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AGENDA AND NOTICE OF THE **SPECIAL** MEETING OF THE
SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS GOVERNING BOARD
THURSDAY, AUGUST 8, 2019 - 5:30 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 5:30 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.

PUBLIC 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

ACTION ITEM

45 MINUTES

6. Allocation of \$126 Million in Measure M Subregional Equity Program Funds to the Gold Line Foothill Extension Project Phase 1 Alignment to Pomona - Page 1
Recommended Action: Discuss and provide direction to staff regarding Metro's request to allocate \$126 million in Measure M subregional equity program funds to the Gold Line Foothill Extension Project Phase 1 Alignment to Pomona.

ADJOURN

REPORT

DATE: August 8, 2019

TO: Governing Board

FROM: Marisa Creter, Executive Director

RE: ALLOCATION OF \$126 MILLION IN MEASURE M SUBREGIONAL EQUITY PROGRAM FUNDS TO THE GOLD LINE FOOTHILL EXTENSION PROJECT PHASE 1 ALIGNMENT TO POMONA

RECOMMENDED ACTIONS

Discuss and provide direction to staff regarding Metro's request to allocate \$126 million in Measure M subregional equity program funds to the Gold Line Foothill Extension Project Phase 1 Alignment to Pomona.

SUMMARY

On July 29, 2019, the SGVCOG received a written request from Metro asking the Governing Board to approve an allocation of \$126M in future Subregional Equity Program funds to the Gold Line Foothill Extension Project (to Pomona) (Attachment A).

Due to the urgency of this request, a special Governing Board meeting was scheduled for August 8. The relative late letter of request from Metro and a scheduled contract award by the Gold Line Construction Authority (GLCA) for August 14th, did not provide opportunity for all of the SGVCOG Technical Advisory Committees (TACs) to evaluate the request and provide recommendations. In addition, there was insufficient time to schedule a special meeting of the Transportation Committee.¹ It should be noted that all prior programming of Measure M funds had the benefit of these reviews.

This staff report aims to provide information on the following to assist the Governing Board in developing a recommendation:

- Summary of Alternative Actions;
- Current status and available funding for all large capital projects in the San Gabriel Valley;
- Alternatives for addressing identified funding gaps; and
- Background on the development of Measure M funding (Appendix 1)

SUMMARY OF ALTERNATIVE ACTIONS

As stated above, Metro is requesting the SGVCOG allocate \$126M in funds to allow for award of contract by the GLCA for the segment of the project to Pomona. Key issues to consider:

¹ All prior programming of Measure M funds as noted above in the background section of this report had the benefit of these reviews.

- Denying the request by Metro will likely have significant, and potentially insurmountable, impacts on the Gold Line project due to the interrelated factors of cost, schedule, environmental clearance, and funding sources (e.g. grant funding) placing the overall viability of the project in jeopardy.²
- It is not possible to determine definitively the impact of assigning these funds on other large capital projects, as these projects are subject to the same variables, particularly significantly fluctuating costs due to the bidding environment.

Table 1 provides a brief summary of proposed alternatives for the Governing Board to consider.

Alternative	Potential Impact		
	Gold Line	Other Large Capital Projects	All Member Agencies
Approve Metro's request to allocate \$126M in Measure M subregional equity funds to the Gold Line Foothill Extension Project Phase 1 Alignment to Pomona. ³	<ul style="list-style-type: none"> • Allows for award of contract by the Gold Line Construction Authority (GLCA) at its August 14, 2019 meeting, as originally scheduled. • Secures funding for project to be completed to Pomona.⁴ 	<ul style="list-style-type: none"> • Eliminates up to \$126M in funding to address project shortfalls (e.g. Sr-71 North, 57/60). • Funding is not specific to mode, so could be used for transit or highway projects. 	<ul style="list-style-type: none"> • Reduces up to \$126M in funding that could be used for future subregional call for projects. These funds provide more flexibility for projects that fall outside of existing MSP funding categories (e.g. active transportation).
Defer the request so that staff can get input and recommendations from the SGVCOG's Public Works, Planning, and City Manager Technical Advisory Committees as well as the Transportation Committee. ⁵	<ul style="list-style-type: none"> • Would delay the award of contract by the GLCA. • The second meeting of the Governing Board would need to occur before 8/30 or the GLCA would no longer be able to negotiate and finalize a contract before the bids expire and are no longer valid. 	<ul style="list-style-type: none"> • Unknown, dependent upon Governing Board's action at future meeting. 	<ul style="list-style-type: none"> • Unknown, dependent upon Governing Board's action at future meeting.
Deny the request and ask Metro to further explore the uses of alternative funding sources for the shortfall as identified in	<ul style="list-style-type: none"> • The GLCA would not be able to award a contract. • This reduction in funding would require the GLCA to further reduce the scope of 	<ul style="list-style-type: none"> • Would allow up to \$199M in funding to be used for potential 	<ul style="list-style-type: none"> • Would allow up to \$199M in funding to be used for future subregional call for projects.⁷

² The GLCA prepared an extensive review of the full impacts of this action, included as Attachment B.

³ Staff has gained verbal concurrence from Metro and Gold Line staff that this funding allocation would be the "last used" funds for the project (i.e. would be used as part of the contingency). Therefore, any funds not expended to complete the alignment to Pomona would be returned to the SGVCOG MSP subregional equity fund balance for re-programming to other projects. If this action is approved by the Governing Board, staff would clarify that the Governing Board's approval was contingent upon receiving confirmation of this agreement in writing.

