal Control over Financial Reporting
and on Compliance and Other Matters Based on an Audit of Financial Statements
Performed in Accordance with *Government Auditing Standards***

**Members of the Governing Board
San Gabriel Valley Council of Governments**

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the San Gabriel Valley Council of Governments (the SGVCOG), as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise San Gabriel Valley Council of Governments' basic financial statements, and have issued our report thereon dated March 31, 2016.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered San Gabriel Valley Council of Governments' internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of San Gabriel Valley Council of Governments' internal control. Accordingly, we do not express an opinion on the effectiveness of San Gabriel Valley Council of Governments' internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weakness. However, material weaknesses may exist that have not been identified.

**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the San Gabriel Valley Council of Governments' financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "Vazquez & Company LLP".

Los Angeles, California

March 31, 2016

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**Audited Financial Statements
and Supplementary Information
Year Ended June 30, 2015
with Report of Independent Auditors**

An Independently Owned Member
McGLADREY ALLIANCE



Vasquez
& Company LLP
Certified Public Accountants and Business Consultants

Item #17

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**Audited Financial Statements
and Supplementary Information
San Gabriel Valley Council of Governments
Year Ended June 30, 2015
*with Report of Independent Auditors***

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Report of Independent Auditors

Members of the Governing Board San Gabriel Valley Council of Governments

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities and the discretely presented component unit of San Gabriel Valley Council of Governments (SGVCOG), as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise SGVCOG's basic financial statements as listed in the table of contents.

Management's Responsibility on the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.



Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and the discretely presented component unit of San Gabriel Valley Council of Governments as of June 30, 2015, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 11 and the required supplementary information on pages 39-40 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the management discussion and analysis and the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise SGVCOG's basic financial statements. SGVCOG's discretely presented component unit's statement of revenues, expenditures and changes in fund balance – budget to actual on page 41, is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The statement of revenues, expenditures and changes in fund balance – budget to actual is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the statement of revenues, expenditures and changes in fund balance – budget to actual is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

*Implementation of New Accounting Standards*

As discussed in Notes 1, 9 and 12 to the financial statements, SGVCOG has implemented Government Accounting Standards Board (GASB) Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68* effective for the fiscal year ended June 30, 2015. As a result of this required implementation, SGVCOG's beginning net position was restated to retroactively report the net position as of the beginning of the fiscal year. Our opinion is not modified with respect to this matter.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 31, 2016, on our consideration of San Gabriel Valley Council of Governments' internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering San Gabriel Valley Council of Governments' internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "Vasquez & Company LLP". The signature is written in a cursive, flowing style.

Los Angeles, California
March 31, 2016

Our discussion and analysis of the San Gabriel Valley Council of Governments (the "SGVCOG") financial performance presents an overview of the SGVCOG's financial activities during the fiscal year ended June 30, 2015. We encourage readers to consider information presented here in conjunction with the financial statements (beginning on page 12). The financial statements, notes and this discussion and analysis were prepared by management and are the responsibility of management.

Background

The SGVCOG was created on March 17, 1994 by a Joint Powers Agreement (JPA) among various member San Gabriel Valley Cities to promote cooperation, exchange ideas, coordinate regional government programs and to provide recommendations and solutions to common problems and to general concern of member governments.

In 1998, the SGVCOG created the Alameda Corridor - East Construction Authority (ACE) (discretely presented component unit) to mitigate the effects of increasing Union Pacific Railroad (UPRR) train traffic in the San Gabriel Valley (Valley). There were 55 "at-grade" crossings in the Valley where vehicular and pedestrian traffic cross directly over railroad tracks and must stop while trains pass by. This creates congestion, degrades the local environment, and compromises safety. The ACE Project will separate 20 crossings at the busiest intersections – by either raising or lowering the railroad or the intersecting street – along the 35-mile freight rail corridor from East Los Angeles to Pomona.

Financial Highlights

In FY 2014-15, SGVCOG's operating revenues increased by 10% from the previous year. This was due to increase in grants received from other government agencies and private utility company.

Component Unit

ACE's financial highlights for the year ended June 30, 2015:

- Net position increased \$5.7 million, an increase of 99.8%
- Construction in progress increased \$129.0 million, an increase of 32.2%.
- Total revenue decreased by \$0.3 million, a decrease of 0.2%.
- Total project expense decreased \$6.0 million, a decrease of 4.4%.

Overview of Financial Statements

The SGVCOG's basic financial statements consist of three components: (1) Government-wide Financial Statements, (2) Fund Financial Statements and (3) Notes to the Basic Financial Statements.

Government-wide Financial Statements

The government-wide financial statements found on pages 12 and 13 are designed to give readers a broad overview of the SGVCOG and its discretely presented component unit's financial position. These include all of the SGVCOG and its discretely presented component unit's assets and liabilities, deferred inflows/outflows of resources, revenues and expenses. The accounting basis is full accrual (similar to private sector companies) where the SGVCOG and its discretely presented component unit's revenues and expenses are reported as the causal event occurs, instead of when the revenue was received or expense paid.

The "Statement of Net Position" presents all of the SGVCOG and its discretely presented component unit's assets, deferred outflows of resources, liabilities and deferred inflows of resources, with the difference reported as net position (or equity in the private sector). While large net position might indicate that a governmental agency has not spent all available revenues and other resources, negative net position indicates that the agency has overspent. It is management's position to maintain sufficient net position to compensate for any disallowed costs, but to allocate any surplus to construction activities.

The "Statement of Activities" presents the SGVCOG and its discretely presented component unit's revenues and expenses for the fiscal year ended on June 30, 2015.

Fund Financial Statements

The fund financial statements can be found on pages 12 and 13 of this report. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives.

ACE, unlike cities, county or State governments, has one activity – construction. All of ACE's activities are classified as a Construction (Capital Projects) Fund with the exception of the amount invested in a deferred compensation plan funded solely by staff.

Differences between the two sets of financial statements are normally determined by the complexity of the reporting agency and usually revolve around different treatments for capital assets and depreciation, and debt issuance and repayment. ACE's focus on a single activity results in the two statements being very similar.

Notes to the Basic Financial Statements

This report includes notes to the basic financial statements. They provide additional information that is important to a complete understanding of the data contained in the government-wide and fund financial statements. The notes can be found on pages 15 through 38 of this report.

Financial Analysis

Primary Government

Condensed Statements of Net Position

The following table summarizes the assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position of SGVCOG's primary government as of June 30, 2015 and 2014:

	<u>2015</u>	<u>2014</u>
Current assets	\$ 778,098	\$ 913,382
Deferred outflows of resources	<u>23,254</u>	-
Total assets and deferred outflows of resources	<u>801,352</u>	<u>913,382</u>
Current liabilities	236,431	472,151
Deferred inflows of resources	<u>8,172</u>	-
Total liabilities and deferred inflows of resources	<u>244,603</u>	<u>472,151</u>
Net position		
Restricted	110,138	109,917
Unrestricted	<u>446,611</u>	<u>331,314</u>
Total net position	\$ <u><u>556,749</u></u>	\$ <u><u>441,231</u></u>

Current assets decreased this year by \$135,284, or 15%, and current liabilities also decreased by \$235,720 or 50%, primarily due to the payment of a legal settlement during the year.

As previously discussed, net position can serve as an indicator of financial health. The SGVCOG's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by \$556,749 and \$441,231 as of June 30, 2015 and 2014, respectively.

Attachment B
San Gabriel Valley Council of Governments
Management's Discussion and Analysis
Year ended June 30, 2015

Condensed Statements of Activities

The following table presents the SGVCOG's revenues, expenses, and changes in net position for the years ended June 30, 2015 and 2014:

	<u>2015</u>	<u>2014</u>
Operating revenues		
Dues		
General fund	\$ 498,552	\$ 646,590
Transportation	<u>177,507</u>	<u>42,489</u>
	<u>676,059</u>	<u>689,079</u>
Sponsorships	<u>-</u>	<u>6,000</u>
Grants and matches from other governments		
Los Angeles County Metropolitan Transportation Authority	85,421	81,249
Southern California Edison - California Energy Efficiency Strategic Plan Implementation	184,360	127,383
Southern California Edison - Energywise	138,106	121,896
LA Permit Group - MS4 NPDES Permit	32,475	-
Western Riverside Council of Governments - California HERO	16,380	-
Local Government Commission - CivicSpark	8,400	-
County of Los Angeles - Energy Upgrade	<u>-</u>	<u>1,610</u>
	<u>465,142</u>	<u>332,138</u>
Others	<u>78</u>	<u>9,307</u>
Total operating revenues	<u>1,141,279</u>	<u>1,036,524</u>
Operating expenses		
Administrative	508,775	552,321
Transportation	232,935	241,212
California Energy Efficiency Strategic Plan Implementation	174,105	113,395
Energywise	106,930	65,868
Energy Upgrade	-	1,464
Miscellaneous	<u>11,610</u>	<u>20,420</u>
Total operating expenses	<u>1,034,355</u>	<u>994,680</u>
Operating income	106,924	41,844
Nonoperating income	<u>1,114</u>	<u>1,697</u>
Change in net position	108,038	43,541
Net position, beginning of year, as restated	<u>448,711</u>	<u>397,690</u>
Net position, end of year	<u>\$ 556,749</u>	<u>\$ 441,231</u>

**includes prior period adjustment to implement GASB Statement No. 68*

Attachment B
San Gabriel Valley Council of Governments
Management's Discussion and Analysis
Year ended June 30, 2015

Revenues for SGVCOG consist primarily of dues from 31 member cities, three Los Angeles County supervisorial districts, and a Joint Power Authority of the water agencies, which represents three municipal water districts, and cost reimbursable grants from Los Angeles County, and, Southern California Edison (SCE), a local utility. Grants and matching funds from other governments and SCE were \$465,142 in FY2015 compared to \$332,138 in FY 2014, an increase of \$133,004, or 40%. This increase was due to work on multiple grant programs, including the California Energy Efficiency Strategic Plan Implementation – Phase 3, Energy Upgrade, and the implementation of the Home Energy Renovation Opportunity (HERO) program.

Operating expenses were \$1,034,355 in FY2015 compared to \$994,680 in FY 2014, an increase of \$39,675, or 4%. This increase is primarily attributable to an increase in grant expenses.

Nonoperating income consists of investment income of \$1,114 in FY 2015 compared to \$1,697 for FY 2014, a decrease of \$583, or 34%. The decrease is directly attributed to the lower cash and cash equivalents balance in 2015.

Capital Assets

The SGVCOG had \$0 invested in capital assets, net of depreciation, as of June 30, 2015 and 2014. The capital assets are fully depreciated as of June 30, 2015 and 2014.

The SGVCOG's capital assets consist of office equipment only. Capital assets are purchased with governmental resources.

Component Unit

Condensed Statements of Net Position

	June 30 ^(a)		Variance	
	2015	2014	Amount	%
Current and other assets	\$ 88,561,367	\$ 78,836,866	\$ 9,724,501	12.3%
Capital assets	24,841	34,936	(10,095)	-28.9%
Construction in progress	529,573,361	400,553,713	129,019,648	32.2%
Less due to member cities and Union Pacific Road	(529,573,361)	(400,553,713)	(129,019,648)	32.2%
Total assets	88,586,208	78,871,802	9,714,406	12.3%
Deferred outflows of resources	797,532	-	797,532	100.0%
Total assets and deferred outflows of resources	89,383,740	78,871,802	10,511,938	13.3%
Liabilities	77,509,175	72,021,649	5,487,526	7.6%
Deferred inflows of resources	444,373	-	444,373	100.0%
Total liabilities and deferred inflows of resources	77,953,548	72,021,649	5,931,899	8.2%
Net position	\$ 11,430,192	\$ 6,850,153	\$ 4,580,039	66.9%

^(a) The net position as of June 30, 2015 was restated to recognize the effect of the implementation of GASB 68. The net position as of June 30, 2014 had not been restated.

All organizations are required to report construction in progress (that is, the sum of prior and current year's construction expense) on the Statement of Net Position as an asset. This would normally be done by treating each year's construction as a capital expense which would be excluded from the Statement of Activities. However, the grant reimbursements generated by construction would be included in the Statement of Activities as revenue. ACE is obligated to transfer components of completed projects to the UPRR and the cities so that they can be included in their financial statements. The resulting reduction in assets would flow through the Statement of Activities as a loss. The net effect would be to produce widely fluctuating Net Position and Fund Balances depending on whether ACE was constructing (Surplus) or transferring assets to member cities (Deficit).

Therefore, ACE elected to treat construction in progress as a matching asset and liability. This shows the total cost of ACE's projects and the resulting liability to transfer the assets upon completion while not unduly impacting the Statement of Activities.

Assets increased by 12.3% to \$88.6 million, (see condensed Statements of Net Position, page 8), mainly due to increases in cash and investments, grants receivable, and unbilled receivables consistent with increased project activity.

Construction in progress increased 32.2% to \$529.6 million, (see condensed Statements of Net Position, page 8), primarily as a result of construction activity being on full swing on the San Gabriel Trench and the near completion of the Baldwin Avenue, and Nogales Projects, and increased right-of-way acquisition activity of Fairway Drive and Fullerton Projects.

Unearned revenue decreased 5.0% to \$5.1 million, (see Statement of Net Position, page 12), mainly due to recognizing of revenue received in advance for right-of-way acquisition on the Nogales project.

ACE and Los Angeles County Metropolitan Transportation Authority (Metro) entered into an agreement to provide ACE \$45M subordinate Proposition C Sales Tax Revenue Revolving Obligation Construction Fund which replaced the Grants Anticipation Notes, GANs as the primary bridge funding. (See Statement of Net Position, page 12).

Grants receivable and unbilled receivable increased by 9.3% to \$16.1 million and 16.5% to \$28.9 million, respectively, due to increased activities on all active projects, (See Statement of Net Position, page 12).

The FY 2015 Budget for operating expenditures was \$173.4 million compared to \$135.1 million in FY 2014. Total actual operating expenditures are \$131.1 million compared to \$137.1 million in FY 2014. (See Statement of Revenues, Expenditures and Changes in Fund Balance – Budget to Actual, page 41).

Attachment B
San Gabriel Valley Council of Governments
Management's Discussion and Analysis
Year ended June 30, 2015

Project revenues continue to closely track expenditures. ACE's policy is to avoid, where possible, costs not reimbursable under State and Federal guidelines; Metro also provides project funds and, under a separate agreement, continues to fund certain administrative expenses not reimbursable under federal and state regulations; Cities requesting work in excess of Caltrans guidelines (referred to as betterments) are paid for by the requesting city.

Condensed Statements of Activities

	Years ended June 30		Variance	
	2015	2014	Amount	%
Project expenses				
Direct (construction)	\$ 128,506,162	\$ 133,233,176	\$ (4,727,014)	-3.5%
Indirect expenses charged to operations	2,551,424	3,861,290	(1,309,867)	-33.9%
Total project expenses	131,057,586	137,094,466	(6,036,881)	-4.4%
Operating revenues				
Grant reimbursements	131,098,676	136,714,080	(5,615,404)	-4.1%
Other operating revenues	5,703,121	379,995	5,323,126	1400.8%
Total revenues	136,801,797	137,094,075	(292,278)	-0.2%
Income (loss) from operations	5,744,211	(391)	5,744,603	-1468156.5%
Nonoperating income (expense)				
Financing income	430,691	287,411	143,280	49.9%
Financing expense	(464,451)	(273,413)	(191,038)	69.9%
Net financing income (loss)	(33,760)	13,998	(47,758)	-341.2%
Change in net position	5,710,451	13,607	5,696,844	41868.5%
Net position at beginning of year, as restated	5,719,741 *	6,836,546	(1,116,806)	-16.3%
Net position at end of year	\$ 11,430,192	\$ 6,850,153	\$ 4,580,039	66.9%

*Includes prior period adjustment of \$1,130,412 to implement GASB No. 68.

ACE is reimbursed for indirect expenses based on Caltrans approved Indirect Cost Allocation Plan (ICAP) rate. The reimbursement is added to all Caltrans and Metro invoices and is calculated by applying the ICAP rate to direct salaries and wages, and fringe benefits. The applied indirect expense to projects was higher than the actual indirect expense incurred which resulted to over recovery of indirect cost by \$719,694.

Capital Assets

Primary Government

The SGVCOG had \$0 invested in capital assets, net of depreciation, as of June 30, 2015 and 2014. The capital assets are fully depreciated as of June 30, 2015 and 2014.

The SGVCOG's capital assets consist of office equipment only. Capital assets are purchased with governmental resources.

Component Unit

ACE had \$24,841 invested in capital assets, net of depreciation as of June 30, 2015.

Economic Factors and Next Year's Budget

Primary Government

The primary government's budget for fiscal year 2016 assumes that the on-hand net position as of June 30, 2015, will be required and available to fulfill the program and administrative expense requirements.

Component Unit

Sufficient funds were available at the close of FY 2015 to continue with remaining active grade separation projects.

Based on projected cash flows of projects activities it is anticipated ACE will be within 7% of its FY 2016 Approved Budget of \$185.5 million.

Further Information

This report has been designed to provide a general overview to our stakeholders of the SGVCOG's financial condition and related issues. Inquiries should be directed to Cindy Byerrum, Treasurer, 1000 S. Fremont, Suite 10-210 Unit # 42 Alhambra, CA 91803.

Attachment B
San Gabriel Valley Council of Governments
Statement of Net Position
June 30, 2015

	Primary Government Business-type Activities	Capital Project Fund	Component Unit Adjustment	Total
ASSETS				
Current assets				
Cash and investments	\$ 432,281	\$ 40,642,424	\$ -	\$ 40,642,424
Member receivable	5,450	-	-	-
Grants receivable	323,115	16,129,467	-	16,129,467
Unbilled receivables	-	28,948,132	-	28,948,132
Notes receivables	-	300,000	-	300,000
Other receivable	376	1,115	-	1,115
Retention receivable	-	1,619,102	-	1,619,102
Prepaid expenses:				
Administration	13,858	90,297	-	90,297
Insurance	3,018	420,830	-	420,830
Property held for sale	-	410,000	-	410,000
Total current assets	778,098	88,561,367	-	88,561,367
Noncurrent assets				
Leasehold improvements and equipment	8,645	-	383,375	383,375
Less accumulated depreciation and amortization	(8,645)	-	(358,534)	(358,534)
Construction in progress	-	-	529,573,361	529,573,361
Less due to member cities and Union Pacific Railroad	-	-	(529,573,361)	(529,573,361)
Total assets	778,098	88,561,367	24,841	88,586,208
DEFERRED OUTFLOWS OF RESOURCES				
Pension contribution	17,254	-	686,455	686,455
Net difference between actual and plan's proportionate share of aggregate employer contribution	6,000	-	111,077	111,077
	<u>23,254</u>	<u>-</u>	<u>797,532</u>	<u>797,532</u>
LIABILITIES				
Current liabilities				
Accounts payable and accrued expense	225,614	23,889,186	-	23,889,186
Accrued retention payable	-	1,432,552	-	1,432,552
Unearned revenue	-	5,131,889	-	5,131,889
Over-recovery of indirect costs	-	844,623	-	844,623
Compensated absences	10,279	172,762	-	172,762
Metro promissory note loan	-	45,000,000	-	45,000,000
Net pension liability	538	-	1,038,163	1,038,163
Total current liabilities	236,431	76,471,012	1,038,163	77,509,175
DEFERRED INFLOWS OF RESOURCES				
Net difference between projected and actual earnings on pension plan investments	180	-	348,871	348,871
Adjustments due to differences in proportions	7,992	-	95,502	95,502
	<u>8,172</u>	<u>-</u>	<u>444,373</u>	<u>444,373</u>
FUND BALANCES/NET POSITION				
Fund balance				
Nonspendable for:				
Prepaid expenses		511,127		
Assigned:				
CalPERS unfunded liability		1,038,037		
Capital project fund		10,541,191		
Total fund balance		12,090,355		
Net position				
Invested in capital assets	-		24,841	24,841
Restricted	110,138		-	-
Unrestricted	446,611		(685,004)	11,405,351
Total net position	\$ 556,749		\$ (660,163)	\$ 11,430,192
Total liabilities and fund balance		\$ 88,561,367		

See notes to financial statements.

Attachment B
San Gabriel Valley Council of Governments
Statement of Activities
Year ended June 30, 2015

						Primary Government Business-type Activities	Component Unit		
Functions/Programs	Expenses	Indirect Expense Allocation	Program Revenues			Net (Expense) Revenue and Changes in Net Position	Deficiency of Revenues over Expenditures	Adjustments	Net (Expense) Revenue and Changes in Net Position
			Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions				
Primary government:									
Business-type activities:									
General government	\$ 508,775	\$ -	\$ 498,552	\$ -	\$ -	\$ (10,223)			
Transportation	232,935	-	177,507	-	-	(55,428)			
Los Angeles County Metropolitan Transportation Authority	-	-	-	85,421	-	85,421			
California Energy Efficiency Strategic Plan Implementation	174,105	-	-	184,360	-	10,255			
South California Edison - Energywise	106,930	-	-	138,106	-	31,176			
Others	11,610	-	-	57,333	-	45,723			
Total business-type activities	\$ 1,034,355	\$ -	\$ 676,059	\$ 465,220	\$ -	106,924			
Component unit:									
Project expenses	\$ 128,951,570	\$ 2,541,329	\$ -	\$ -	136,801,797	-	\$ 5,308,898	\$ 435,313	\$ 5,744,211
Financing expense	464,451	-	-	-	-	-	(464,451)	-	(464,451)
Total component unit	\$ 129,416,021	\$ 2,541,329	\$ -	\$ -	\$ 136,801,797	-	4,844,447	435,313	5,279,760
General revenues:									
Interest and other income						1,114	430,691	-	430,691
Change in net position						108,038	5,275,138	435,313	5,710,451
Fund balance/Net position, beginning of year, as restated						448,711	6,815,217	(1,095,476)	5,719,741
Fund balance/Net positon, end of year						\$ 556,749	\$ 12,090,355	\$ (660,163)	\$ 11,430,192

See notes to financial statements.

Attachment B
San Gabriel Valley Council of Governments
Statement of Cash Flows
Year ended June 30, 2015

Cash flows from operating activities

Cash receipts from cities	\$ 676,045
Cash receipts from all others	307,162
Cash paid for operating expenses	(814,675)
Cash paid for employee compensation and related costs	(469,286)
Net cash used in operating activities	<u>(300,754)</u>

Cash flows from investing activities

Interest received	1,062
Cash provided by investing activities	<u>1,062</u>

Change in cash and cash equivalents (299,692)

Cash and cash equivalents - beginning of year 731,973

Cash and cash equivalents - end of year \$ 432,281

Reconciliation of operating income to net cash provided by operating activities:

Operating income	\$ 106,924
Adjustment to reconcile operating income to net cash used in operating activities:	
Changes in operating assets and liabilities:	
Member receivable	(14)
Grants receivable	(165,233)
Due from ACE	7,175
Prepaid expenses	(6,284)
Deferred outflows of resources	(15,040)
Accounts payable and accrued expenses	(236,258)
Net pension liability	(196)
Deferred inflows of resources	8,172
Net cash used in operating activities	<u>\$ (300,754)</u>

See notes to financial statements.

NOTE 1 SUMMARY OF SIGNIFICANT POLICIES

Organization and activities

The San Gabriel Valley Council of Governments (the "SGVCOG") was created effective March 17, 1994 by a Joint Powers Agreement (JPA) among various San Gabriel Valley Cities to promote cooperation, exchange ideas, coordinate regional government programs and to provide recommendations and solutions to common problems and to general concern of member governments. It is the immediate successor to the San Gabriel Valley Association of Cities, an unincorporated association. Its members organized the SGVCOG because they recognized a need for a more permanent and formalized structure.

The SGVCOG is supported by contributions from its members and also receives grant funds to conduct regional studies on Transportation, Air Quality, Environmental Matters, as a sub-grantee of other governmental entities. The SGVCOG is a non-profit California Public Agency and it is tax exempt.

Reporting entity

The accompanying financial statements present the SGVCOG (the primary government) and its component unit, the Alameda Corridor - East Construction Authority (ACE). As defined by GASB Statement No. 14, component units are legally separate entities that are included in the primary government's reporting entity because of the significance of their operating or financial relationships with the primary government. SGVCOG and its component unit are together referred to herein as the *reporting entity*.

ACE is a single purpose construction authority created by the SGVCOG in 1998 to mitigate the effects of increasing Union Pacific Railroad train traffic in the San Gabriel Valley. ACE does not meet the criteria for blending because it is a legally separate entity having its own set of Board of Directors, independent of SGVCOG's Governing Board. ACE's Board is responsible for approving its own budget and accounting and finance related activities. SGVCOG has no fiscal responsibility over ACE and there is no financial burden or benefit relationship between the two entities. The discretely presented component unit is reported in a separate column in the government-wide financial statements to emphasize that it is legally separate from the SGVCOG. Separate financial statements for ACE are issued.

Government-wide and fund financial statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information about the primary government (the SGVCOG) and its component unit (ACE). The financial statements are prepared using the accrual basis of accounting.

NOTE 1 SUMMARY OF SIGNIFICANT POLICIES (CONTINUED)

Measurement focus, basis of accounting and financial statement presentation

The government-wide and proprietary fund financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*. The Statement of Activities presents changes in Net Position. (This is equivalent to an Income and Changes in Equity Statement in private sector companies.) Revenues are recorded when earned and expenses are recognized at the time of the causal event.

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. ACE recognizes reimbursements from grants as revenues to the extent reimbursing obligations are earned on or before June 30, 2015 and are therefore the same under both modified accrual and full accrual basis. Major interest bearing debt is short-term in nature so there is no difference relating to accrued interest owed.

Based upon the nature of the operations of ACE, only a capital projects fund is utilized (a governmental fund type). Amounts reflected in the adjustment column in the financial statements of ACE represents capital assets and construction in progress (less due to member cities and Union Pacific Railroad) used on governmental activities that are not current financial resources and therefore are not reported as assets in the governmental fund balance and the related depreciation expense on the capital assets reported in the government-wide statement of activities that do not require the use of current financial resources and therefore not reported as an expenditure in the governmental funds.

Description of funds

Proprietary Funds

The focus of proprietary fund measurement is upon determination of operating income, changes in net position, financial position, and cash flows. The generally accepted accounting principles applicable are those similar to businesses in the private sector. The following are revenue components of the SGVCOG:

County of Los Angeles – Energy Upgrade - Funds that enables single-family homeowners to make upgrades to reduce energy use, conserve resources and create more comfortable and efficient homes.

Southern California Edison – California Energy Efficiency Strategic Plan Implementation - Funds for the implementation of certain energy efficiency programs under the Decision 09-09-47 of the California Public Utilities Commission including the Energy Leader Partnership Program.

Southern California Edison – Energywise - Funds to implement a program to reduce energy usage in the region by providing enhanced rebates for installing energy efficiency measures in municipal facilities, technical assistance, and various training and educational opportunities.

NOTE 1 SUMMARY OF SIGNIFICANT POLICIES (CONTINUED)

Description of funds (Continued)

Proprietary Funds (Continued)

County of Los Angeles – Municipal Separate Storm Sewer System (MS4) – National Pollutant Discharge Elimination System (NPDES) - Funds to assist LA Permit Group to comply with the LA County MS4 NPDES Permit. The LA Permit Group is comprised of approximately 50 municipalities in Los Angeles County and was created to work collaboratively to negotiate the LA County MS4 NPDES Permit.

Southern California Edison – California Energy Efficiency Strategic Plan Implementation Phase 3 - Funds for the implementation of certain energy efficiency programs under the Decision 12-11-015 of the California Public Utilities Commission including the Energy Leader Partnership Program.

Governmental Fund

Capital Projects Fund - Accounts for the activity of obtaining support from governmental groups, determining funding and specifications for structures needed and to fund the contracts for the grade crossing improvements. This fund accounts for all of the activities of ACE.

Fund balance reporting

Governmental Accounting Standards Board (GASB) Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, establishes the following fund balance classifications that comprise a hierarchy based primarily on the extent to which a government is bound to observe constraints imposed upon the use of the resources reported in governmental funds:

Nonspendable fund balance includes amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact. Examples are inventories, prepaid expenses, long-term receivables, or non-financial assets held for resale unless the proceeds are restricted, committed or assigned.

Restricted fund balance includes resources that are subject to externally enforceable legal restrictions. It includes amounts that can be spent only for the specific purposes stipulated by constitution, external resource providers, or through enabling legislation.

Committed fund balance includes amounts that can be used only for the specific purposes determined by a formal action of the highest level of decision-making authority (Board of Directors).

NOTE 1 SUMMARY OF SIGNIFICANT POLICIES (CONTINUED)

Fund balance reporting (Continued)

Assigned fund balance consists of funds that are set aside for specific purposes by ACE Construction Authority's highest level of decision making authority or a body or official that has been given the authority to assign funds. Assigned funds cannot cause a deficit in unassigned fund balance.

Unassigned fund balance is the residual classification for ACE's general fund and includes all spendable amounts not contained in the other classifications. This category also provides the resources necessary to meet unexpected expenditures and revenue shortfalls.

The Board of Directors, as ACE's highest level of decision-making authority, may commit fund balance for specific purposes pursuant to constraints imposed by formal actions taken. Committed amounts cannot be used for any other purpose unless the Board of Directors removes or changes the specific use through the same type of formal action taken to establish the commitment. ACE does not have any fund balance that meet this classification as of June 30, 2015.

The Board of Directors delegates the authority to assign fund balance to the Chief Executive Officer for purposes of reporting in the annual financial statements.

ACE considers the restricted fund balances to have been spent when expenditure is incurred for purposes for which both unrestricted and restricted fund balance is available. ACE considers unrestricted fund balances to have been spent when an expenditure is incurred for purposes for which amounts in any of the unrestricted classifications of fund balance could be used. When expenditures are incurred for purposes for which amounts in any of the unrestricted fund balance classifications could be used, it is the policy of ACE to reduce the committed amounts first, followed by assigned amounts, and then unassigned amounts.

Budgetary reporting

ACE's Board approved the FY 2015 budget in June 2014.

The budget was based on estimated expenditures over the operating period. Significant under-runs were initially encountered as the Authority experienced delays in obtaining various Caltrans' required approvals for major design contracts from Federal and State grantors.

It is the ACE's policy not to start any phase of a project (i.e., design, right-of-way acquisition, or construction), unless there are sufficient funds to complete that phase. All project related expenses are reimbursable from existing grants and, as such, budgeted revenues were not budgeted separately, but derived from budgeted expenditures.

NOTE 1 SUMMARY OF SIGNIFICANT POLICIES (CONTINUED)

Implementation of New Accounting Pronouncements

During the year ended June 30, 2015, SGVCOG and ACE adopted the following Governmental Accounting Standards Board (GASB) statements which impacted the ACE's government-wide financial statements:

- GASB Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statements No. 27 and 50*. This statement establishes standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources, and expense/expenditures of pensions that are provided by local governmental employers through pension plans that are administered through trusts that meet certain conditions. For defined benefit pensions, this statement identifies the methods and assumptions that should be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service.
- GASB Statement No. 71, *Pension Transition for Contributions made subsequent to the Measurement Date - an amendment of GAS Statement No. 68*. This statement amends paragraph 137 of Statement 68 to require that, at transition, a government recognize a beginning deferred outflow of resources for its pension contributions, if any, made subsequent to the measurement date of the beginning net pension liability.

Cash and investments

The SGVCOG considers money market funds and all equivalent liquid debt instruments purchased with a maturity of three months or less to be cash equivalents. Deposits with the State of California's Local Agency Investment Fund (LAIF) Operating Fund and the bond portfolio managed by Citizens' Business Bank meet that description.

Grants receivable

Grants receivable relate to expense reimbursements from governmental agencies and are expected to be fully collectible. Accordingly, an allowance for doubtful accounts is not provided.

Grant revenues and expenditures

All grants are between the SGVCOG and the granting authority. ACE has been given authority to obtain and administer funding in the name of SGVCOG. The Los Angeles County Metropolitan Transportation Authority (Metro) grant was in existence when ACE was created and all subsequent grants therefore are administered by ACE.

To-date, all grants with the exception of the Union Pacific Rail Road (UPRR) contributions are, and are anticipated to be in the future, cost reimbursable. That is, ACE must first expend the money and then bill for reimbursement from the grantors.

NOTE 1 SUMMARY OF SIGNIFICANT POLICIES (CONTINUED)

Leasehold improvements and equipment

Phases of equipment and other improvements that can be capitalized are recorded as expenditures in the capital projects fund of the component unit. The threshold for capitalization has been \$5,000 since FY 2005 in accordance with Federal guidelines. On the government- wide financial statements such items are recorded as capital assets and are depreciated based upon their estimated useful lives on a straight-line basis. Useful lives of assets categories are as follows:

Leasehold improvements	10 years
Office furniture	10 years
Computer, office and telephone equipment	5 years

Pension

SGVCOG and ACE adopted GASB Statement No, 68, *Accounting and Financial Reporting for Pensions* during the fiscal year ended June 30, 2015. For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of SGVCOG's California Public Employees' Retirement System (CalPERS) plan (Plan) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Use of estimates

The process of presenting financial information requires the use of estimates and assumptions regarding certain assets and liabilities and their related income and expense items. Grant reimbursements and construction costs are especially vulnerable to such assumptions and accordingly actual results may differ from estimated amounts.

Property held for sale

The property held for sale is recorded at the lower of acquisition cost or estimated net realizable value.

NOTE 2 CASH AND INVESTMENTS

The cash and cash equivalents as of June 30, 2015 are as follows:

Primary government:

Deposits with financial institution	\$ 204,667
Short-term investments	227,614
Total cash and investments	<u>\$ 432,281</u>

Component unit:

Cash in bank	\$ 335,976
Pooled funds	1,577,513
Money market funds	18,332,367
Investments	<u>20,396,568</u>
Total cash and investments	<u>\$ 40,642,424</u>

Investments Authorized by the California Government Code and San Gabriel Valley Council of Governments and its component unit's Investment Policy

The table below identifies the investment types that are authorized for the *reporting entity* by the California Government Code (or *reporting entity's* investment policy, where more restrictive). The table also identifies certain provisions of the California Government Code (or *reporting entity's* investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk.

Primary government and component unit:

Authorized Investment Type	Maximum Maturity	Percentage of Portfolio Authorized	Maximum Investment in One Issuer
United States Treasury Notes	5 years	100%	None
Treasury Notes of the State of California	5 years	25%	None
Indebtedness of Any Local Agency within CA	5 years	25%	None
US Government Agencies	5 years	50%	15%
Bankers' Acceptances	180 days	40%	10%
Commercial Paper	270 days	10%	10%
Negotiable Certificates of Deposit	5 years	30%	10%
Repurchase Agreements	90 days	20%	None
Medium-term Notes	5 years	30%	10%
Shares of Beneficial Interest Issued by Diversified Companies Registered with the SEC	None	20%	10%
State's Local Agency Investment Fund (LAIF)	None	None	None
Mortgage-backed Securities	5 years	15%	None

NOTE 2 CASH AND INVESTMENTS (CONTINUED)

Investments Authorized by Debt Agreements

Investment of debt proceeds held by bond trustee are governed by provisions of the debt agreements, rather than the general provisions of the California Government Code or ACE's investment policy.

The table below identifies the investment types that are authorized for investments held by bond trustee. The table also identifies certain provisions of these debt agreements that address interest rate risk, credit risk, and concentration of credit risk.

Authorized Investment Type	Maximum Maturity	Percentage of Portfolio Invested	Maximum Investment in One Issuer
US Government Agencies	5 years	38%	15%
Medium-term Notes (Corporate Bonds)	5 years	28%	10%
Mortgage-backed Securities	5 years	13%	None
Municipals	None	8%	None
State's Local Agency Investment Fund (LAIF)	None	7%	None
Certificate of Deposits	5 years	5%	10%
Money Market Funds	None	1%	None

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the *reporting entity* manages its exposure to interest rate risk is by purchasing a combination of shorter-term and longer-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity over time as necessary to provide the cash flow and liquidity needed for operations.

Information about the sensitivity of the fair values of the *reporting entity's* investments to market interest rate fluctuations is provided by the following table that shows the distribution of the *reporting entity's* investments by maturity.

Primary government:

Investment Type	Total	12 Months or less
LAIF	\$ 227,614	\$ 227,614
Total	\$ 227,614	\$ 227,614

NOTE 2 CASH AND INVESTMENTS (CONTINUED)

Component unit:

Investment Type	Total	Remaining maturity in months		
		12 Months or less	13 to 24 Months	25 to 60 Months
LAIF	\$ 1,577,513	\$ 1,501,792	\$ 45,748	\$ 29,973
Money market funds	18,332,367	18,332,367	-	-
Investment contracts	20,396,568	3,300,561	2,050,647	15,045,360
Total	\$ <u>40,306,448</u>	\$ <u>23,134,720</u>	\$ <u>2,096,395</u>	\$ <u>15,075,333</u>

Investment with Fair Values Highly Sensitive to Interest Rate Fluctuations

The SGVCOG and its component unit have no investments that are highly sensitive to interest rate fluctuations (to a greater degree than already indicated in the information provided above).

Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, *reporting entity's* investment policy, or debt agreements, and the actual rating as of year-end for each investment type.

Primary government:

Investment Type	Amount	Minimum Legal Rating	Rating as of Year End Not Rated
LAIF	\$ 227,614	N/A	\$ 227,614
Total	\$ <u>227,614</u>		\$ <u>227,614</u>

Component unit:

Investment Type	Minimum Legal Rating	Rating as of Year End			
		AAA	AA	A	Not rated
LAIF	N/A	\$ -	\$ -	\$ -	\$ 1,577,513
Money market funds	A	18,332,367	-	-	-
Investment contracts	A	273,170	10,934,754	6,024,107	3,164,537
Total		\$ <u>18,605,537</u>	\$ <u>10,934,754</u>	\$ <u>6,024,107</u>	\$ <u>4,742,050</u>

NOTE 2 CASH AND INVESTMENTS (CONTINUED)

Concentrations of Credit Risk

The investment policy of the SGVCOG and ACE's contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. As of June 30, 2015, the SGVCOG and its component unit have no investments in any one issuer (other than U.S. Treasury securities, mutual funds, and external investment pools) that represent 5% or more of total SGVCOG investments.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the *reporting entity's* investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by State or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under State law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure local government units' deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. As of June 30, 2015, the SGVCOG's cash in bank balances did not exceed the FDIC limit. ACE's deposit of \$17,593,648 with financial institutions is in excess of Federal depository insurance limits but are held in collateralized accounts.

The SGVCOG and ACE are voluntary participants in the Local Agency Investment Fund (LAIF) that is regulated by the California Government Code under the oversight of the Treasurer of the State of California. At June 30, 2015, the total market value of LAIF, including accrued interest was approximately \$69.673 billion.

NOTE 2 CASH AND INVESTMENTS (CONTINUED)

Custodial Credit Risk (Continued)

The fair value of the SGVCOG's investment in this pool is \$227,614 at June 30, 2015 based upon the SGVCOG's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of the portfolio). LAIF's (and the SGVCOG's) exposure to risk (credit, market or legal) is not currently available.

The fair value of ACE's investment in this pool is \$1,577,513 at June 30, 2015 based upon ACE's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of the portfolio). LAIF's (and ACE's) exposure to risk (credit, market or legal) is not currently available.

As of June 30, 2015, the following investment types were held by the same broker-dealer (counterparty) that was used by ACE to buy the securities:

Investment Type	Reported Amount
Money market funds	\$ 18,332,367

NOTE 3 LEASEHOLD IMPROVEMENTS AND EQUIPMENT

The leasehold improvement and equipment of the component unit are recorded at cost and consist of the following:

	Balance June 30, 2014	Additions	Deletions	Balance June 30, 2015
<i>Cost:</i>				
Leasehold improvements	\$ 19,762	\$ -	\$ -	\$ 19,762
Computer equipment				
Hardware	201,679	-	-	201,679
Software	114,483	-	-	114,483
Website	3,393	-	-	3,393
Telephone equipment	12,086	-	-	12,086
Office furniture	31,972	-	-	31,972
Total cost	<u>383,375</u>	<u>-</u>	<u>-</u>	<u>383,375</u>
<i>Less accumulated depreciation for:</i>				
Leasehold improvements	19,762	-	-	19,762
Computer equipment				
Hardware	172,457	8,337	-	180,794
Software	108,769	1,758	-	110,527
Website	3,393	-	-	3,393
Telephone equipment	12,086	-	-	12,086
Office furniture	31,972	-	-	31,972
Total accumulated depreciation	<u>348,439</u>	<u>10,095</u>	<u>-</u>	<u>358,534</u>
Leasehold improvements and equipment, net	<u>\$ 34,936</u>	<u>\$ (10,095)</u>	<u>\$ -</u>	<u>\$ 24,841</u>

NOTE 3 LEASEHOLD IMPROVEMENTS AND EQUIPMENT (CONTINUED)

Depreciation expense included in indirect expenses for the year ended June 30, 2015 amounted to \$10,095.

NOTE 4 RECEIVABLES

Receivables of the component unit as of June 30, 2015, as shown in the government-wide financial statements, in the aggregate, including retention, are as follows:

<u>Receivables</u>	<u>Amount</u>
Grants	\$ 16,129,467
Notes	300,000
Unbilled	28,948,132
Retention	1,619,102
Interest	1,115
	<u>\$ 46,997,816</u>

NOTE 5 METRO PROMISSORY NOTE LOAN

In June 2013, ACE entered into a promissory note to borrow up to \$45,000,000, in variable rate, from Metro to be used as working capital. Loan payable outstanding, at June 30, 2015, amounted to \$45,000,000. For the month of June 2015, interest rates vary according to market conditions and have ranged from 0.6288% to 0.6840%. In FY 2014, proceeds of the borrowings have been used to pay for construction activities.

The principal amount of the loan is to be used as working capital for the benefit pursuant to the terms of the Alameda Corridor East Phase II Grade Separations Master Funding Agreement ("Master Agreement"), date June 14, 2013. Except as otherwise provided in the Master Agreement and the promissory note, including, but not limited to, Metro's right to set off against the Measure R and/or Proposition C funds reimbursement due borrower, the entire unpaid balance of the working capital loan, all accrued and outstanding CP costs and any fees are unsecured and due on September 9, 2023, ten years after the first drawdown date. Because this is a revolving construction fund provided by Metro to facilitate the payment to the project contractors of ACE, this loan is not considered as a long-term debt.

NOTE 6 GRANT ACCOUNTING

In the year ended June 30, 2015, ACE was the recipient, primarily from the Federal Department of Transportation through the California Department of Transportation (Caltrans), of cost reimbursement type grants. There were also California transportation programs paid through Caltrans. Local share was received from Metro. All of these grants are expenditure driven; funds must be expended before reimbursement is received. Certain amounts have been held back by the grantor agency pending completion of certain phases of contracted work and some costs incurred are subject to disallowance.

Receivable amounts at June 30, 2015, are shown net of disallowed costs. Caltrans approved, under Office of Management and Budget (OMB) Circular A-87, an indirect overhead allocation formula of 113% of total direct salaries and fringe benefit costs. Indirect costs incurred in the fiscal year ended June 30, 2015 were \$2,147,104.

NOTE 7 ADMINISTRATIVE EXPENSES

The following were the administrative expenses of the primary government for the year ended June 30, 2015:

Salaries and employee benefits	\$ 135,772
Consultant fee	130,428
Rent	63,762
Accounting and audit fees	56,254
Legal fees	35,202
Meetings	24,520
Stipends	10,800
Printing/publications	7,377
Insurance	5,637
Repairs & maintenance	5,546
Supplies	5,455
Bad debts	5,436
Utilities	5,106
Information technology	4,175
Dues and subscriptions	2,903
Miscellaneous	10,402
Total \$	<u>508,775</u>

NOTE 8 RELATED PARTY TRANSACTIONS

The SGVCOG billed ACE a total of \$6,930 for meetings and travel, \$2,368 for information technology consulting services, and \$400 for legal services. The SGVCOG was invoiced from ACE a total of \$2,110 for legal services and \$1,092 for accounting services.

NOTE 9 EMPLOYEE BENEFIT PLAN

A. General Information about the Pension Plans

Plan Description

SGVCOG's employee benefit plan was assigned to its component unit, ACE. SGVCOG does not have employees enrolled under the Classic Plan and currently represent 81% share of the PEPRA Plan.

All qualified permanent and probationary employees are eligible to participate in ACE's Miscellaneous Employee Pension Plan, a cost-sharing multiple employer defined benefit pension plan administered by the California Public Employees' Retirement System (CalPERS). Benefit provisions under the Plan are established by State statute and ACE resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Classic participants (defined as eligible participants prior to January 1, 2013) are required to contribute 7% of their annual covered salary. New participants (defined as eligible employees brought into CalPERS membership for the first time on or after January 1, 2013 PEPRA) contribute at least half the normal cost rate as determined by CalPERS. ACE contributes the remaining amounts necessary to fund the benefits for its employees, using the actuarial basis adopted by the CalPERS Board of Administration.

Funding Policy

Active plan members as defined by the statutes are required to contribute 7% of their annual covered salary. ACE has elected to contribute this amount to CalPERS on behalf of eligible employees. ACE is also required to contribute the actuarially determined remaining amounts necessary to fund the benefits for its members. The actuarial methods and assumptions used are those adopted by CalPERS Board of Administration. The required employer contribution rate to CalPERS for the year ended June 30, 2015 was 11.032%. The contribution requirements of the plan members are established by State statute and the employer contribution rate is established and may be amended by CalPERS.

NOTE 9 EMPLOYEE BENEFIT PLAN (CONTINUED)

Benefits Provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plan's provisions and benefits in effect at June 30, 2015, are summarized as follows:

	Miscellaneous Plan	
	Classic	PEPRA
	Prior to	On or after
	Jan. 1, 2013	Jan. 1, 2013
Hire date		
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 55	52 - 67
Monthly benefits , as a % of eligible compensation	2.0% to 2.7%	1.0% to 2.5%
Required employee contribution rates	7.000%	6.25%
Required employer contribution rates	11.032%	6.25%

Contributions

Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. ACE is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

NOTE 9 EMPLOYEE BENEFIT PLAN (CONTINUED)

For the year ended June 30, 2015, the contributions recognized as part of pension expense for the Plan were as follows:

	Miscellaneous Plan	
	Classic	PEPRA
Contributions - employer	\$ 286,167	\$ 10,141
Contributions - employee	208,798	10,174

B. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2015, SGVCOG and ACE reported net pension liabilities for its proportionate shares of the net pension liability of the Plan as follows:

	Proportionate Share of Net Pension Liability	
	SGVCOG	ACE
Miscellaneous (Classic)	\$ -	\$ 1,038,037
Miscellaneous (PEPRA)	538	126
Total Net Pension Liability	\$ <u>538</u>	\$ <u>1,038,163</u>

The net pension liability (asset) for the Plan is measured as the proportionate share of the net pension liability (asset). The net pension liability (asset) of the Plan is measured as of June 30, 2014, and the total pension liability for the Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2013 rolled forward to June 30, 2014 using standard update procedures. SGVCOG's and ACE's proportion of the net pension liability was based on a projection of its long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined.

The proportionate share of the net pension liability for the Plan as of June 30, 2013 and 2014 was as follows:

	Miscellaneous Plan	
	Classic	PEPRA
Proportion - June 30, 2013	0.04329%	0.00004%
Proportion - June 30, 2014	0.04200%	0.00003%
Change - Increase (decrease)	-0.00129%	-0.00001%

NOTE 9 EMPLOYEE BENEFIT PLAN (CONTINUED)

At June 30, 2015, SGVCOG and ACE reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Miscellaneous Plan					
	SGVCOG		ACE			
	PEPRA		Classic		PEPRA	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 17,254	\$ -	\$ 682,291	\$ -	\$ 4,164	\$ -
Net difference between actual and pension plan's proportionate share of aggregate employer contributions	6,000	-	109,670	-	1,407	-
Adjustments due to differences in proportions	-	(7,992)	-	(93,627)	-	(1,875)
Net differences between projected and actual earnings on pension plan investments	-	(180)	-	(348,829)	-	(42)
Total	\$ 23,254	\$ (8,172)	\$ 791,961	\$ (442,456)	\$ 5,571	\$ (1,917)

SGVCOG and ACE reported \$17,254 and \$686,455, respectively, as deferred outflows of resources related to contributions subsequent to the measurement date that will be recognized as a reduction of the net pension liability in the year ending June 30, 2016.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ending		SGVCOG	ACE
June 30			
2016	\$	(757)	\$ (81,655)
2017		(757)	(81,655)
2018		(615)	(82,767)
2019		(43)	(87,219)

NOTE 9 EMPLOYEE BENEFIT PLAN (CONTINUED)

Actuarial Assumptions

The total pension liabilities in the June 30, 2013 actuarial valuations were determined using the following actuarial assumptions:

	<u>Miscellaneous</u>
Valuation Date	June 30, 2013
Measurement Date	June 30, 2014
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate	7.50%
Inflation	2.75%
Payroll Growth	3.00%
Projected Salary Increase	3.3% - 14.2% (1)
Investment Rate of Return	7.5% (2)
Mortality	(3)
Post-Retirement Benefit Increase	(4)

(1) Varies by entry age and service

(2) Net of pension plan investment and administrative expenses, including inflation

(3) Derived using CalPERS' Membership Data for all funds

(4) Contract COLA up to 2.75% until Purchasing Power Protection Allowance Floor
on Purchasing Power applies, 2.75% thereafter

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2013 valuation were based on the results of a January 2014 actuarial experience study for the period 1997 to 2011. Further details of the Experience Study can found on the CalPERS website.

NOTE 9 EMPLOYEE BENEFIT PLAN (CONTINUED)

Discount Rate

The discount rate used to measure the total pension liability was 7.50 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.50 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.50 percent will be applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

The table below reflects the long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

Asset Class	New	Real Return	Real Return
	Strategic Allocation	Years 1 - 10 ^(a)	Years 11+ ^(b)
Global Equity	47%	5.25%	5.71%
Global Fixed Income	19%	0.99%	2.43%
Inflation Sensitive	6%	0.45%	3.36%
Private Equity	12%	6.83%	6.95%
Real Estate	11%	4.50%	5.13%
Infrastucture and Forestland	3%	4.50%	5.09%
Liquidity	2%	-0.55%	-1.05%
Total	<u>100%</u>		

^(a) An expected inflation of 2.5% used for this period.

^(b) An expected inflation of 3.0% used for this period.

NOTE 9 EMPLOYEE BENEFIT PLAN (CONTINUED)

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents SGVCOG's and ACE's proportionate share of the net pension liability for the Plan, calculated using the discount rate for the Plan, as well as what its proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

		Miscellaenous Plan		
		SGVCOG	ACE	
		PEPRA	Classic	PEPRA
1% Decrease		6.50%	6.50%	6.50%
Net Pension Liability	\$	957	\$ 1,849,462	\$ 225
Current Discount Rate		7.50%	7.50%	7.50%
Net Pension Liability	\$	538	\$ 1,038,037	\$ 126
1% Increase		8.50%	8.50%	8.50%
Net Pension Liability	\$	189	\$ 364,632	\$ 44

C. Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

D. Payable to the Pension Plan

At June 30, 2015, SGVCOG and ACE did not have outstanding amount of contributions to the pension plan required for the year ended June 30, 2015.

Postemployment Benefits

SGVCOG and ACE did not incur any other liabilities during the year 2015 related to postemployment benefits.

NOTE 9 EMPLOYEE BENEFIT PLAN (CONTINUED)

Deferred Compensation Plan

ACE has entered into a salary reduction deferred compensation plan for its employees. Securities held by the plan are valued at market. The plan allows employees to defer a portion of their current income from state and federal taxation. Employees may withdraw their participation at any time by giving written notice at least a week in advance prior to the effective date of the withdrawal. At June 30, 2015, plan assets totaling \$1,851,762 were held by independent trustees and, as such, are not reflected in the accompanying basic financial statements.

Balance at June 30, 2014	\$	1,759,803
Add employee contribution		178,421
Add net realized and unrealized appreciation		
in fair value of investments		38,232
Less distributions		(123,942)
Less fees charged		(752)
Balance at June 30, 2015	\$	<u><u>1,851,762</u></u>

All amounts of compensation deferred under the plans are solely the property and rights of each beneficiary (pursuant to legislative changes effective 1998 to the Internal Revenue Code Section 457, this includes all property and rights purchased and income attributable to these amounts until paid or made available to the employee or other beneficiary).

NOTE 10 COMMITMENTS AND CONTINGENCIES

Primary government:

The SGVCOG is involved in claims arising from the normal course of business. After consultation with legal counsel, management estimates that these matters will be resolved without material effect on the SGVCOG's financial position.

The SGVCOG has entered into an office space lease agreement covering the period from January 1, 2013 to December 31, 2017.

Future minimum rental payments including tenant improvements are as follows:

Year ending June 30	Amount
2016	\$ 62,942
2017	64,895
2018	32,936
Total	\$ <u><u>160,773</u></u>

NOTE 10 COMMITMENTS AND CONTINGENCIES (CONTINUED)

Component unit:

As mentioned in Note 6, ACE receives reimbursement type grants from Federal, State and local sources. Certain expenditures are not allowable and not subject to reimbursement. Also, there may be disallowed costs. Management's experience in this regard indicates disallowances, if any, will not be material.

In June 2009, the ACE Board approved suspension of the Integrated Rail Roadway System (IRRIS), a traffic signal system demonstration project. A total of \$6.4 million has been spent on the project since inception. The ACE staff has received a project close out from Caltrans. Management believes that no funds will be returned as a result of the suspension.

Earnings from arbitrage may be subject to rebate under certain provisions of the Internal Revenue Service Code unless certain specific conditions are met. Management is committed to meeting those conditions.

In the ordinary course of its operations, ACE is the subject of claims and litigations from outside parties. In the opinion of management, there is no pending litigation or unasserted claims, the outcome of which would materially affect ACE's financial position.

ACE occupies its office from Metropolitan Life Insurance Company subject to a lease expiring April 30, 2018. The monthly base rent, as defined in the lease agreement, follows:

Period from / to	Monthly Rent	Annual Amount
May 1, 2015 to April 30, 2016	\$ 19,638	\$ 235,657
May 1, 2016 to April 30, 2017	20,227	242,727
May 1, 2017 to April 30, 2018	20,834	250,009
Total lease commitments	\$	<u>728,393</u>

Escrow Agreements for Contract Retention

Pursuant to contracts entered into between ACE and several of its contractors, funds are deposited with an Escrow Agent. The Escrow Agent holds the fund for the benefit of the contractors until the escrow is terminated. The Escrow Agent, Contractor or Owner may terminate this Escrow Agreement, with or without cause, by providing 30 days prior written notice to the other parties. In the event of termination of this Escrow Agreement, all the funds on deposit shall be paid to the Owner and any accrued interest less escrow fees shall be paid to the Contractor. ACE has recognized as expenditure retention payments totaling \$13,115,758. Funds are deposited in several escrow accounts until release to the Contractor is authorized.