⁴ Currently, no funding source has been identified to complete the project as originally scoped to Montclair. However, the GLCA required bids to include an option to complete this segment, provided that the GLCA provides direction to the selected firm within two years of award of contract. This would provide the GLCA two years to secure the additional funds needed to pay for this segment. The GLCA anticipates pursuing State funding to fill this gap.

⁵ The relative late letter of request from Metro and a scheduled contract award by the Gold Line Foothill Authority for August 14th, did not provide opportunity for the SGVCOG's Public Works, Planning, and City Manager Technical Advisory Committee to evaluate the request and provide recommendations. In addition, there was insufficient time to schedule a special meeting of the Transportation Committee. It should be noted that all prior programming of Measure M funds as noted above in the background section of this report had the benefit of these reviews.

⁷ Any funding used to reduce funding gaps for other large capital projects would reduce the funding for subregional call for projects.

their report to the Metro Board on this matter (Attachment C).	the project, requiring additional environmental clearance work and re-bidding. This would have an anticipated delay of up to 2 years and an unknown, but significant, impact of costs. ⁶ • Potential loss of \$290.2M TIRCP grant due to failure to meet terms of grant.	project shortfalls or for acceleration.	
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Table 1.
Summary of Alternatives and Impacts

CURRENT STATUS

Table 2 provides summary of the status and funding for large capital projects in the San Gabriel Valley.

⁶ While the exact increase in costs of the project were to be rebid are unknown, GLCA anticipates that bids would increase >5% annually. The cost impact of further reducing the scope of the project has not been made publicly available.

REPORT

Project	Status of Project	Estimated Cost ⁸	Secured Funds ⁹	Source(s) of Secured Funds	Funding Gap
SR-71 ¹⁰	<p><u>South:</u> 90% designed; right-of-way (r/w) acquisition under way; anticipated for bidding in late 2019.</p> <p><u>North:</u> 35% designed; no r/w acquisition underway; anticipated for bidding in late 2022</p>	<p><u>South:</u> \$175.5M¹¹</p> <p><u>North:</u> \$305.8M</p> <p><u>Total:</u> \$481.3M</p>	\$379.8M	<ul style="list-style-type: none"> Measure M: \$249M Repurposed Federal Earmarks: \$58.047M Traffic Congestion Relief Funds: \$8.8M Regional Improvement Program Funds: \$20M TCEP: \$44M 	<p><u>South:</u> -</p> <p><u>North:</u> \$101.5M</p> <p><u>Total:</u> \$101.5M</p>
SR 57/60 ¹²	<p><u>Phase 2</u> 35% designed; anticipated for bidding in 2024</p> <p><u>Phase 3</u> Feasibility study completed</p>	<p><u>Phase 2</u> \$420M</p> <p><u>Phase 3</u> TBD</p>	\$298M	<ul style="list-style-type: none"> Measure M: \$206M (programmed 2025-2031) Other Metro Funds: \$71M SB1: \$22M 	<p><u>Phase 2</u> \$122M¹³</p> <p><u>Phase 3</u> TBD</p>
I-10 Express Lanes	Traffic and revenue study underway	<p><u>Single Lane</u> \$168M</p> <p><u>Double Lane</u> \$1.9B</p>	\$ -	n/a	<p><u>Single Lane</u> \$168M</p> <p><u>Double Lane</u> \$1.9B</p>
Gold Line Foothill Extension	Bids received for Azusa – Pomona extension	\$2.1902B ¹⁴	\$1.447B	<ul style="list-style-type: none"> Measure M: \$1.019 billion Measure R: \$96 million TIRCP: \$290.2 million¹⁵ Local: \$42 million 	<p><u>To Pomona</u> \$126M</p> <p><u>To Montclair</u> ~\$400M-\$500M</p>
Gold Line Eastside Extension	Preliminary Design Phase	\$4.4B ¹⁶	\$3.3B ¹⁷	<ul style="list-style-type: none"> Measure R Measure M 	\$1.05B ¹⁸

Table 2.
Funding & Status of Current Projects.

⁸ The cost estimates listed in this table are based on the most current information available as of publication of this report, which may include informal assessments made by project managers. These numbers may differ from adopted project budgets or other published cost estimates and are for illustrative purposes only.

⁹ In addition to funds that have already been secured, Metro has commitments to secure additional funding for a number of these projects. These “committed funds” may come from a number of sources, including Statewide competitive grant programs or formula funds. Given that these funds are not yet secured, it is unknown when they would be available for use. This could potentially result in project delays. Use of MSP subregional funds could potentially be used in place of or as a supplement to a portion of these funds and allow for projects to remain on schedule or be accelerated.

¹⁰ For construction purposes, the SR-71 has been separated into two segments. The South Segment terminates at Mission Boulevard. The North Segment is from Mission Boulevard to the I-10.

¹¹ Estimated cost this segment was originally \$175.519M.

¹² These costs only reflect Phase 2 of this project and not Phase 3.

¹³ The Metro Expenditure plan assumes the compliment of \$565M in non-Measure M sources for this project. Therefore, the funding gap represents a combination of funding that has been committed and not secured and a funding gap to cover the remaining balance of Phase 3 once the scope and costs for that phase of the project has been determined.

¹⁴ The portion of the project outside the boundaries of Los Angeles County would be paid for by SBCTA.

¹⁵ This funding is for the full scope of the project to Montclair. Metro staff is working to ensure that the funds remain eligible for use given the new phasing.

¹⁶ The cost estimates, secured funding, and funding gap represent construction of only one alignment of the project. This is for illustrative purposes only.