NOTE 11 ACCOUNTING FOR CONSTRUCTION IN PROGRESS AND EVENTUAL DISPOSAL OF PROJECTS

Except for minor acquisitions that may be sold by ACE when no longer needed, all of the construction projects when completed, will be deeded to the UPRR and the cities in which they are located at no cost to the acquirer. At June 30, 2015, \$922,967,147 of costs was accumulated on projects in process and \$393,393,806 had been transferred to the railroad and impacted cities.

Under the governmental funds and modified accrual basis of accounting in FY 2015 project expenditures would be reported as expenditures in the year incurred. On the government-wide financial statements conforming to GASB 34 reporting on these transactions presents a challenge. Accumulating those costs as construction in progress (i.e., treated as a cash flow expenditure and not a current year expense) would substantially overstate income while reporting the disposal and expensing the accumulated costs would distort the cost of operations. In both cases, net position would fluctuate wildly, depending on the timing of construction and disposal.

To alleviate this situation, management has elected to record a liability (same amount as the construction in progress) to UPRR and governments likely to be the eventual owner of the improvements/grade separations. This approach will minimize the effects of both on the acquisition of property for construction and the accumulation of construction costs and their eventual disposal.

NOTE 12 PRIOR PERIOD ADJUSTMENT

The net position balance as of June 30, 2014 was restated to retroactively report the net pension liability as of the beginning of the fiscal year as a result of implementing GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*.

	<u>SGVCOG</u>	<u>ACE</u>
Net position at June 30, 2014, as previously reported	\$ 441,231	\$ 6,850,153
Prior period adjustment:		
Adjustment to record retroactive effect of		
implementing GASB Statement No. 68	<u>7,480</u>	<u>(1,130,412)</u>
Net position at June 30, 2014, as restated	<u>\$ 448,711</u>	<u>\$ 5,719,741</u>

NOTE 13 SUBSEQUENT EVENTS

The SGVCOG has evaluated events subsequent to June 30, 2015, to assess the need for potential recognition or disclosure in the financial statements. Such events were evaluated through March 31, 2016, the date the financial statements were available to be issued. Based upon this evaluation, it was determined that no other subsequent events occurred that require recognition or additional disclosure in the financial statements.

REQUIRED SUPPLEMENTARY INFORMATION

Attachment B
San Gabriel Valley Council of Governments
Schedule of Proportionate Share of the Net Pension Liability
Last Ten Years*

	June 30, 2014 (Measurement Date)		
	Miscellaneous Plan		
	SGVCOG	ACE	
	PEPRA	Classic	PEPRA
Proportion of the net pension liability	0.00001%	0.01668%	0.00001%
Proportionate share of the net pension liability	\$ 538	\$ 1,038,037	\$ 126
Covered - employee payroll ⁽¹⁾	\$ 155,191	\$ 2,764,711	\$ 21,557
Proportionate share of the net pension liability as percentage of covered-employee payroll	0.35%	37.55%	0.58%
Plan's proportionate share of the fiduciary net position as a percentage of the plan's total pension liability	83.02%	83.03%	83.02%

Notes to Schedule

- 1 Covered-Employee Payroll represented above is based on pensionable earnings provided by the employer. However, GASB 68 defines covered-employee payroll as the total payroll of employees that are provided pensions through the pension plan. Accordingly, if pensionable earnings are different than total earnings for covered-employees, the employer should display in the disclosure footnotes the payroll based on total earnings for the covered group and recalculate the required payroll-related ratios.

* Fiscal year 2015 was the 1st year of implementation, therefore, only one year is shown.

Attachment B
San Gabriel Valley Council of Governments
Schedule of Pension Contributions
Last Ten Years*

	FY 2013-14		
	Miscellaneous Plan		
	SGVCOG	ACE	
	PEPRA	Classic	PEPRA
Actuarially determined contributions	\$ 8,214	\$ 286,167	\$ 1,927
Contributions in relation to the actuarially determined contributions	(8,214)	(286,167)	(1,927)
Contribution deficiency (excess)	\$ -	\$ -	\$ -
Covered-Employee Payroll	\$ 155,191	\$ 2,764,711	\$ 21,557
Contributions as a percentage of covered-employee payroll	5.29%	10.35%	8.94%

Notes to Schedule:

Valuation date June 30, 2013

Methods and assumptions used to determine contribution rates:

Actuarial Cost Method	Entry age normal
Amortization method / Period	Level percent of payroll
Remaining amortization period	15 years as of valuation date
Asset valuation method	5 year Smoothed Market
Inflation	2.75%
Salary increases	Varies by Entry Age and Service
Investment rate of return	7.50%, net of pension plan investment expense and administrative expenses including inflation
Retirement age	55 years
Mortality	Derived using CalPERS Membership Data for all funds

* Fiscal year 2015 was the first year of implementation, therefore only one year is shown.

SUPPLEMENTARY INFORMATION

Attachment B

San Gabriel Valley Council of Governments
Statement of Revenues, Expenditures, and Changes in Fund Balances – Component Unit
Budget to Actual
Year ended June 30, 2015

	Budgeted Amounts			Variance
	Original	Amended Final	Actual Amount	Positive (Negative)
Revenues				
Reimbursements				
Federal grants	\$ 23,300,584	\$ 23,324,775	\$ 15,225,565	\$ (8,099,210)
State grants	80,707,341	80,791,132	78,414,522	(2,376,611)
Local grants	69,163,499	69,235,305	41,531,950	(27,703,356)
Betterment	-	-	1,235,535	1,235,535
Total revenues	173,171,424	173,351,213	136,407,572	(36,943,641)
Operating expenditures				
Construction				
Design	9,270,000	9,270,000	5,133,531	4,136,469
Right-of-way acquisition	62,292,000	62,292,000	28,324,528	33,967,472
Construction management	11,223,000	11,223,000	14,241,659	(3,018,659)
Construction	87,453,000	87,453,000	80,306,295	7,146,705
Betterments	303,000	303,000	945,557	(642,557)
Total construction	170,541,000	170,541,000	128,951,570	41,589,430
Indirect				
Personnel				
Salaries and wages	1,414,757	1,414,757	1,417,247	(2,490)
Fringe benefits	459,493	639,282	666,583	(27,301)
Employee related expenses	38,000	38,000	39,276	(1,276)
Professional services				
Auditing/accounting	45,000	45,000	40,700	4,300
Legal	40,000	40,000	30,777	9,223
Other	-	-	2,425	(2,425)
Brokerage	65,000	65,000	55,562	9,438
Insurance	150,000	150,000	248,617	(98,617)
Equipment expense	91,198	91,198	47,505	43,693
Office rental expense	237,436	237,436	236,294	1,142
Office operations	78,740	78,740	71,262	7,478
Other	10,800	10,800	10,551	249
Applied indirect expense	-	-	(719,694)	719,694
Total indirect	2,630,424	2,810,213	2,147,104	663,109
Total operating expenditures	173,171,424	173,351,213	131,098,674	42,252,539
Excess of revenues over expenditures	-	-	5,308,898	5,308,898
Other financing sources (uses)				
Investment revenue	380,696	380,696	430,691	49,995
Interest and related expenses	(333,000)	(333,000)	(464,451)	(131,451)
Non-project reimbursable funds	337,966	337,966	387,682	49,716
Non-project reimbursable expense	(337,966)	(337,966)	(387,682)	(49,716)
Intercompany revenue	-	-	6,543	6,543
Intercompany expense	-	-	(6,543)	(6,543)
Net other financing sources (uses)	47,696	47,696	(33,760)	(81,456)
Change in fund balance	47,696	47,696	5,275,138	5,227,442
Fund balance at beginning of year	6,815,217	6,815,217	6,815,217	-
Fund balance at end of year	\$ 6,862,913	\$ 6,862,913	\$ 12,090,355	\$ 5,227,442

**Report of Independent Auditors on Internal Control over Financial Reporting
and on Compliance and Other Matters Based on an Audit of Basic Financial Statements
Performed in Accordance with *Government Auditing Standards***

**Members of the Governing Board
San Gabriel Valley Council of Governments**

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the business-type activities and the discretely presented component unit of the San Gabriel Valley Council of Governments (the "SGVCOG") as of and for the year ended June 30, 2015, which collectively comprise the SGVCOG's basic financial statements and have issued our report thereon dated March 31, 2016.

Internal Control over Financial Reporting

In planning and performing our audit, we considered the SGVCOG's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the SGVCOG's internal control. Accordingly, we do not express an opinion on the effectiveness of the SGVCOG's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weakness. However, material weaknesses may exist that have not been identified.

**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the SGVCOG's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "Vazquez & Company LLP". The signature is written in a cursive, flowing style.

Los Angeles, California
March 31, 2016



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REPORT

DATE: April 4, 2016

TO: Executive Committee
City Managers' Steering Committee

FROM: Phil Hawkey, Executive Director

RE: **DRAFT PROPOSED FY 2016-17 BUDGET**

RECOMMENDED ACTION

For information only.

BACKGROUND

Attached is a summary of the draft proposed FY 2016-17 budget. This item will be reviewed in detail at the Executive Committee and City Managers' Steering Committee meetings in April.

Prepared by: Marisa Creter
Marisa Creter
Assistant Executive Director

Approved by: Phil Hawkey
Phil Hawkey
Executive Director

ATTACHMENTS

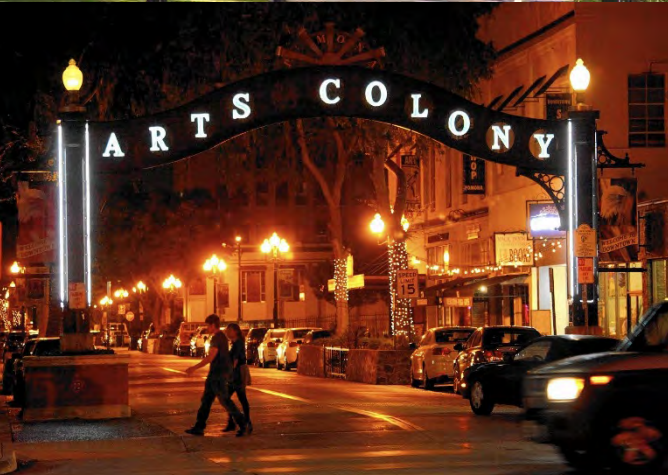
Attachment A – Summary of Proposed FY 16-17 Budget
Attachment B – Draft Proposed FY 16-17 Budget

		Total Budget FY 16/17
1	General Operating Income	
2	Member Dues	\$ 745,909
3	Sponsorships	-
4	Hero Revenue	12,000
5	Miscellaneous Revenue	-
6	Interest	1,000
7	<i>Total General Operating Income</i>	<u>758,909</u>
8	Grants & Special Project Income	
9	MTA Consultant	88,413
10	Energy Wise (SGVEWP) - Gas	80,000
11	Energy Wise (SGVEWP) - Edison	109,000
12	SCE CEESP Phase 3 Grant	47,850
13	<i>Total Grants & Special Project Income</i>	<u>325,263</u>
14	Total Income	<u>1,084,172</u>
15	General Operating Expenses	
16	<u>Ongoing Operational Contracts</u>	
17	Legal Services	30,000
18	Financial Audit Services	20,000
19	Treasurer	5,000
20	Financial/Accounting Services (ACE)	28,000
21	<u>Personnel</u>	
22	Salaries & Deferred Compensation	260,000
23	Internship Program	40,500
24	Benefits	33,600
25	PERS & Employer Taxes	19,162
26	Staff Training and Professional Development	5,000
27	PER Unfunded Liability	-
28	<u>General & Administrative</u>	
29	Rent & Parking	72,627
30	Utilities	8,025
31	Postage	2,000
32	Equipment & Software Acquisition	10,000
33	Storage	2,671
34	Office Supplies	5,000
35	Miscellaneous maint/ops expense	5,000
36	Meeting/Travel	40,000
37	Dues & Subscriptions	3,500
38	Administrative Fees	3,500
39	Insurance	8,000

		Total Budget FY 16/17
40	<u>Consultant Services</u>	
41	Management Services	156,000
42	MTA Board Support	106,090
43	Transportation Technical Support (ACE)	30,000
44	Administrative Support (ACE)	20,000
46	Media/Public Relations	2,000
47	Information Technology	2,000
48		
50	Grant Writing Services	50,000
51		
52	<u>Direct Expenses</u>	
53	Board Stipends & Taxes	11,000
54	Printing / Publication	12,000
56	Miscellaneous	-
57		
58	<u>Direct Grant Expenses</u>	
59	SGVEWP Edison & Gas Expenses	40,000
60	SCE CEESP Phase 3 Expenses	40,000
63		
64	Total Expenditures	1,070,674
65	Net income (Loss)	\$ 13,498



Attachment B



SGVCOG

San Gabriel Valley Council of Governments

Draft Budget – FY 2016-17

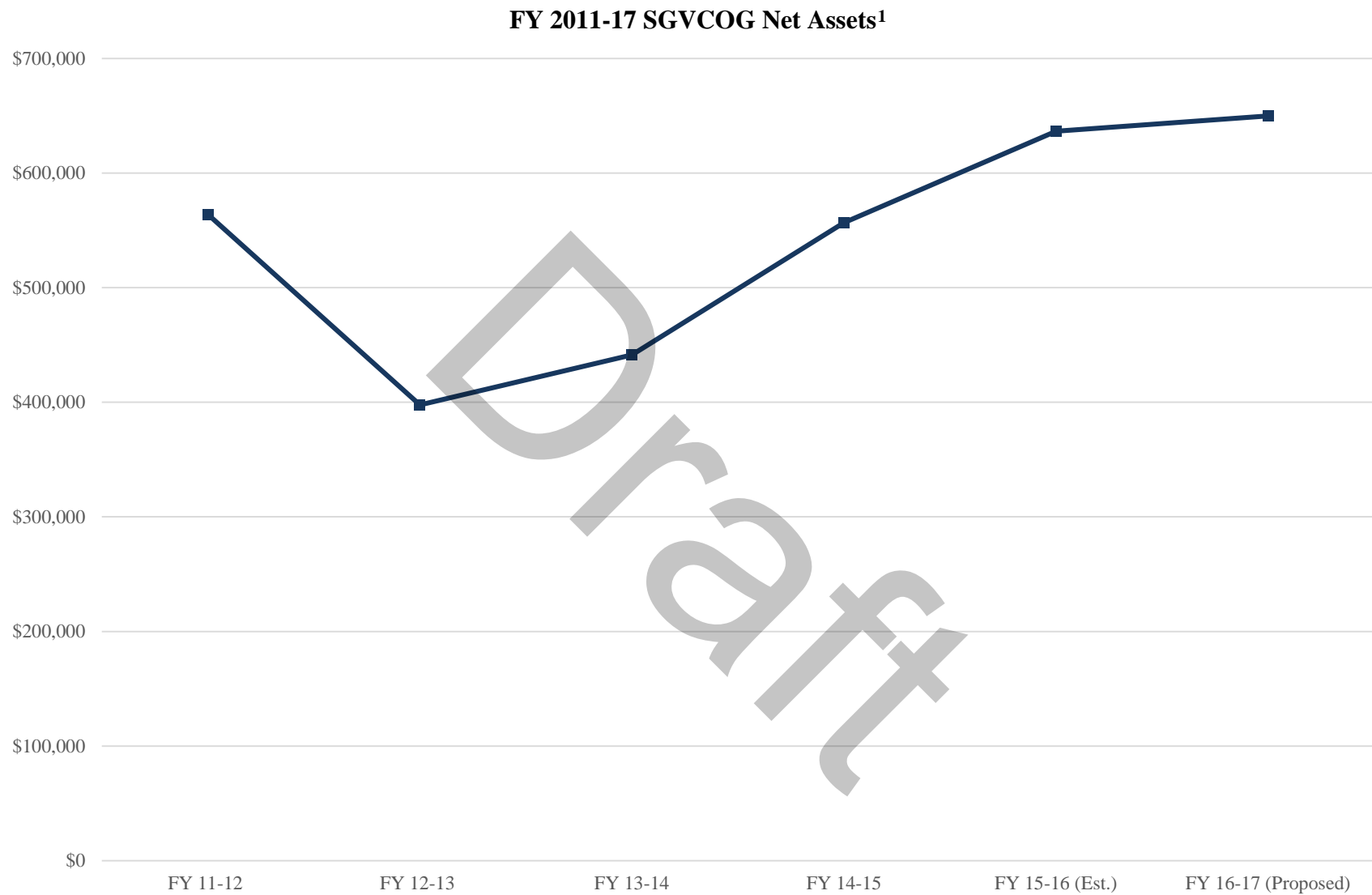


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FY 2016-17 BUDGET
BUDGET OVERVIEW AND NET ASSETS

San Gabriel Valley Council of Governments	
Proposed Budget	
Fiscal Year 2016-17	
<u>Description</u>	<u>Amount</u>
Revenues:	
General Operating Income	\$ 758,909
Grants & Special Project Income	325,263
Total Revenue	1,104,172
Expenses:	
Ongoing Operational Contracts	83,000
Personnel	358,262
General & Administrative	160,322
Consultant Services	366,090
Direct Expenses	23,000
Direct Grant Expenses	80,000
Total Expenses	1,070,674
Estimated Year-End Balance	\$ 13,498

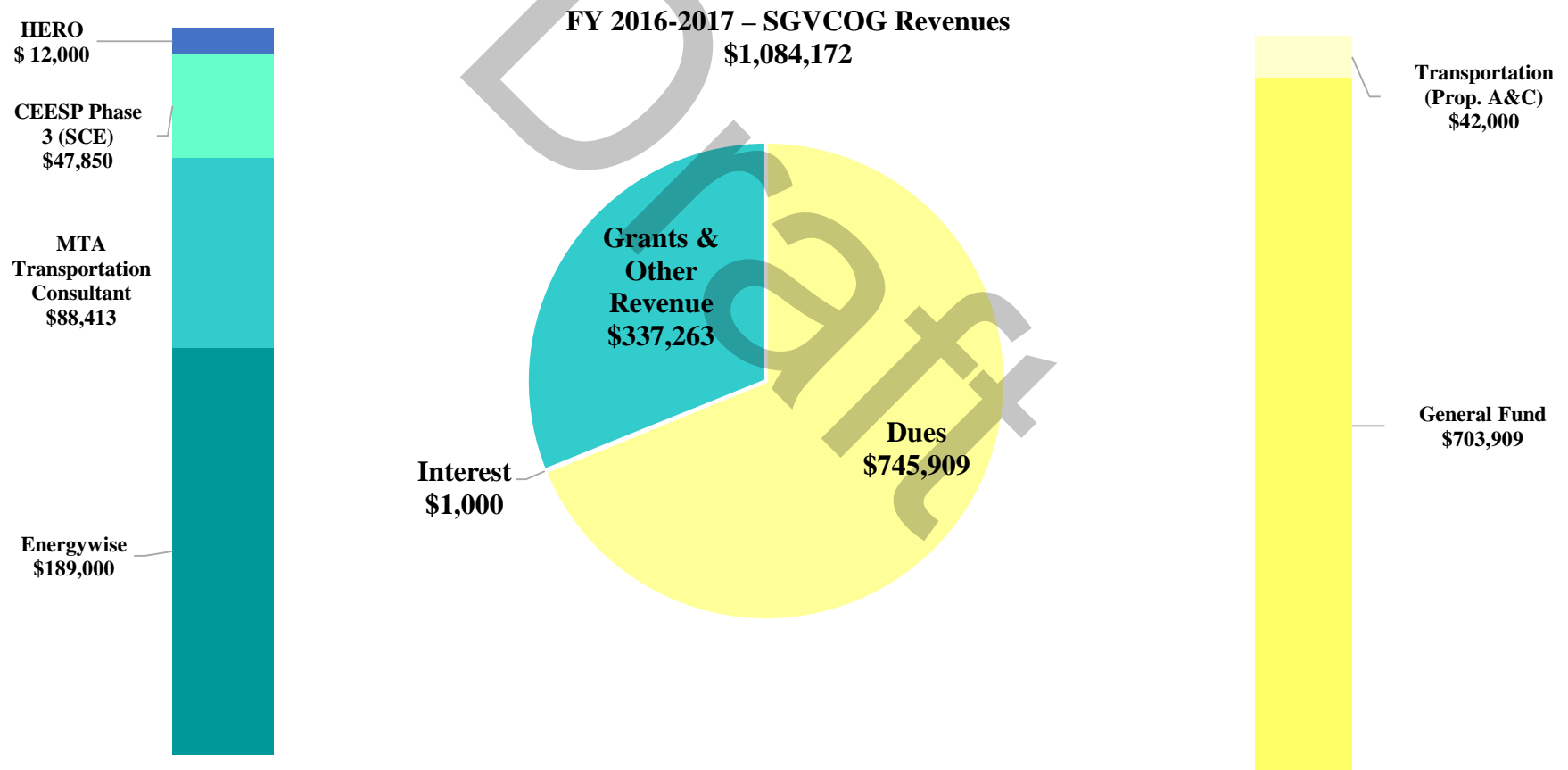
Estimated Fund Balance (7/1/2016):	\$636,418
Estimated Fund Balance (6/30/2017):	\$649,439



¹ Net assets for FY 2011-15 are based on the SGVCOG's audited financial statements. FY 12-13 includes an estimated claim settlement payment of \$150,000 and FY 13-14 includes the remaining actual balance of that claim (\$97,089). The full balance of the claim was paid in October 2014.