¹⁷ This project would be subject to the 3% local contribution requirement, which requires cities with stations along any Measure M-funded light-rail transit project to contribute a combined total of 3% of the cost of the project as estimated at the 30% design phase.

ALTERNATIVES FOR ADDRESSING FUNDING GAPS

To evaluate this request in conjunction with the other shortfalls identified in Table 2, SGVCOG evaluated potential additional funding sources. The following is a non-exhaustive list of programs that could provide funds:

- SGVCOG's MSP "Highway Demand Program": \$231M available between 2018-2057;
- SGVCOG's MSP "Highway Efficiency Program": \$534M available between 2048-2057;
- SGVCOG Subregional Equity Program: \$199M;
- State Funding (e.g. SB 1 competitive grants); and
- Borrowed HOT Lanes Revenue.

The applicability of each of these funding sources to each project is shown in Table 3.

Project	Funding Gap	Potential Funding Sources				
		Highway Demand Program	Highway Efficiency Program	Subregional Equity Program	State Funding	Borrowed Toll Lanes Revenue
SR-71	\$101.5M	X	X	X	X ¹⁹	
SR 57/60	\$122M	X	X	X	X	
I-10 Express Lanes	\$168M (single lane) \$1.9B (double lane)	X		X		X
Gold Line Foothill Extension	\$126M (to Pomona)			X		
Gold Line Eastside Extension	TBD			X		

Table 3.
Potential Funding Sources for Project Funding Gaps

Prepared by: Mark Christoffels
Mark Christoffels
Chief Engineer

Approved by: Marisa Creter
Marisa Creter
Executive Director

¹⁸ It is anticipated that there are only sufficient funds available to construct one alignment of the project in early years (i.e. 2029-2035). The other alignment would not have funding available until 2053. It is anticipated that the secured funding is insufficient to construct both alignments.

¹⁹ The Southern Phase is not eligible for additional SB1 funds, having already been awarded construction phase funding, but SB1 funds could be sought for the second phase.

ATTACHMENTS

- Attachment A: Metro letter requesting funding allocation for Gold Line
- Attachment B: Correspondence from GLCA
- Attachment C: Metro report on funding options for Gold Line Foothill Extension
- Attachment D: Resolution 15-24
- Attachment E: Correspondence to Metro Regarding Proposed Ballot Measure

APPENDIX 1: BACKGROUND OF PREVIOUS MEASURE M FUNDING RECOMMENDATION

In 2015, SGVCOG staff developed 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) 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.

Using a population- and employment-based formula and assuming a 40-year sales tax measure would be approved, as well as an extension of the current Measure R sales tax, the San Gabriel Valley's subregional share was estimated at \$3.325B in current dollars for transportation capital projects. The legislation authorizing the half-cent sales tax measure on the November 2016 ballot required 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 requested each COG establish a list of projects and programs to be funded using each subregion's share of anticipated revenue. The SGVCOG's Transportation Technical Advisory Committee (TAC) was tasked with establishing a list using the adopted Mobility Matrix.

On May 21, 2015, the SGVCOG Transportation Committee met to discuss the TAC's recommendations. While there appeared to be general consensus on the recommendations from the TAC, there was a lengthy discussion regarding the cost estimated for the proposed Gold Line Eastside extension and the amount of new sales tax revenues needed to ensure project progress. This resulted in a special SGVCOG Transportation Committee meeting held on July 23, 2015, for the Committee to finalize their recommendations for final approval by the full COG Governing Board at their August 20, 2015 meeting.

At the meeting, the SGVCOG Transportation Committee discussed in detail the proposed funding allocations based upon the TAC's original recommendations as well as requests to provide more funding in the Active Transportation and Transit Programs. The following modifications were made in order to accommodate that request:

- \$369M shifted from the Highway Efficiency Program upon an agreement with the 710 coalition to eliminate \$105M in measure funding in return for COG support of Public-Private Partnership efforts to fund that project;
- Reductions made for the 605/60 and 605/10 interchange improvements, which had cost estimates based on early evaluations and because of opportunities to leverage limited measure funding to secure state and federal grants.

Funding for the 57/60 project was maintained because of project readiness and cost estimate confidence.

This final proposed funding of projects was approved by the Governing Board on August 20, 2015 with some minor changes as noted below:

- Gold Line Foothill was funded at \$1.019B (the estimated project cost but less than the full contingency)²⁰
- Gold Line East Side SR-60 at \$543M (resulting in the project not fully funded)
- Bus System Improvements funded at \$55M
- 605/10 & 605/60 at \$369M (with \$30M moved from the SR 71 project)
- SR-71 to be included in the “Accelerated Funding” category to assure programming within the first 10 to 15 years.
- SR-710 North was omitted from the measure but remained an LRTP Project under Public Private Partnership Funding.

In addition to the large capital projects that were specifically named, the SGVCOG Governing Board approved funding for multi-year subregional programs (MSP). These funds would be made available to cities for local projects with a regional focus via a call for projects process that was to be managed by the subregional entity.²¹ The funding was allocated across the following categories:

- Active Transportation Program (Including Greenway Project): \$231M
- Bus System Improvement Program: \$55M
- First/Last Mile and Complete Streets: \$198M
- Highway Demand Based Program (HOV Ext. & Connect.): \$231M
- Goods Movement: \$33M
- Highway Efficiency Program: \$534M
- ITS/Technology Program (Advanced Signal Technology): \$66M

Attachment D is a copy of Resolution 15-24, which adopted the regional priority projects and programs with specified funding amounts. That resolution was approved unanimously.