REVENUES

In FY 2016-17, SGVCOG revenues are projected at \$1,104,172. Dues revenue, which reflects direct contributions made by member agencies, is estimated at \$745,909, or 68% of total revenues. Of the dues revenue, \$703,909, or 94%, is projected to be paid with unrestricted, or general, funds, while \$42,000, or 6%, is anticipated to be paid by member agencies with transportation (Proposition A & C) funds. It is anticipated there will be \$1,000 in revenue from interest; and \$12,000 will be received from the HERO program. The remaining \$357,263, or 32%, of the SGVCOG revenues are received through grants and other funding. Of note, \$387,263, or 46%, of SGVCOG revenues come from restricted sources, both grants revenue and restricted source dues income, which limits the use of these funds.



Dues Revenue - The revenue from dues is the primary source of income to support the SGVCOG's day-to-day staffing and operations. On March 19, 2015, the Governing Board reviewed recommendations of the City Managers' Steering Committee and approved a dues structure for city-members as follows:

$$[\$5,000 \text{ base fee} + \$0.32 \text{ per capita}] \times \text{Annual CPI Adjustment} = \text{Member Dues}$$

At the same time, the Governing Board:

1. Increased the dues cap from \$30,000 to \$31,200, or by 4%.
2. Implemented an annual CPI adjustment to the base fee, the per capita portion of the dues formula, and the dues cap beginning in FY 2016-17. The CPI would be based on the LA County region. The CPI adjustment would be considered annually by the Governing Board in conjunction with approval of the upcoming fiscal year budget.
3. Capped CPI adjustments at 5 percent.
4. Instituted a policy to review the need for changes to the dues cap and the cap on the CPI adjustment every three years beginning in FY 2016-17.
5. Instituted a policy to utilize the prior year population figures provided by the Department of Finance in calculating the dues. This change will ensure that the SGVCOG staff is able to accurately project the dues revenue earlier in the budget preparation process and prepare timely dues invoices for distribution to the member agencies.

Per the dues policy, staff is proposing a 3.1% CPI adjustment to the member agencies dues and cap. This proposed increase is necessary to provide the appropriate staffing and technical resources to address the key initiatives identified in the SGVCOG Strategic Plan update. Additionally, the SGVCOG has a number of ongoing operational contracts for goods and services, including rent, legal services, and financial audit services, that include an annual CPI adjustment. Therefore, approval of the CPI adjustment to the member dues would prevent the development a structural deficit.

Incorporating the proposed CPI increase, dues range from \$5,513 to \$32,167, with agencies paying an average of \$21,312; nine member agencies pay the maximum dues amount. Prior to the 2015 adjustment, the last adjustment in dues approved by the Board was in 2007. In 2009, the SGVCOG Governing Board adopted a policy that at least \$5,000 of each member agency's dues be paid using general, or unrestricted, funds. The remainder may be paid using restricted funds, but it is the member's responsibility to ensure that SGVCOG dues are an eligible use of these funds. This policy is intended to ensure the SGVCOG has adequate unrestricted funding to operate pursuant to the Governing Board's direction and the adopted Strategic Plan without allowing the source of funds to determine the organization's priorities.

Total member agency dues for FY 2016-17 are estimated to be \$745,909. For the purposes of comparison, staff has also compiled data on the incentive payments that cities have received as a result of participating in the San Gabriel Valley Energy Wise Partnership. During FY 2015-16, cities received \$204,683 in incentives.

FY 2016-17 Dues and 2015-16 Incentive Payments

Agency	2015 Population Dept. of Finance	Proposed FY 16-17 Dues	FY 15-16 SGVEWP Incentives (Est.) ²
Alhambra	84,697	\$ 32,167.20	\$ 3,600.00
Arcadia	57,500	\$ 24,211.51	
Azusa	48,385	\$ 21,461.30	
Baldwin Park	76,715	\$ 30,574.35	
Bradbury	1,082	\$ 5,513.62	
Claremont	35,920	\$ 17,125.16	
Covina	48,619	\$ 21,280.17	\$ 73,373.00
Diamond Bar	56,400	\$ 23,850.91	
Duarte	21,668	\$ 12,360.12	
El Monte	115,064	\$ 32,167.20	
Glendora	51,290	\$ 22,133.67	
Industry	438	\$ 21,311.71	
Irwindale	1,466	\$ 5,640.97	
La Canada Flintridge	20,535	\$ 11,948.71	
La Puente	40,478	\$ 18,579.44	
La Verne	32,228	\$ 16,056.22	
Monrovia	37,162	\$ 17,495.99	\$ 48,000.00
Montebello	63,527	\$ 26,304.19	\$ 25,872.00
Monterey Park	61,777	\$ 25,630.82	\$ 857.00
Pasadena	140,879	\$ 32,167.20	
Pomona	151,713	\$ 32,167.20	\$ 28,158.00
Rosemead	54,762	\$ 23,306.21	
San Dimas	34,072	\$ 16,607.51	
San Gabriel	40,313	\$ 18,522.37	
San Marino	13,341	\$ 9,580.55	
Sierra Madre	11,094	\$ 8,828.00	
South El Monte	20,426	\$ 12,030.86	
South Pasadena	26,011	\$ 13,790.33	\$ 22,585.00
Temple City	36,134	\$ 17,122.85	\$ 2,238.00
Walnut	30,112	\$ 15,137.39	
West Covina	107,828	\$ 32,167.20	
LA County District 1	N/A	\$ 32,167.20	
LA County District 4	N/A	\$ 32,167.20	
LA County District 5	N/A	\$ 32,167.20	
SGV Water Agencies	N/A	\$ 32,167.20	
Total	1,501,898	\$ 745,909.72	\$ 204,683.00

² Only cities that are SCE customers are eligible for incentives through the San Gabriel Valley Energy Wise Partnership.

Historically, the SGVCOG has had relatively stable dues revenue. In FY 2011-12, there was a slight decrease due to new population estimates from the California Department of Finance that reflected data from the 2010 Census. In FY 2012-13, there was a decrease in dues resulting from two cities (Irwindale and Walnut) suspending their memberships. In FY 2014-15, all member agencies paid dues, with the exception of the City of Irwindale. In FY 2016-17, it is expected that all member agencies will pay.

Grants & Other Funding- One of the strategies identified in the SGVCOG's Strategic Plan was to expand and diversify the Agency's resources to support Governing Board adopted goals and service levels. Income from grants and other sources varies annually based on the number of active grants and has been used to leverage the SGVCOG's other resources and enable the organization to meet its objectives and serve the needs of member agencies.

In FY 2016-17, there is an estimated \$337,263 in revenue anticipated from four programs:

- ***San Gabriel Valley Energy Wise Partnership (\$189,000):*** At the January 2016 meeting, the Governing Board approved a contract extension to continue participating in this local government partnership program through December 2016. This program is funded by the CPUC. There are a number of specific objectives for the Partnership:
 - 1) Assisting local governments in identifying and implementing energy-efficiency projects in their municipal facilities;
 - 2) Providing training to city staff on energy efficiency issues and initiatives including Title 24, AB 32 and Demand Response; and
 - 3) Educating and outreaching to the public to increase knowledge of energy-efficiency in their homes and businesses and to provide information on utility programs and rebates.

As the local government partner, the SGVCOG is primarily responsible for administering and coordinating with utility staff in identifying energy-efficiency projects in city facilities and marketing and outreach for the Partnership. SGVCOG is fully reimbursed for all staff time spent managing this program.

The SGVCOG receives an annual budget allocation from SCE and SCG. In prior years, the combined budget was in excess of \$200,000. However, typically the SGVCOG does not use all of its budget allocation. Therefore, staff is recommending that only \$189,000 in estimated revenue be included in the proposed FY 2016-17 budget. This is based on anticipated labor costs and non-labor expenses.

- ***SCE CEESP Phase 3 Grant (\$47,850):*** At its August 2013, meeting, the Governing Board approved a contract with Southern California Edison (SCE) for work related to the California Long-Term Energy Efficiency Strategic Plan (CEESP) Phase 3 Grant. The scope of work includes three activities:

- 1) Develop a voluntary green building program for residential and non-residential property owners. This program is intended to educate property owners about strategies for reducing energy consumption utilizing a “whole building” approach.
- 2) Assist cities in implementing online permitting programs, which will incorporate an educational component related to energy-efficiency.
- 3) Develop an energy efficiency Point-of-Permit program that will develop new forms, checklists and marketing materials to integrate EE elements into the city permit and inspection processes.

In total, the SGVCOG was awarded \$849,410 to complete the three tasks. Work on this grant began in Spring 2014, and staff is finalizing work on this project. All work is expected to be completed by December 2016.

- **MTA Transportation Consultant (\$88,413):** The Los Angeles County Metropolitan Transportation Authority (MTA) Board of Directors includes one member appointed by the City Selection Committee to represent the San Gabriel Valley as the SGVCOG representative. John Fasana (Duarte) currently serves in this role. MTA recognizes the need for the SGVCOG representative to have staff support to perform the duties of a Board Member. Previously, the support services were provided by an MTA employee, and the salary and benefit costs related to the position were shared between the SGVCOG and MTA. Beginning in FY 2013-14, MTA has instead provided an annual allocation to the SGVCOG, which then be used to provide the support services either through the use of a consultant or by hiring an employee.

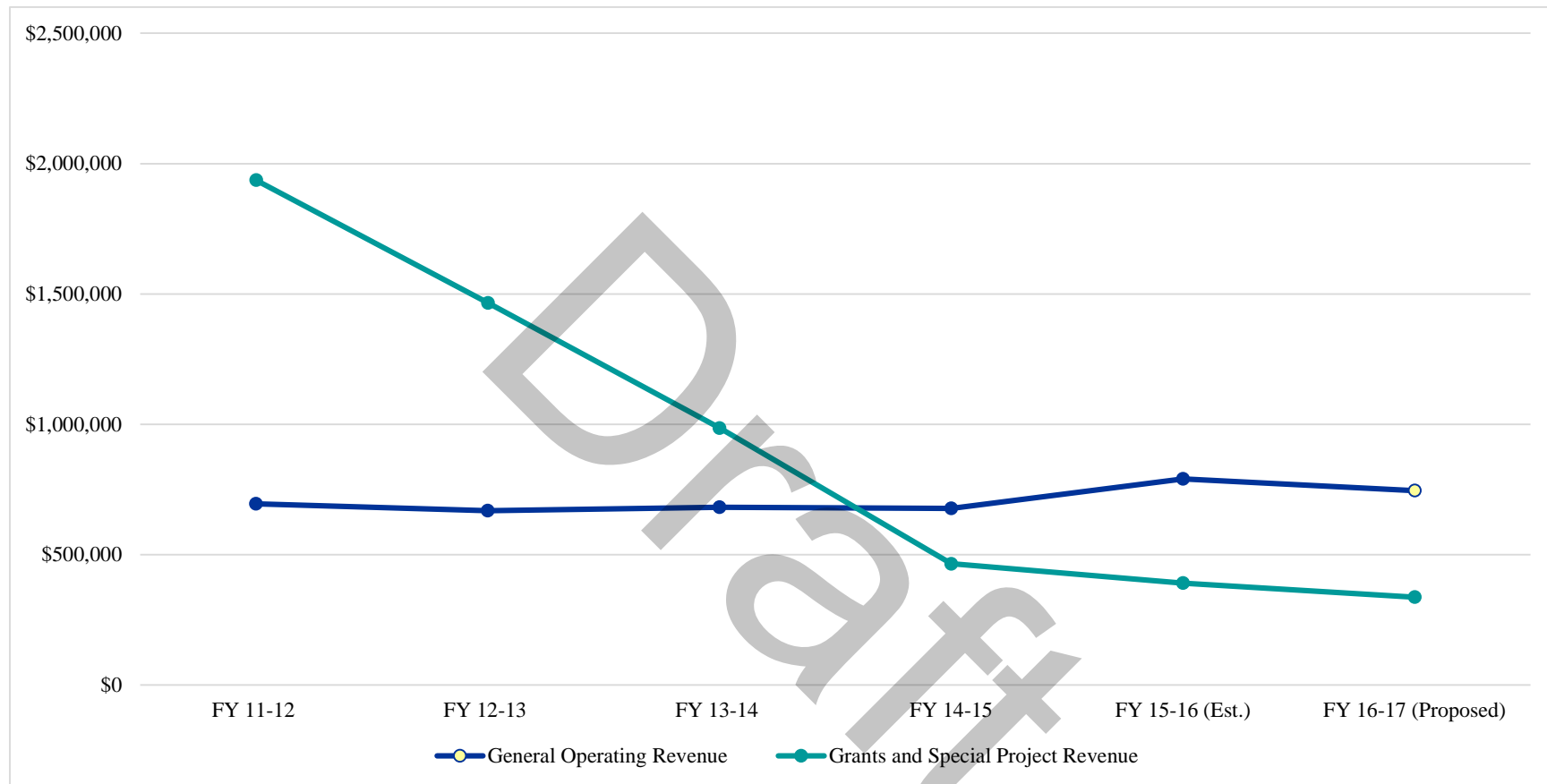
In August 2013, the SGVCOG approved an MOU with MTA. Under the terms of this MOU, the SGVCOG and Board Member are be responsible for selecting, employing/contracting with, compensating and overseeing the work of the individual responsible for providing the support services. MTA reimburses the SGVCOG in an amount not to exceed the contract costs, if using consultant services, or the salary and benefit costs, if using an employee, plus an administrative fee of 3% of the actual costs, which is intended to reimburse the SGVCOG for the additional work and responsibility related to the oversight of the function. Currently, the total reimbursement from MTA is for an amount not exceed \$85,838 annually. This amount is adjusted in an amount equal to any increases approved by the Board for MTA non-contract employee salary increases. Staff is estimating a 3% increase to the amount based on prior years' actions.³ The term of the MOU is from July 1, 2013 to June 30, 2017, unless earlier terminated by mutual written agreement.

- **California HERO (\$12,000):** In April 2013, the SGVCOG entered into a Memorandum of Understanding (MOU) with Western Riverside Council of Governments (WRCOG) to promote the California HERO program in the San Gabriel Valley.

³ This revenue is associated with a contract with a consultant. The terms of the contract with the consultant provide that the annual amount paid to the consultant be increased by a percentage equal to the percent increase that the SGVCOG receives from MTA.

The California HERO program provides property owners with access to loans for the installation of energy-efficiency and renewable energy projects. Pursuant to the MOU, the SGVCOG serves as the point of contact for information and support for the program in our region and assists San Gabriel Valley cities in implementing the program. While contractors have the primary responsibility for marketing the program, SGVCOG staff provides information on California HERO at existing marketing and outreach events in participating cities. In exchange for this program support, WRCOG is obligated to pay Participant fees to the SGVCOG equal to 0.05% of the aggregate cost of the bonds issued to fund California HERO eligible projects within the subregion.

Draft

FY 2011-17 Total Revenue^{4,5,6,7}

⁴ In FY 2012-13, there was a decrease in dues resulting from two cities (Irwindale and Walnut) suspending their memberships. In FY 2014-15, all member agencies paid dues, with the exception of the City of Irwindale.

⁵ FY 2012-2013 includes \$75,000 in revenue related to a settlement with the SGVCOG's former insurance agent involving the 2005 Caltrans audit and related legal expenses. The settlement was a reimbursement for costs previously paid by the SGVCOG.

⁶ Currently, the SCE share of the SGVEWP contract has an end date of December 31, 2016. However, SCE and SCG are in the process of obtaining formal approval to extend the existing SGVEWP Partnership as part of a 10 year rolling portfolio cycle. It is expected that the annual budget will remain unchanged during 2017. Therefore, the FY 2016-17 budget includes funding for a full calendar year for both programs.

⁷ FY 15-16 includes \$60,000 in revenue from the SGVCOG's settlement with its insurance carrier.

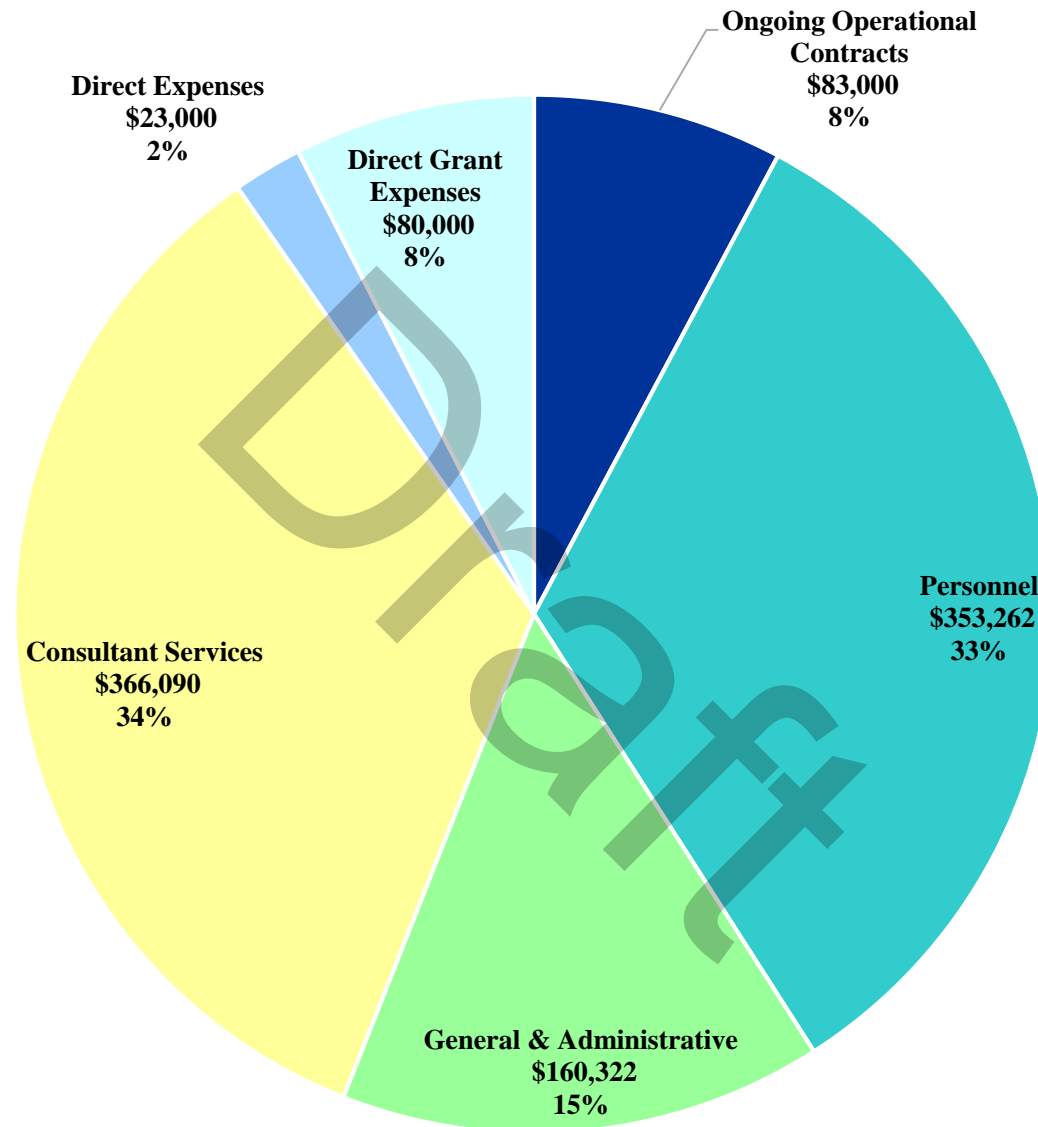
EXPENDITURES

During FY 2016-17, SGVCOG expenditures are projected to total \$1,070,674. This reflects a minor decrease of 3%, from FY 2015-16, which is largely associated with the completion of grant activities. Additionally, over the past four years, there has been a significant shift in costs. FY 2011-12 marks the last year that the SGVCOG utilized a Management Services Agreement (MSA) for both Executive Director and staffing. Once the MSA was terminated in October 2012, those cost savings were used to fund in-house personnel, which is budgeted at \$353,262 for FY 2016-17, as well as a contract Executive Director. The three largest expenditure components are 1) Consultant Services, \$366,090 or 36%, 2) Personnel, \$353,262 or 32%, and 3) General & Administrative Costs, \$160,322 or 15%.

SGVCOG Expenses 2011-2017

Category	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15 (Est.)	FY 2015-16 (Est.)	FY 2016-17 (Proposed)
Ongoing Operational Contracts	\$ 162,130	\$ 69,044	\$ 108,886	\$ 90,253	\$ 79,000	\$ 83,000
Personnel	\$ -	\$ 126,766	\$ 417,429	\$ 353,459	\$ 340,499	\$ 358,262
General & Administrative	\$ 44,689	\$ 243,261	\$ 231,921	\$ 125,373	\$ 158,957	\$ 160,322
Consultant Services	\$ 469,939	\$ 531,185	\$ 93,354	\$ 248,477	\$ 390,293	\$ 366,090
Direct Expenses	\$ 19,117	\$ 33,719	\$ 15,192	\$ 16,350	\$ 23,000	\$ 23,000
Direct Grant Expenses	\$ 1,959,093	\$ 1,386,690	\$ 132,879	\$ 145,042	\$ 110,000	\$ 80,000
Total	\$ 2,654,968	\$ 2,390,665	\$ 999,661	\$ 979,254	\$ 1,101,699	\$ 1,070,674

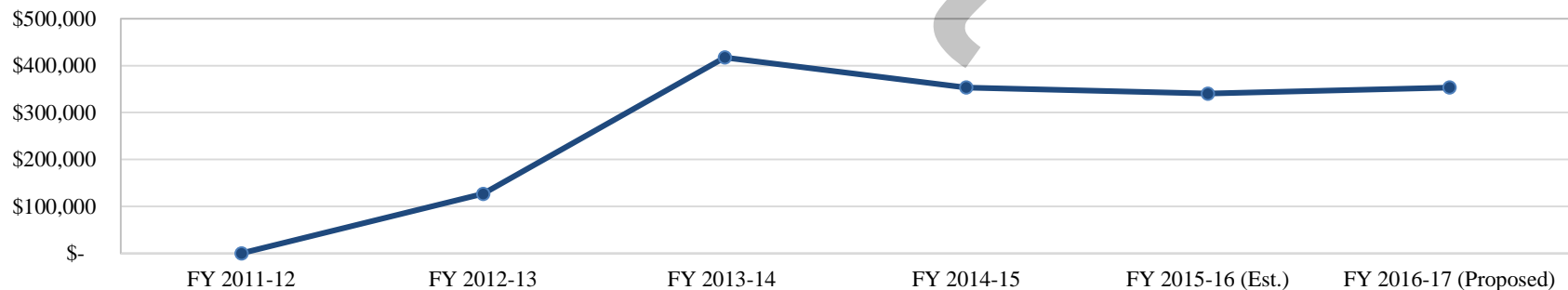
FY 2016-17 – SGVCOG Expenditures by Category
\$1,070,674



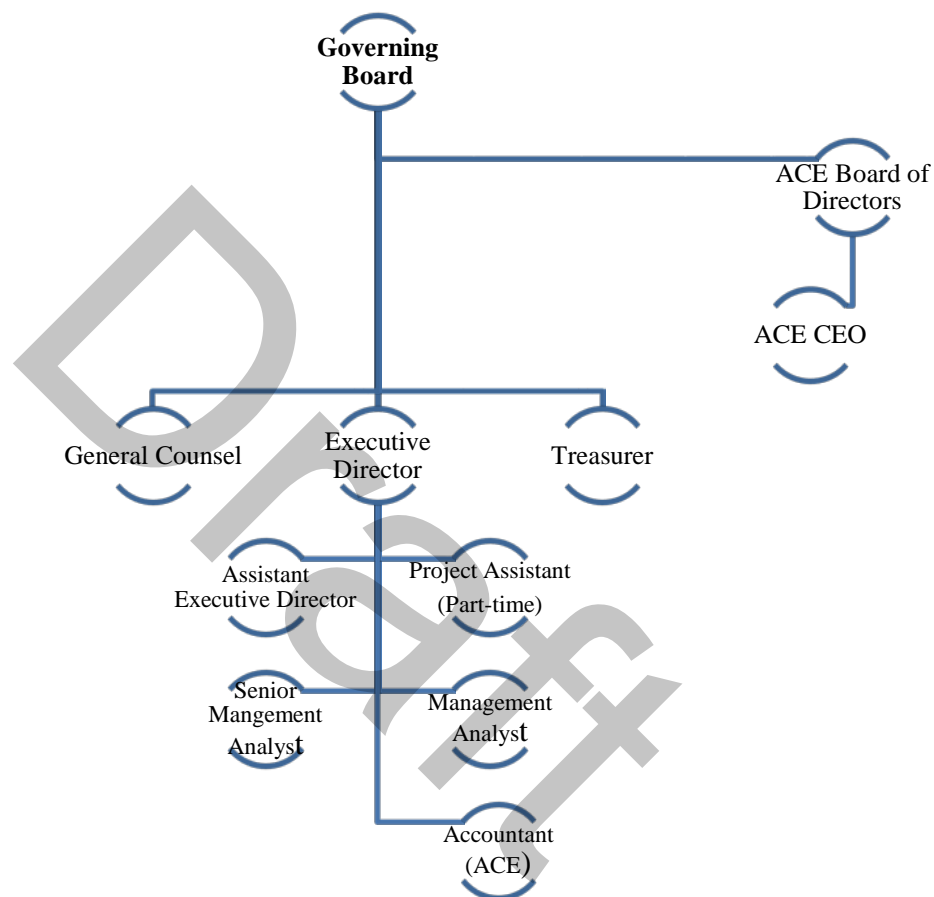
Personnel- These costs include the salary, benefit and retirement costs associated with the SGVCOG staff. The SGVCOG currently has four budgeted positions, including an Assistant to the Executive Director, one Senior Management Analyst, one Management Analyst and a part-time project assistant. Additionally, the SGVCOG offers a paid internship program, and those interns generally work on projects related to the San Gabriel Valley Energy Wise Partnership. Executive Director, legal services and accounting/treasurer services are provided pursuant to contracts. Additionally, various specialized services, such as strategic planning and human resources, are provided to the SGVCOG on an as-needed basis under contracts.

The SGVCOG provides standard benefits to staff, and all staff members participate in the California Public Employees' Retirement System (CalPERS). All new employees are under the "2% at 62" formula, and all employees pay the full employee CalPERS contribution. Additionally, the budget reflects the CalPERS unfunded liability. Of the \$358,262 in total personnel costs, \$75,719, or 21%, is offset by grants revenue. For those programs that do not have outside funding, including administrative work, legislative tracking and advocacy, homelessness and stormwater, general fund revenue is used to offset these costs. For FY 2016-17, staff is proposing adding \$5,000 to initiate a professional development and training program for staff in an effort to recruit and retain highly qualified staff.

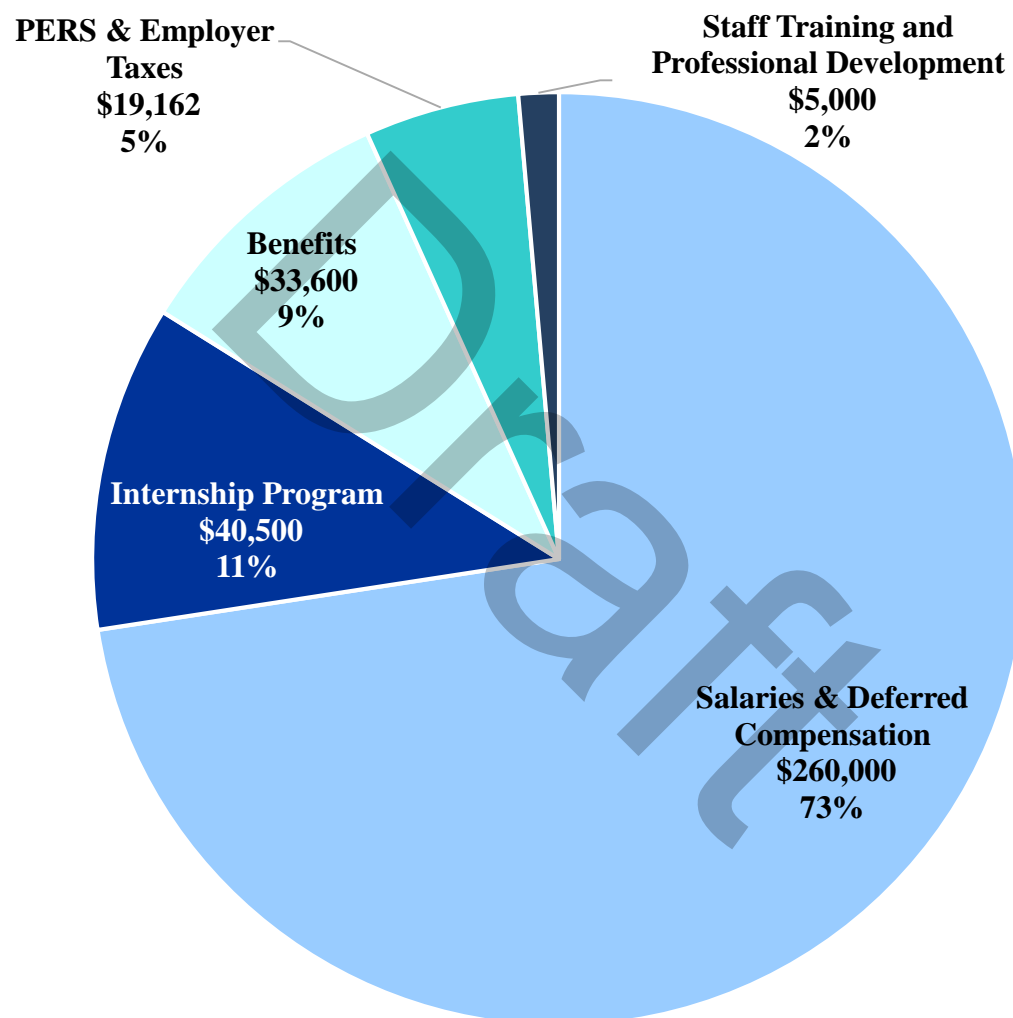
	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16 (Est.)	FY 2016-17 (Proposed)
Salaries & Deferred Compensation		\$ 126,766	\$ 348,259	\$ 299,983	\$ 216,632	\$ 260,000
Internship Program			\$ -	\$ -	\$ 75,000	\$ 40,500
Benefits			\$ 31,738	\$ 27,797	\$ 29,712	\$ 33,600
PERS & Employer Taxes			\$ 37,432	\$ 25,679	\$ 19,105	\$ 19,162
Staff Training/ Professional Development						\$ 5,000
PERS Unfunded Liability				\$ 538		
Total	\$ -	\$ 126,766	\$ 417,429	\$ 353,997	\$ 340,449	\$ 358,262



SGVCOG Organization Chart



FY 2016-2017 – SGVCOG Personnel Expenditures
\$358,262

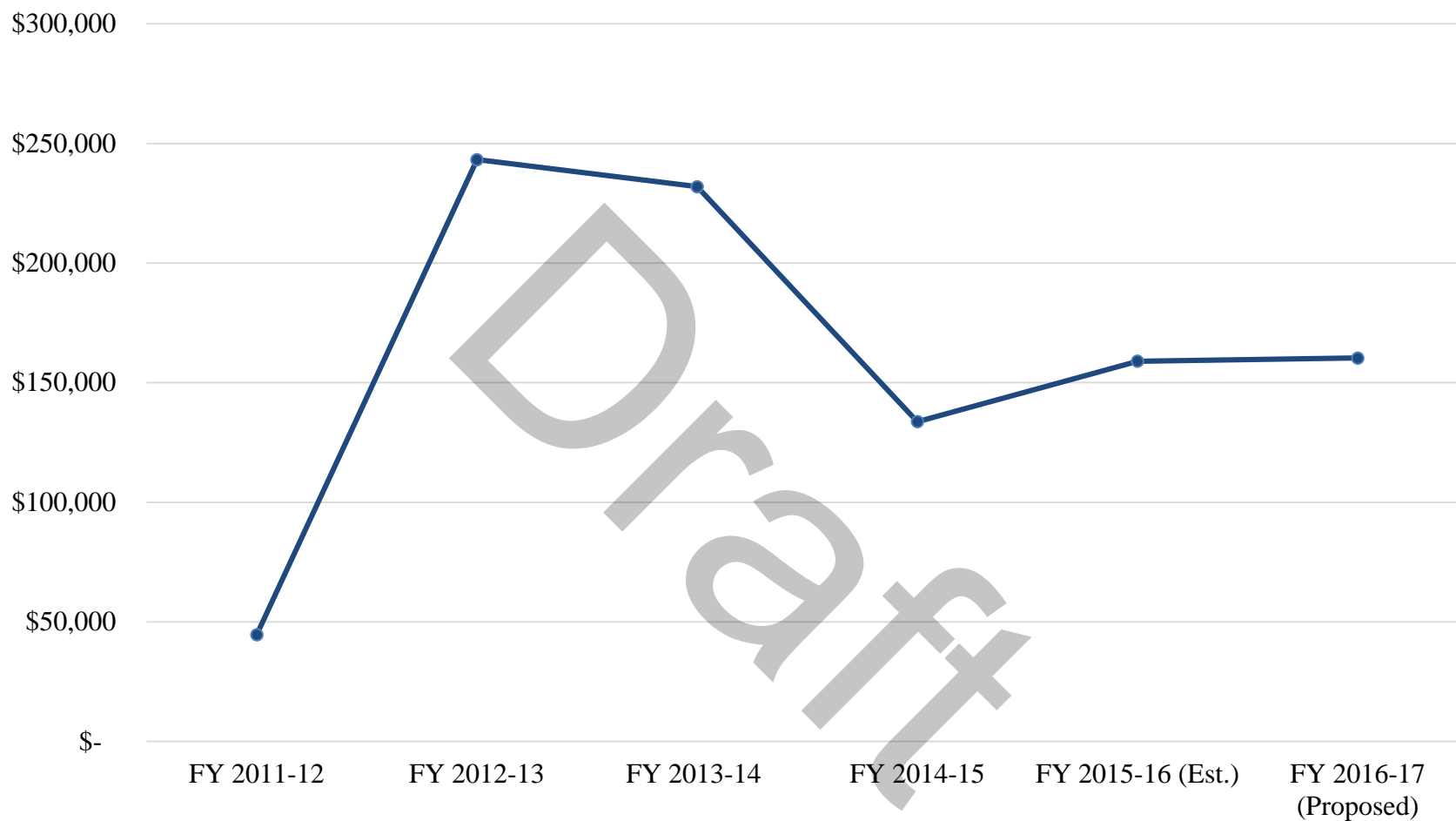


General & Administrative- These costs include facility costs (i.e. rent, storage, utilities, and office supplies), insurance/bonding, meetings and travel, and memberships. Prior to FY 2012-13, facility costs were included under the terms of the MSA with AAI. In FY 2012-13, the Governing Board authorized entering into a five-year lease with the facility where the SGVCOG's offices are currently located in Alhambra. Currently, the SGVCOG only has one annual membership, with the Local Government Sustainable Energy Coalition (LGSEC), that provides support and advocacy for local governments on energy-efficiency and renewable energy projects. The three largest expenditures within this category are Rent & Parking (\$72,627 or 46%); Meetings & Travel (\$40,000 or 25%); and Equipment & Software Acquisition (\$10,000 or 6%). Based on the SGVCOG's indirect costs allocation plan, a portion of the general and administrative costs are reimbursed through the SGVCOG's grant programs. This reimbursement estimate is based on the staff labor associated with each of these programs. In FY 2016-17, it is estimated that \$75,719, or 47%, of the SGVCOG's general and administrative costs will be reimbursed by these grant programs.