When this recommended allocation was forwarded to Metro, it was accompanied by a footnote indicating an acknowledgement that the Gold Line Foothill extension allocation did not include a full 25% contingency normally required by Metro and that the Gold Line Eastside Extension allocation was based on a preliminary cost estimate that would be subject to further refinement by Metro.

²⁰ In 2017, Metro approved an agreement with the Gold Line Construction Authority (GLCA) which identified the total Life of Project Budget for the project to be \$1.4B. This was for the full Phase 2B extension in Los Angeles County. When bids were received last year, they significantly exceeded the total funding available (which, as noted was the original life of project budget inclusive of all project cost and contingency). Therefore, Metro coordinated with the GLCA to further phase the project and solicit bids for a segment only to Pomona. Additionally, several other steps were taken to further reduce costs, consistent with Metro's Unified Cost Management Policy. However, the actual bids received for this current, partial segment now exceeds the original life of project budget by \$126M. The request for \$126M is only to fulfill the shortfall to reach Pomona.

²¹ While Metro provided the subregions with broad authority in managing the call for projects process, the subregion cannot move funding between modes (e.g. highway and transit) without approval of the Metro Board of Directors. The shifting of funds can only occur once every ten years.

At their meeting of April 21, 2016, the Governing Board endorsed Metro's draft expenditure plan for the proposed 2016 LA County Transportation Ballot Measure as shown in Attachment E. The expenditure plan matched the expenditure plan approved by the Governing Board. On June 23, 2016, the Metro Board formally approved the expenditure plan, enabling ordinance, and recommended that the Board of Supervisors place the ballot measure on the November 2016 ballot. The adopted expenditure plan was based on revenue availability without any borrowing. This meant that projects and programs were to be spread over the entire revenue period.

At the June 2016 meeting of the Metro Board, the Board approved "adopting the Ordinance, including Expenditure Plan, to implement Los Angeles County's Traffic Improvement Plan through a transportation sales tax measure." The ordinance was placed on the November 2016 County Ballot and approved by the voters.

During Board deliberations, an amendment was introduced and adopted that directed the CEO to add a new "Multi-Year Subregional Program" in the Los Angeles County Transportation Expenditure Plan named "North San Fernando Valley Bus Rapid Transit Improvements." This action would program \$180 million from the Measure M "System Connectivity" portion of the Transit Construction subfund. Director Fasana introduced an amendment which was adopted that would "provide equivalent funding based on the original allocation of funding (i.e. \$180 million is 13% of such funding based on the San Fernando Valley's share) to each of the other subregions to assure and maintain equitable funding." This action resulted in language being included in the Ordinance Expenditure Plan that added "sub-regional equity funding; the San Gabriel Valley's share being \$199 million."²²

This expenditure plan was approved by the voters in the November 2016 election.

²² The ordinance did not specify the year of expenditure for the Sub-regional Equity Funds, however subsequent to the passage of Measure M, Metro staff programmed the funded for FY2043, unescalated. Any acceleration in programming these dollars would result in severe discounting to current day dollars. At the June meeting of the Board of Directors, Directors Fasana, Barger, Solis and Garcetti introduced a motion, which was unanimously approved clarifying language: Through this motion, the Board reaffirmed that each subregion's Subregional Equity Program allocations as listed in the Measure M Expenditure Plan (line item 68m, note s) is listed in FY2015 dollars, consistent with all other figures in the "Most recent Cost Estimate" columns of the Measure M Expenditure Plan. These allocations would then be escalated to year of expenditure in accordance with the escalation policies in the Measure M expenditure plan.



Metro

Los Angeles County
Metropolitan Transportation Authority

Attachment A

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

July 29, 2019

Ms. Marisa Creter
Executive Director
San Gabriel Valley Council of Governments
1000 S. Fremont Avenue,
Unit 42; Bldg A-10N, Suite 10-210;
Alhambra, CA 91803

RE: Metro Gold Line Extension to Claremont

Dear Ms. Creter:

Pursuant to the action of the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors at their July 25, 2019 meeting, Metro is requesting the concurrence of the San Gabriel Valley Council of Governments (SGVCOG) for the use of \$126 million in Subregional Equity Program funds identified for the San Gabriel Valley under the Measure M Multiyear Subregional Program. The funds will be used to backfill a funding shortfall caused by higher than expected bids for the Metro Gold Line Extension to Pomona. As the first phase of the extension to Claremont, this action is critical to proceeding with the award of the design-build construction contract in August 2019 and to hold the current bids and pricing for the project.

We appreciate the continued support of the SGVCOG in the delivery of the Gold Line Foothill Extension project. Metro is committed to working with the SGVCOG to explore funding options on a case by case basis for remaining projects within the Subregion that are shovel ready. Should you have any questions, please contact Rick Meade, Senior Executive Officer, Program Management at meader@metro.net or (213) 922-7917.

Sincerely,

Phillip A. Washington
Chief Executive Officer

Copies:

Mr. John Fasana, Board Director, Los Angeles County Metropolitan Transportation Authority
Mr. Habib Balian, Chief Executive Officer, Gold Line Foothill Extension Construction Authority

Why does the SGVCOG need to act on this matter at this time and what are the consequences should the Governing Board defer or deny the request?

The competitive design-build procurement for the extension of the Foothill Gold Line from Azusa to Montclair began nearly two years ago and is at its final stage with pricing secured to

complete the project to Pomona in 2025 and to Montclair in 2028. Final proposals have been received and are under evaluation. If the contract is not awarded in August, there is a highly substantial risk that the current bids will no longer be valid and the project would need to be re-procured.

With the projected increase in mega-project construction pricing in the Los Angeles area, re-procuring the project could result in new bids that are several hundred million dollars more

than the current bids; with at least a two-year delay to project delivery to Pomona, and effectively eliminating the possibility of funding the extension to Claremont and Montclair before 2028.

Importantly, by allowing the project to move forward, the region takes advantage of building a project that is more than shovel ready – it is ready to go now. It has been environmentally cleared, has completed 30% to 60% design (depending on the element) and stands at the finish line of a competitive procurement. Finally, delaying the project would delay the significant benefits the project brings to the San Gabriel Valley and the region:

Benefits of Completing the Foothill Gold Line to Pomona now:

- Delivers the majority of Glendora to Montclair light rail extension in 2025, including four new light rail stations, 95% of the freight track relocation, 72% of the structures, and 76% of the grade crossings; with the possibility of completing the entire project to Montclair by 2028.
- Extends light rail service to the fastest growing cities in the San Gabriel Valley:
 - SCAG projects that the SGV will grow by 11.4% to more than 2 million people in the next two decades; the Foothill Gold Line cities will accommodate more than 41% of that population and 54% of the job growth in the Valley during that period.
- Increases ridership on the Metro system by an estimated 11,600 daily weekday boardings in the first decade of operation, reducing vehicle miles traveled and associated greenhouse gas emissions.
- Provides a critical link between the Metro and Metrolink systems at the Pomona Station – providing rail connections for hundreds of thousands of people currently traveling between Western San Bernardino and the Foothill Gold Line cities in Eastern Los Angeles County each day.
- Generates as much as 17,000 jobs, more than \$2.6 billion in economic output, more than \$1 billion in labor income and nearly \$40 million in tax revenues for Los Angeles County during the five-year construction period alone.
 - Passenger service will continue to generate tens of millions of dollars in economic output annually, plus create hundreds of permanent jobs.

Attachment B

- Maintains momentum for planned private investment within a half-mile of the future stations:
 - To date, the Foothill Gold Line has already spurred \$1 billion in private investment in residential and commercial development, with an additional \$600 million of investments already planned, within a half-mile of a current and future extension station.
- Provides new rail connections to two dozen more colleges and universities within a short walk, bike ride or bus ride from a future station; the LA County Fairplex and expands access to the San Gabriel Mountains National Monument and several regional public parks near the future stations.

**Board Report**

File #: 2018-0789, **File Type:** Motion / Motion Response**Agenda Number:** 34.

**CONSTRUCTION COMMITTEE
JANUARY 17, 2019****SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

DIRECT the Chief Executive Officer to pursue negotiations with the Gold Line Authority to ensure the extension of the Foothill Alignment to Pomona station as a first phase, consistent with the provisions of Board-adopted Measure R and Measure M Unified Cost Management Policy.

ISSUE

At the December 2018 meeting, the Board approved Motion #40 by Solis, Fasana, Garcetti, Najarian and Barger, that the CEO report back to the Board in January 2019 with options for initial funding to extend the first phase of the Gold Line Extension to Claremont beyond La Verne to Pomona, along with a funding strategy for the second phase consisting of Claremont and Montclair.

DISCUSSION

The Gold Line Extension to Claremont is a proposed light rail transit (LRT) line starting from the existing Metro Gold Line Azusa station. The project is environmentally cleared for a new LRT service from Azusa to Montclair. The project development and construction is managed by the Metro Gold Line Foothill Extension Construction Authority (Construction Authority). Consistent with the Metro Board action on the 2009 Long Range Transportation Plan, the project was prioritized in the 2016 Measure M Ordinance and Expenditure Plan for \$1.02 billion in Measure M funds at the beginning of the Measure M program. Additionally the project was prioritized for state discretionary funds resulting in an award of \$249 million of Transit and Intercity Rail Capital Program (TIRCP) funds. In July 2017 Metro and the Construction Authority entered into a funding agreement (Foothill Extension Phase 2B Funding Agreement -- Glendora to Claremont) for \$1.36 billion covering Metro's commitment of the \$1.02 billion in Measure M, \$249 million in TIRCP, and \$96 million in Measure R savings from the Foothill Extension Phase 2A project. Any project cost increases that follow execution of the funding agreement are governed by the Metro Measure R and Measure M Unified Cost Management Policy (Policy) adopted by the Metro Board in July 2018.

The Construction Authority received construction bids this year that exceed the budget for the project by \$570 million. Because of this cost increase, the Construction Authority intends to reduce the initial scope of the project and end the line at La Verne - two stops short of Claremont - and begin

operations in 2025. The Construction Authority Board has approved their plan to restructure the construction contract under the shorter segment to La Verne, with an option to extend the project to Claremont and Montclair should funding become available. However, the Board's position stipulated in Motion #40 is that a first segment extend at least to the planned Pomona station. A working cost estimate from the Construction Authority for that additional segment beyond La Verne station totals roughly \$230 million.

This report addresses the provisions of the Metro Measure R and Measure M Unified Cost Management Policy, as this policy guides the management of Measure M projects that experience cost increases, and the Funding Agreement between Metro and the Construction Authority relating to the Glendora to Claremont segment of the project. This includes options to fund the project to Pomona and a strategy to fund the project to Claremont. This report does not include options to fund the Claremont to Montclair segment of the project, as this would involve funding from San Bernardino County and is outside the control of Metro.