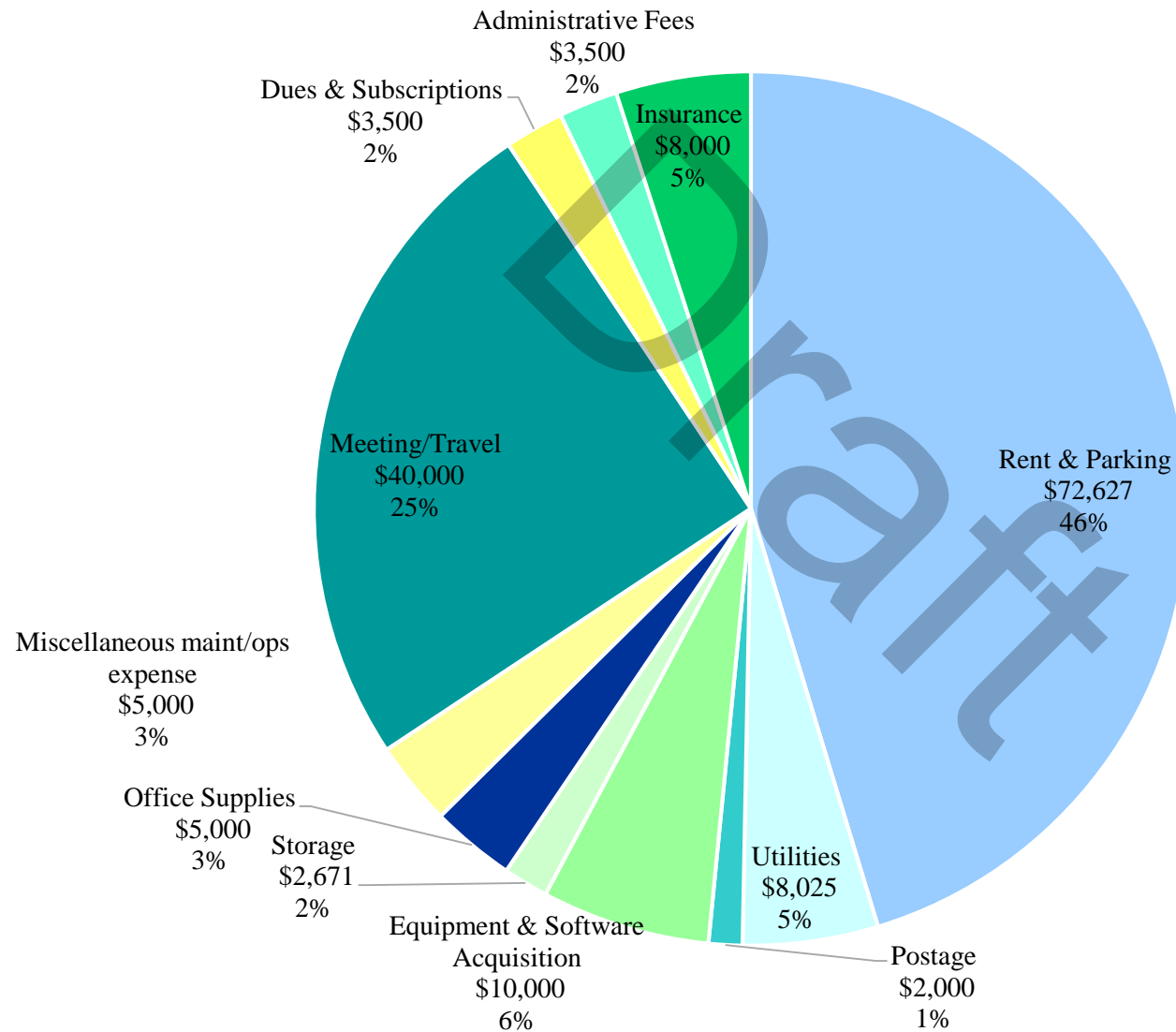
	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16 (Est.)	FY 2016-17 (Proposed)
Rent & Parking		\$ 39,622	\$ 62,169	\$ 63,762	\$ 70,511	\$ 72,627
Utilities		\$ 3,060	\$ 5,097	\$ 5,106	\$ 7,350	\$ 8,025
Postage			\$ 1,718	\$ 1,292	\$ 2,000	\$ 2,000
Equipment & Software Acquisition	\$ 812	\$ 6,009	\$ 12,041	\$ 4,175	\$ 18,500	\$ 10,000
Storage			\$ 1,238	\$ 2,063	\$ 2,596	\$ 2,671
Office Supplies		\$ 3,152	\$ 4,646	\$ 5,455	\$ 4,500	\$ 5,000
Miscellaneous Expenses	\$ 7,349	\$ 5,678	\$ 1,517	\$ 10,402	\$ 3,500	\$ 5,000
Meeting/Travel	\$ 21,349	\$ 20,955	\$ 30,444	\$ 24,520	\$ 35,000	\$ 40,000
Dues & Subscriptions	\$ 10,345	\$ 10,055	\$ 1,239	\$ 2,903	\$ 3,500	\$ 3,500
Administrative Fees			\$ 2,287	\$ 2,929	\$ 3,500	\$ 3,500
Claim Expense		\$ 150,000	\$ 102,929			
Bad Debt ⁸				\$ 5,436		
Insurance	\$ 4,834	\$ 4,730	\$ 6,596	\$ 5,637	\$ 8,000	\$ 8,000
Total	\$ 44,689	\$ 243,261	\$ 231,921	\$ 133,680	\$ 158,957	\$ 160,322

⁸ "Bad debt" reflects writing off prior years' dues from the City of Irwindale. Pursuant to a settlement agreement between the SGVCOG and Irwindale, Irwindale was only required to re-pay FY 2014-15 and FY 2015-16 to reinstate its membership.

FY 2011-2017 – SGVCOG General & Administrative Expenditures

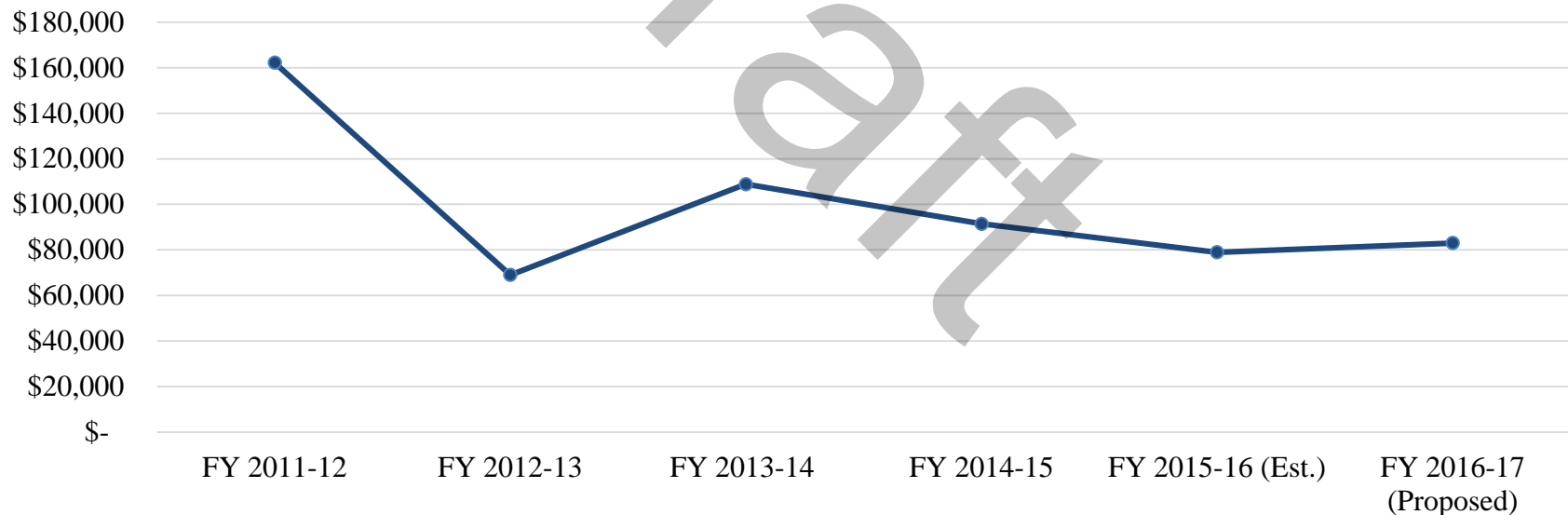


**FY 2016-17 – SGVCOG General & Administrative
Expenditures
\$160,322**



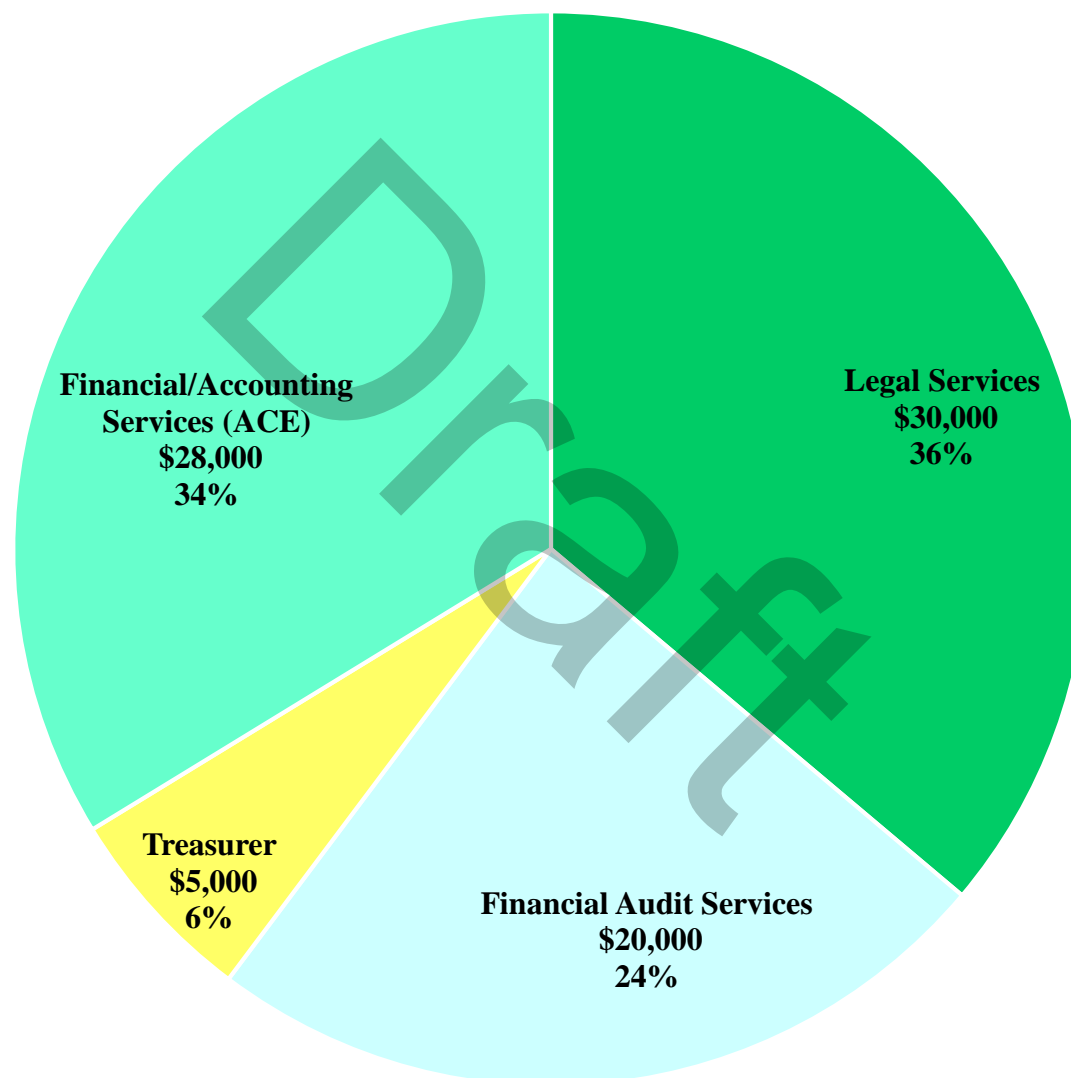
Ongoing Operational Contracts – This includes ongoing annual contracts for legal, accountant/financial, treasurer and auditor services. The SGVCOG’s legal contract provides for a monthly retainer, and the financial audit is conducted and paid for annually. In March 2014, the Governing Board approved a renewal of the contract with Jones & Mayer for General Counsel legal services for one year with four one-year options, with the same terms and conditions. In January 2016, the Governing Board approved a five year contract with Vasquez and Company for financial audit services.⁹ In February 2016, the Governing Board approved a Memorandum of Understanding with ACE to provide accountant/financial management services. At the same time, the Governing Board approved a two-year contract with Vicenti, Lloyd & Stutzman to provide treasurer services.

	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16 (Est.)	FY 2016-17 (Proposed)
Legal Services	\$ 135,217	\$ 42,881	\$ 53,227	\$ 35,202	\$ 30,000	\$ 30,000
Financial Audit Services	\$ 14,913	\$ 13,663	\$ 15,000	\$ 20,000	\$ 20,000	\$ 20,000
Treasurer					\$ 5,000	\$ 5,000
Financial/Accounting Services	\$ 12,000	\$ 12,500	\$ 40,659	\$ 36,254	\$ 24,000	\$ 28,000
Total	\$ 162,130	\$ 69,044	\$108,886	\$ 91,456	\$ 79,000	\$ 83,000



⁹ The contract for financial audit services may be cancelled at any time by the SGVCOG with 30 days written notice.

**FY 2016-17 – SGVCOG Ongoing Operational
Contracts Expenditures
\$83,000**



Consultant Services- This reflects the costs related to services including Executive Director Services, MTA Board Support, transportation planning support, administrative support,¹⁰ media/public relations, and grant writing. For FY 2016-17, staff is proposing increased funding (\$50,000) for grant writing services to support the SGVCOG's key initiatives. The three largest expenditures in this category are Interim Executive Director Services (\$156,000 or 45%); MTA Board Support (\$106,090 or 31%); and Grant Writing Services (\$50,000 or 14%).

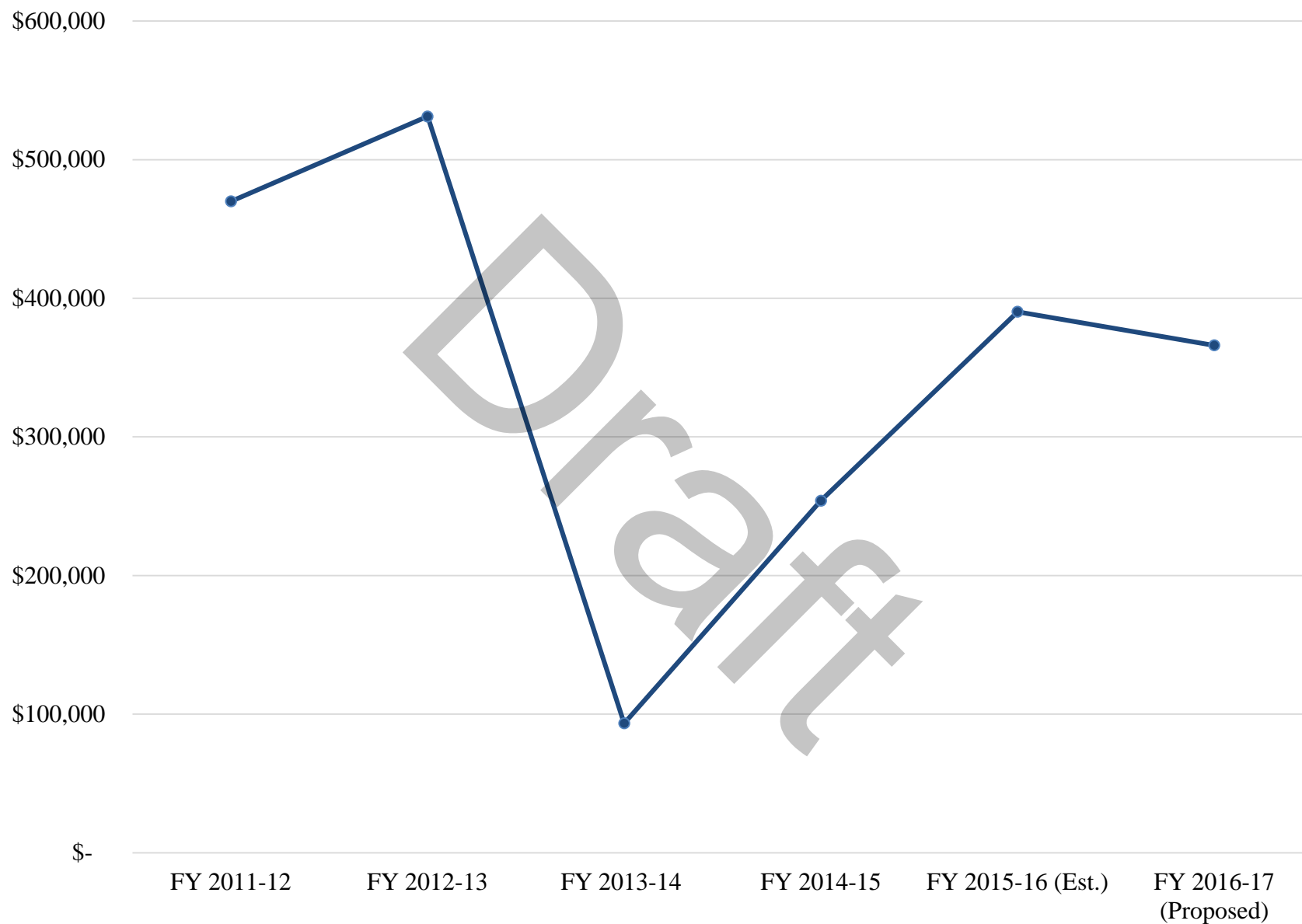
	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16 (Est.)	FY 2016-17 (Proposed)
Management Services / Interim Executive Director Services	\$ 128,210	\$ 235,589	-	\$ 58,250	\$ 156,000	\$ 156,000
Transportation Consultant ¹¹	\$ 261,634	\$ 283,143	-	-	-	-
Air Quality Consultant	\$ 24,700	\$ 12,453	-	-	-	-
MTA Board Support	-	-	\$ 81,249	\$ 95,832	\$ 103,000	\$ 106,090
Strategic Plan	-	-	-	\$ 22,000	\$ 10,000	-
Transportation Technical Support (ACE)	\$ 35,446	-	-	\$ 6,543	\$ 50,000	\$ 30,000
Administrative Support (ACE)	-	-	-	-	-	\$ 20,000
Human Resources	-	-	\$ 7,238	-	-	-
Media/Public Relations	-	-	-	\$ 3,200	\$ 2,000	\$ 2,000
Information Technology	-	-	-	5,546	\$ 2,000	\$ 2,000
Annual Executive Director Evaluation	\$ 19,949	-	\$ 4,867	-	-	-
Temporary Staffing Services	-	-	-	\$ 55,652	\$ 27,293	-
Grant Writing Services ¹²	-	-	-	\$ 7,000	\$ 30,000	\$ 50,000
Stormwater Consultant	-	-	-	-	\$ 10,000	-
Total	\$ 469,939	\$ 531,185	\$ 93,354	\$ 254,023	\$ 390,293	\$ 366,090

¹⁰ Both transportation planning and administrative support services are provided by ACE via MOUs that were approved by the Governing Board in February 2015 and February 2016 respectively.