Unified Cost Management Policy

The funding agreement between Metro and the Construction Authority identifies the requirements of the parties to the agreement in the event of a cost increase. The agreement specifically states that the Construction Authority will comply with the Unified Cost Management Policy as adopted and amended by the Metro Board and, in the event of a funding shortfall, the Construction Authority agrees to pursue and provide the funding needed to complete the project. The Metro Board adopted the updated Measure R and Measure M Unified Cost Management Policy in July 2018, and this policy should be considered as it identifies the process for addressing a cost increase, including the funding that should be considered. Per the policy, Metro must consider, in descending order, the following steps in the event of a funding shortfall.

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

Because of these steps, this report focuses on potential cost reductions and new local revenues. Even though the construction funding and a Life of Project Budget (LOP) for the Gold Line Extension to Claremont project has been achieved, via Measure M funding commitments and the supporting Funding Agreement with the Construction Authority, as a Metro priority, the policy does not make Metro funding for project cost increases a priority.

Funding Options to Pomona

The proposed funding plan considers the requirements of both the Unified Cost Management Policy and the provisions of the Funding Agreement.

Cost Reductions

Beyond new revenue sources for the project, Metro has identified potential cost reductions that may reduce the amount of funding needed to extend the project to Pomona and Claremont. Metro staff estimates that Metro's costs attributable to the project (including staff time, vehicles, and contingency) could be reduced by \$74 million. Betterments on the project could be removed from the scope, lowering the project cost by \$5 million. The Construction Authority has recently estimated that value engineering could lower the project cost by \$54 million. In total, Metro staff estimates that \$133 million in cost reductions could be achieved on the extension of the project from Azusa to Pomona. Potential additional cost savings related to downsized parking requirements may also be considered.

Local Funding

The project is eligible for both Measure M and Measure R funding and is allocated, per the Funding Agreement, 100 percent of the available funding identified in the respective sales tax ordinances. The Gold Line Foothill Extension project has been a Metro funding priority and as such was allocated \$1.754 billion in Measures M and R. The Measure R funding is the balance of unspent funds from the related Gold Line to Azusa project. Additional Measure M or Measure R funding would involve the amendment of the ordinances and diversion of funding from other identified or programmed Metro uses.

Measure M also includes funding for several multi-year subregional programs (MSP) within the San Gabriel subregion, and this geographic region encompasses the project. The MSP subregion (represented by its Council of Governments) could allocate a portion of the funding for the project. There are two transit-eligible MSP programs with funding available beginning Fiscal Year (FY) 2018: the Bus System Improvement Program and Subregional Equity Program. Metro expects to program \$4.8 million of the Bus Improvement MSP funding to the subregion in FY 2024 to FY 2028, which could be contributed to the project. Further, Metro has assigned \$199 million for the Subregional Equity Program that would be available to the San Gabriel Valley subregion, funded from Measure M, beginning in FY 2043. To utilize this funding for the project, it would need to be accelerated. In order to mitigate the impact of accelerating the funds on other Metro projects and programs, the funding could be "discounted" or reduced (assuming the funds are advanced using debt financing), resulting in approximately \$66.2 million for project construction. Supporting administrative actions to access subregional equity funds need to be developed.

Measure M, as well as Measure R and Propositions A and C, provide "local return" funding to the five cities with project stations. The cities will receive an estimated \$237 million of local return over the ten year period FY 2020 to FY 2029 and could contribute a portion to the project. If the cities contributed 25%, \$59.3 million would be available for the project.

In addition, the cities can potentially contribute additional funding for the cost increase through value capture financings at areas surrounding each new station. This would involve the creation of a new taxing district, such as the "benefit assessment district" that Metro utilized for the initial segment of the Red Line subway. A city-established benefit assessment district or comparable entity could potentially generate \$10 million at each station by leveraging future tax revenue, and legislative authority currently exists to do so.

State Funding

The State has already granted the project \$249 million (Los Angeles County portion to Claremont) through the Transit and Intercity Rail Capital Program. Additional state discretionary funding (where Metro would compete for the funding) for a Pomona or Claremont extension is not probable, given the project has experienced a cost increase and potential scope reduction.

Metro does receive quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). Metro has programmed all of the projected RIP funding through FY 2036. The LPP program may have approximately \$50 million of funding available over the next ten years (through FY 2029) that could be allocated to the project, subject to the provisions of the existing Unified Cost Management Policy and Funding Agreement with the Construction Authority. Due to other programming commitments, LPP funding capacity has been identified specifically for the funding strategy to Claremont with recognition that the Construction Authority has up to 24 months following the initial contract award through Pomona to exercise the option to Claremont.

Federal Funding

The project was not cleared through the federal environmental process and is not currently eligible for federal grant funding.

The following table shows that the aggregate of new local revenues and cost reduction options total \$303.3 million, a combination of which should be sufficient to fund the extension of the project to Pomona.

Gold Line Extension – Azusa to Pomona Potential Funding Sources/Cost Reduction (\$ in millions)		
Funding Source	Amount	Year Available
Multi-Year Subregional Program	\$4.8	2024
Subregional Equity Program*	66.2	2020
Local Return (25% of total; FY 2020 to 2029)**	59.3	2020
Value Capture Financings	40.0	2024
Scope Reductions/Value Engineering	133.0	2019
Total	\$303.3	

* Represents “discounted” value of \$199 million assumed to be available to San Gabriel Valley subregion beginning in 2043, which totals 33% of the 2043 value.

** Represents 25% of the \$237 million cumulative Measures M and R and Propositions A and C Local Return funds, estimated for the 5 project corridor cities.