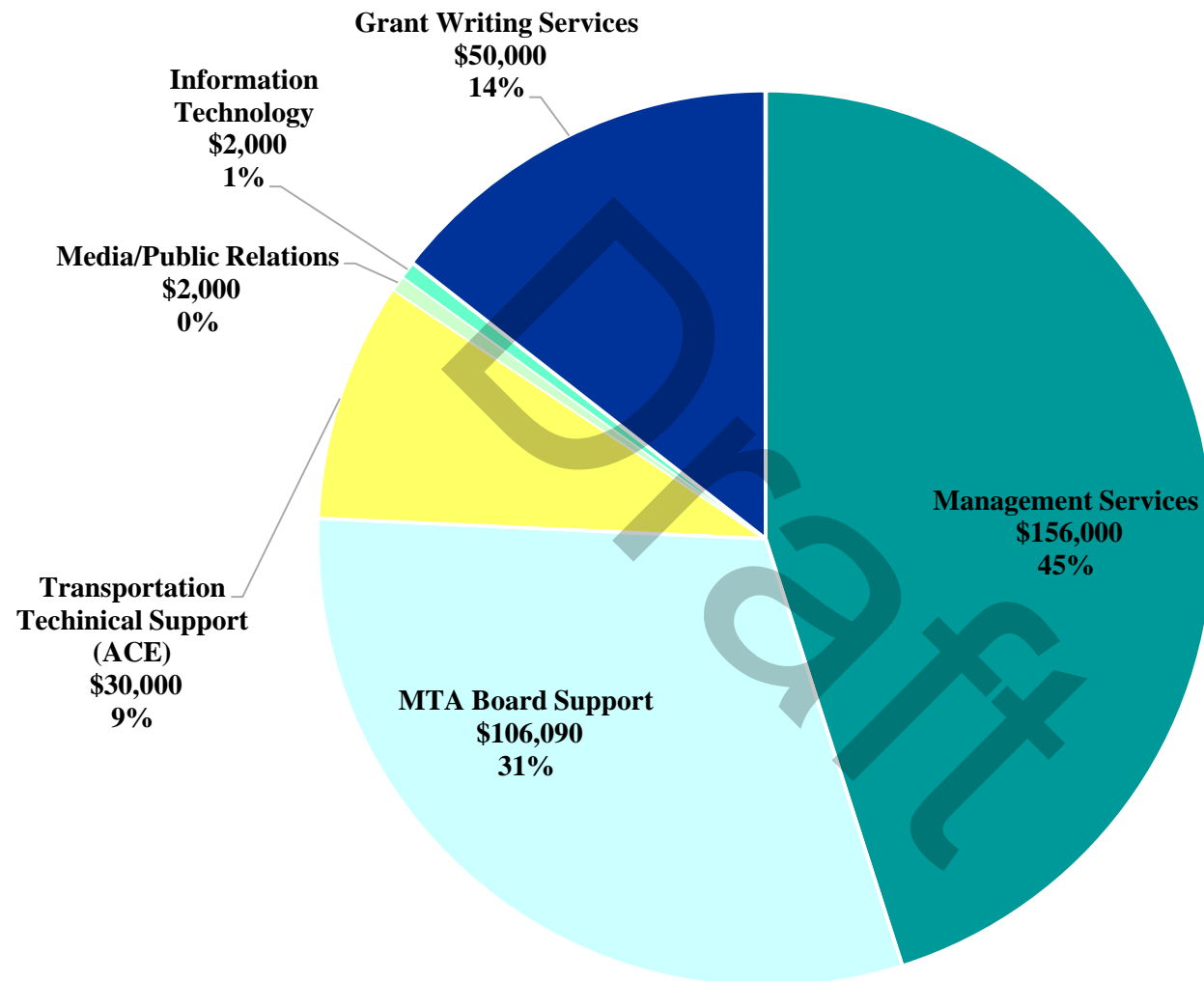
¹¹ In the FY 2009-12, only the MSA costs that were paid for by general fund revenue are reflected under "Management Services". Labor charged to programs (i.e. Transportation and Air Quality) were included under those expense categories. In FY 2009-2013, Strategic Planning and Media/Public Relations service costs were also included under "Management Services". In FY 2012-13, the costs for the interim Executive Director are included under "Management Services."

¹² In 2011-12, an organization and operations review was conducted in lieu of the regular annual Executive Director Evaluation, which resulted in higher costs.

FY 2011-17 – SGVCOG Consultant Services Expenditures

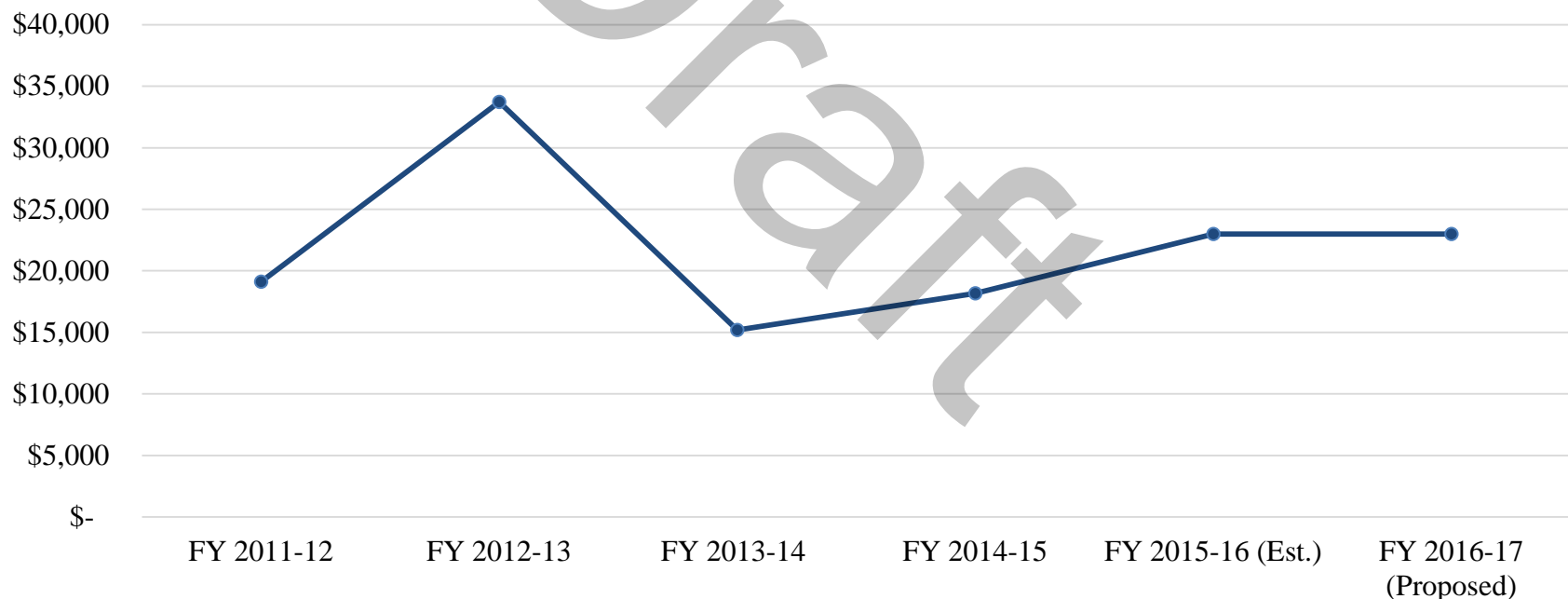


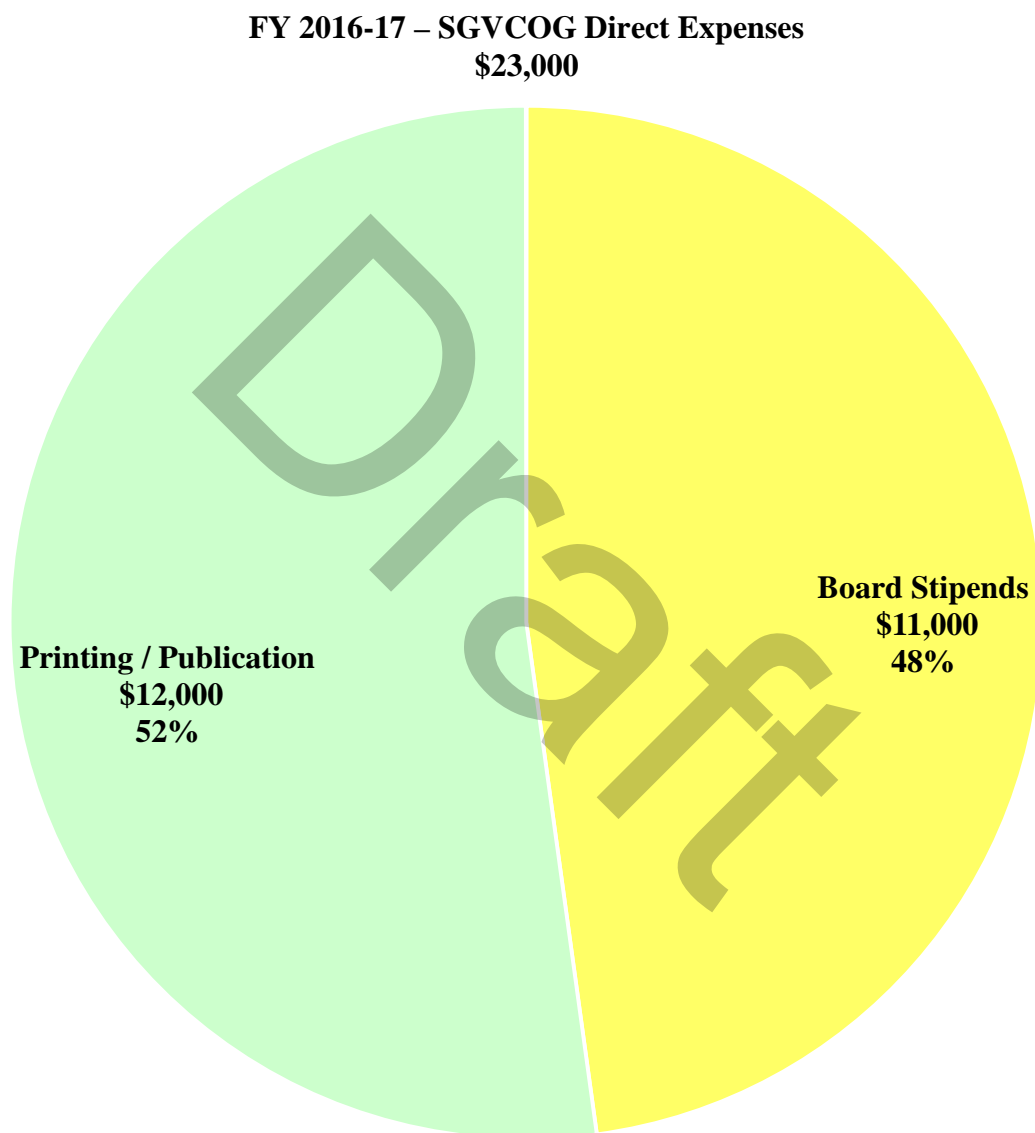
**FY 2016-17 – SGVCOG Consultant Services
Expenditures
\$386,090**



Direct Expenses- This category includes board stipends and printing/publication. Governing Board members are paid a stipend of \$50 per meeting. Stipend expenditures vary based on the number of meetings and attendance at these meetings. In FY 2011-12 and FY 2012-13, there were additional meetings and higher than average attendance, resulting in an increase in this expenditure. The SGVCOG has a lease arrangement to provide printing equipment. Large quantities and special order materials are generally outsourced. In May 2015, the Governing Board authorized a new five-year lease agreement for copier equipment and supplies.

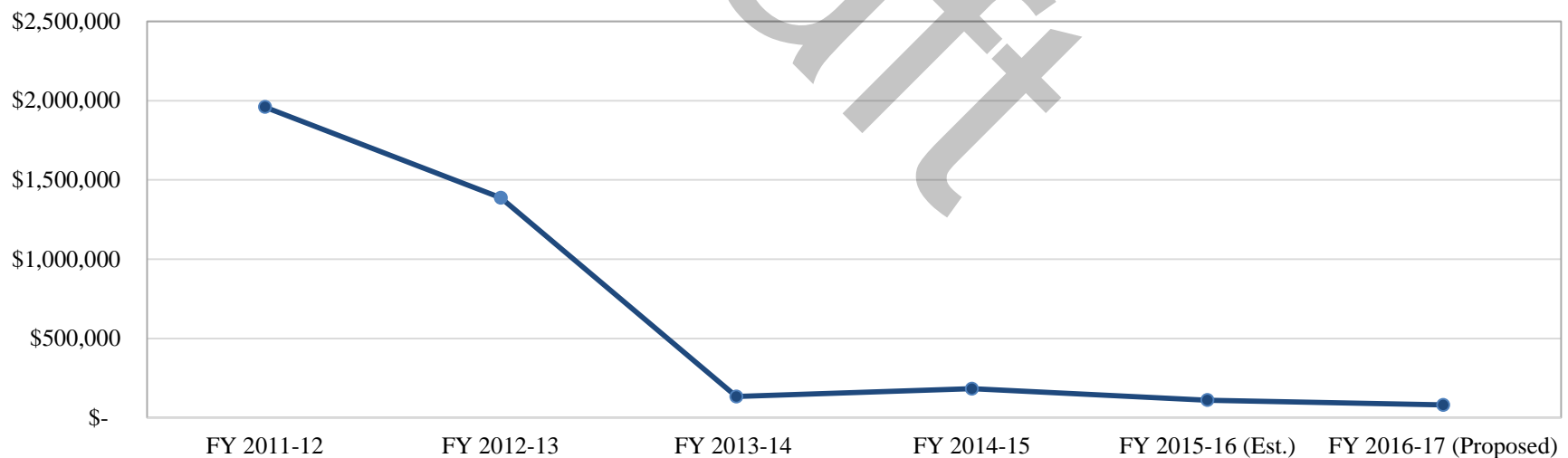
	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16 (Est.)	FY 2016-17 (Proposed)
Board Stipends & Taxes	\$ 12,950	\$ 14,600	\$ 8,550	\$ 10,800	\$ 11,000	\$ 11,000
Printing / Publication	\$ 6,167	\$ 19,119	\$ 7,347	\$ 7,377	\$ 12,000	\$ 12,000
Miscellaneous			(705)	-	-	-
Total	\$ 19,117	\$ 33,719	\$ 15,192	\$ 18,177	\$ 23,000	\$ 23,000





Direct Grants & Special Projects Expenses- This expenditure category reflects direct program expenditures related to the SGVCOG's grant funded projects. In FY 2016-17, the SGVCOG will have two active grant programs: San Gabriel Valley Energy Wise Partnership and CEESP Phase 3. These programs are described in further detail under "Revenues." Note, it is challenging to compare more recent year's expenditures under this category with prior years' budgets as the SGVCOG transitioned to an applied revenue model for staff labor and other expenses. In prior years, labor charges, paid to AAI under the MSA and related amendments, were included under program expenditures along with contracts for other third-party professional services and direct expenses.

	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16 (Est.)	FY 2016-17 (Proposed)
Watershed Coordinator Program	\$ 51,953	-	-	-	-	-
SGVEWP Edison & Gas Expenses	\$ 151,545	\$ 40,797	\$ 29,035	\$ 71,433	\$ 40,000	\$ 40,000
SCE CEESP Expenses (including Phase 3)	\$ 1,438,800	\$ 1,223,245	\$ 103,844	\$ 111,589	\$ 70,000	\$ 40,000
CalRecycle	\$ 150,534	-	-	-	-	-
Water Quality Improvement	\$ 30,000	\$ 4,000	-	-	-	-
MS-4 NPDES	\$ 89,307	\$ 46,298	-	-	-	-
Energy Upgrade Expenses	\$ 46,954	\$ 72,350	-	-	-	-
Total	\$ 1,959,093	\$ 1,386,690	\$ 132,879	\$ 183,022	\$ 110,000	\$ 80,000



**FY 2016-17 – SGVCOG Grants & Special Project
Expenses
\$80,000**