Funding Strategy to Claremont

In order to fund the additional cost of extending the project to Claremont, future local return revenue could be allocated to the project. A debt financing of 25% of future local return revenue could produce an additional \$168.3 million. The extension would add one station with value capture potential of \$10 million; parking reductions may also be considered. Should Metro contribute regional funding to the cost increase, \$50 million of LPP funds are projected to be available. The new local and regional revenues total \$228.3 million and could be sufficient to fund the project extension to Claremont by FY 2029. The Construction Authority has recognized that the terms of their procurement would provide up to 24 months following the initial contract award to exercise the contract option to Claremont and Montclair providing additional time for specific funding decisions to be made.

Gold Line Extension – Pomona to Claremont Potential Funding Sources/Cost Reduction (\$ in millions)		
Options	Amount	Year Available
Local Return (25% of total; FY 2030 to 2055)	\$168.3	2029
Value Capture Financings	10.0	2024
Local Partnership Program (State funds)	50.0	2026
Total	\$228.3	

Consistency with Metro's Equity Platform

The delivery of the Gold Line Extension with a first phase to Pomona is significant to both Metro's Equity Platform and the State TIRCP funding award as the City of Pomona is the most disadvantaged community along the corridor according to state-recognized Disadvantaged Communities criteria.

DETERMINATION OF SAFETY IMPACT

There are no safety impacts resulting from this Board report.

FINANCIAL IMPACT

There are no financial impacts or impact to budget resulting from this Board report. Metro staff will return to the Board with specific financial impacts of any funding options that the Board may exercise in the future.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Ensuring the delivery of the Gold Line Extension with a first phase to Pomona will assist in implementing the following goals of the Metro Vision 2028 Strategic Plan:

- Goal #1: Provide high-quality mobility options that enable people to spend less time traveling.

- Goal #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

As part of the assessment of local funding options, Metro staff recognizes that all of the cities across the Gold Line Extension corridor are receiving new local transportation funding through the passage of Senate Bill 1 (SB 1) in 2017. The current annual estimate of these funds by city for FY 2018/19 is presented below. While these funds are eligible for use on the Gold Line Extension, they do not present the same opportunity for debt financing within the required contract period of the Gold Line Extension. As new, flexible funding for the cities, these funds can offset the direct use of any Local Return from Propositions A and C or Measures R and M on the project.

FY 2018/19 SB 1 Local Streets and Roads (LSR) Funding

City	SB 1 LSR Funding
Claremont	\$606,117
Glendora	880,237
La Verne	555,068
Pomona	2,598,581
San Dimas	572,754
Total	\$5,212,757

Source: <http://www.californiacityfinance.com/LSR1805.pdf>

NEXT STEPS

Staff will work with the San Gabriel Valley Council of Governments, local agencies and the Construction Authority to explore funding opportunities to extend the first phase of the Gold Line Extension to Claremont beyond La Verne to Pomona, along with a funding strategy for the second phase consisting of Claremont as outlined in this report. Staff will coordinate with San Bernardino County and the Construction Authority to support their development of an option to Montclair.

ATTACHMENTS

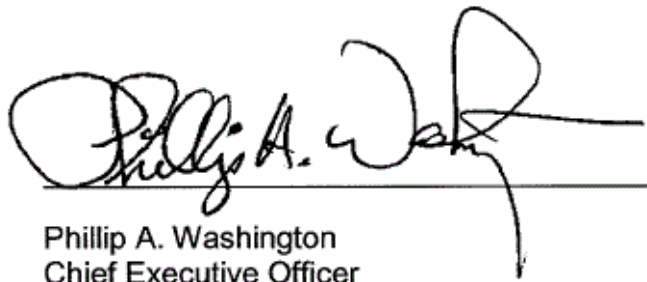
Attachment A - Board Motion #40

Prepared by: Craig Hoshijima, DEO, Countywide Planning & Development, (213) 418-3384
Wil Ridder, EO, Countywide Planning & Development (213) 922-2887
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251
Rick Meade, SEO, Program Management (213) 922-7917

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Richard Clarke, Chief Program Management Officer, (213) 922-7557
Phillip A. Washington, Chief Executive Officer, (213) 922-7555

File #: 2018-0789, **File Type:** Motion / Motion Response

Agenda Number: 34.



Phillip A. Washington
Chief Executive Officer

Attachment C
Metro

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

**Board Report**

File #: 2018-0772, **File Type:** Motion / Motion Response**Agenda Number:** 40.

**REGULAR BOARD MEETING
DECEMBER 6, 2018****Motion by:****SOLIS, FASANA, GARCETTI, NAJARIAN & BARGER**

The Foothill Gold Line extension from Azusa to Claremont is the first Measure M project to break ground. This Foothill Extension has unique opportunities for our county, and its completion will afford our region significant benefits. It is estimated that during construction alone, the project will generate 17,000 jobs and more than \$2.6 billion in economic output locally. The line has already begun to generate growth around the future stations and has unprecedented opportunity for significantly more growth through envisioned transit-oriented developments that can afford tens of thousands of desperately-needed housing units within a half-mile of the future stations. Additionally, with the extension's future connections to two dozen more colleges and universities, the Pomona Fairplex, the Inland Empire and more, it is anticipated that the line will attract more than 28,000 daily passengers in its opening year. This will divert 20% of vehicle trips from local freeways and streets, reduce 146,700 vehicle miles traveled, and provide significant reduction in greenhouse gas emissions.

However, current economic and market conditions have resulted in the project needing hundreds of millions of dollars over the project estimate. The funding gap was identified following receipt of bid proposals from four highly-qualified teams competing for the design-build contract. As a result, the completion of the Foothill Extension to Claremont is in jeopardy and action must be taken.

The project was identified by the Metro Board as one of two first priority projects in 2009, when projects promoting regional rationality and equity were approved in the Long Range Transportation Plan. The project was promised to county voters twice - in 2008 and in 2016 with Measures R and M, and is one of the twenty-eight by 2028.

The Foothill Gold Line Construction Authority has proposed to phase construction within the existing procurement so that the first eight miles of the 12.3-mile project, to La Verne, can be completed in 2024; with the potential to complete the entire project by 2028 if additional funding is secured within the first two years following contract award.

While we applaud this proposal and agree we must continue moving forward on this important project, we are not satisfied with even a possibility of the line terminating at the La Verne Station and believe it is critical to fulfill our promise to voters to complete the line to Pomona and to Claremont.

SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT

RECOMMENDATION

APPROVE motion by Solis, Fasana, Garcetti, Najarian & Barger that the Board:

- A. Reaffirm its commitment to complete the Foothill Extension to Montclair as a first priority project, per the final and unanimous vote to approve the 2009 Long Range Transportation Plan, and in accordance with promises made to county voters in 2008 and 2016 when they overwhelmingly supported Measures R and M;
- B. Oppose any actions or proposals that would reduce or eliminate already committed funding secured on behalf of the Foothill Extension project and/or that could disrupt the ability of the Construction Authority to complete the project to Claremont, including but not limited to proposals to introduce new rail service within the future Gold Line corridor that could make it more difficult and more costly to complete the project to Claremont. This directive does not apply to any new or improved Metrolink service as long as there is no project cost of schedule impact to the Foothill Gold Line Extension Project;
- C. Direct our CEO to work closely with the Construction Authority to identify possible funding sources and approaches that could be used to fill the remaining funding gap to build the project all the way to Pomona and to Claremont.
- D. Direct our CEO to report back to the Board in January 2019 with options for initial funding to extend the first phase beyond La Verne to Pomona, along with a funding strategy for the second phase consisting of Claremont and Montclair.

RESOLUTION NO. 15-24

**RESOLUTION OF THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS
ADOPTING PROIRITY PROJECTS FOR THE POTENTIAL FUTURE LOS ANGELES
COUNTY SALES TAX MEASURE TO FUND TRANSPORTATION PROJECTS**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (MTA) is considering the development of a sales tax ballot measure to fund transportation projects, referred to as “Measure R2”;

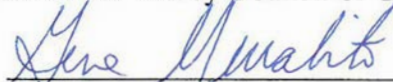
WHEREAS, the San Gabriel Valley Council of Governments (SGVCOG) recognizes that there are numerous transportation improvement needs throughout the region to improve mobility and provide service to the public and has adopted and regularly updated a set of transportation priority projects intended to address those needs;

WHEREAS, the SGVCOG adopted principles for the development of any future sales tax measure in January 2014 and submitted them to the MTA Board of Directors for consideration;

NOW, THEREFORE, BE IT RESOLVED that the Governing Board adopts the transportation priority projects as shown in Exhibit A.

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 20th day of August 2015.

San Gabriel Valley Council of Governments



Gene Murabito, President

Attachment D

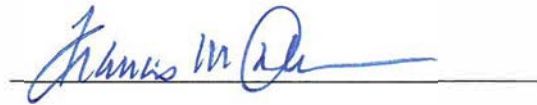
Resolution 15-24

Page 2 of 2

Attest:

I, Francis M. Delach, Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that Resolution 15-24 was adopted at a regular meeting of the Governing Board held on the 20th day of August, 2015, by the following roll call vote:

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



Francis M. Delach, Secretary

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									
					-SR-71										
					-605 Hotspots										
					-60 Hotspots										
Medium					-10 Hotspots										
					-210 Hotspots										
Low															
	Total =	\$1,617,000,000	Total =	\$198,000,000	Total =	\$924,000,000	Total =	\$66,000,000	Total =	\$231,000,000	Total =	\$33,000,000	Total =	\$231,000,000	



Attachment E

April 25, 2016

OFFICERS

President
Gene Murabito
1st Vice President
Kevin Stapleton
2nd Vice President
Cynthia Sternquist
3rd Vice President
Margaret Clark

MEMBERS

Alhambra
Arcadia
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Baldwin Park
Bradbury
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Diamond Bar
Duarte
El Monte
Glendora
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Irwindale
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La Puente
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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

Phil Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: DRAFT EXPENDITURE PLAN FOR PROPOSED BALLOT MEASURE

Dear Mr. Washington:

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), thank you for the opportunity to review and comment on the draft expenditure plan for the proposed countywide transportation sales tax measure. At its April 21, 2015 meeting, the SGVCOG Governing Board took action to endorse the Draft Expenditure Plan, as it generally reflects the funding for projects requested by the SGVCOG in August 2015. Additionally, the SGVCOG requests that Metro make the following clarifications and/ or modifications to the expenditure plan:

- Maintain expenditure timing flexibility to allow for individual project acceleration to match federal or state project grant allocations, and
- Adjust the funding timeframe for the East Side Transit Corridor Phase 2 (SR-60 alignment) so that the project receives its full allocation in the first 15 years of funding.

Additionally, the SGVCOG requests a presentation on the potential measure following Metro's placement of the measure on the ballot.

If you have any questions or require further information, please do not hesitate to contact our office at (626) 457-1800 or sgv@sgvcog.org.

Sincerely,

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

CC: Metro Board of Directors