

**ANALYSIS OF SITES
FOR THE
SOUTHERN
CALIFORNIA
CONSOLIDATION
PROJECT**

**AIR RESOURCES BOARD
MARCH 17, 2016**

AGENDA

- **Project Overview**
- **Site Evaluation Process**
- **Analysis of Sites**
- **Staff Recommendation**
- **Next Steps**

PROJECT OVERVIEW

EXISTING SOUTHERN CALIFORNIA FACILITIES

- **HSL and five leased facilities**
- **Limited heavy-duty testing at MTA in Los Angeles**
- **135,000 sq. ft. of office and laboratory space**
- **About 400 staff**

EXISTING FACILITIES INADEQUATE

- **Stretched beyond capacity**
- **Cannot support existing/future testing needs**
- **Inadequate infrastructure to expand or upgrade equipment**
- **Very energy intensive**

SOUTHERN CALIFORNIA CONSOLIDATION PROJECT

- **Replace and consolidate existing facilities in southern California**
- **Feasibility study conducted to support proposed project**

PROJECT GOALS

- **World-class facility to support motor vehicle emissions standards development, implementation, and enforcement**
- **National and international center for air pollution and climate change research**
- **Support agency initiatives (e.g., freight)**
- **Promote/support zero emission vehicles**
- **Provide secure and pleasant workplace**
- **Incorporate sustainability/energy efficiency goals**

FACILITY AND SITE REQUIREMENTS

- **Facility Size:** 299,000 square feet
- **Facility Site:** 14 - 17 acres
- **Facility Cost:** \$366 million
 - \$264 million for construction
 - \$102 million for equipment
- **Occupancy:** 2020

BUDGET PROCESS

- **FY 15-16 approved budget**
 - \$0.2 million for site evaluations
 - \$5.7 million for performance criteria
- **Supplemental budget language**
 - Site proponents to make formal presentation
 - Joint Legislative Budget Committee review
- **FY 17-18 budget**
 - Submit budget proposal for balance of funds

PROJECT TIMELINE

ACQUISITION/PERFORMANCE CRITERIA

PROJECT TASK	TARGET DATE
Acquire the Site	June 2016
Complete Project EIR	Dec. 2016
Complete Performance Criteria	Jan. 2017
Finalize RFP for Design/Build Contractor	Jan. 2017

PROJECT TIMELINE

DESIGN/BUILD AND CONSTRUCTION

PROJECT TASK	TARGET DATE
PWB Approves Performance Criteria	Mar. 2017
Award Design/Build Contract	Aug. 2017
Groundbreaking	Nov. 2017
Occupancy	Nov. 2020

SITE EVALUATION PROCESS

SITE EVALUATION PROCESS

- **ARB and DGS developed detailed site evaluation matrix**
- **DGS hired four specialized contractors to support analysis**
- **Pomona/Riverside representatives provided information, including formal presentations in October**

SITE EVALUATION MATRIX ATTRIBUTE CATEGORIES

- **Site area**
- **Transportation and circulation**
- **Location**
- **Zoning, local codes, and ownership**
- **Architectural and engineering**
- **Environmental**

SITE EVALUATION MATRIX ATTRIBUTE CATEGORIES

- **Security**
- **Neighborhood character/surroundings**
- **Staff amenities/diverse uses**
- **LEED certification/zero net energy**
- **Alternative fueling**

THREE SITES EVALUATED

ARB/DGS evaluated three sites:

- **Pomona #1 – Pomona Boulevard**
- **Riverside #1 – Technology Court**
- **Riverside #2 – Iowa Avenue**

GENERAL LOCATION OF ALL SITES



POMONA #1

POMONA BOULEVARD SITE



RIVERSIDE #1 TECHNOLOGY COURT SITE



RIVERSIDE #2 IOWA AVENUE SITE



DECEMBER 2015 BOARD UPDATE

- **Status report presented at December 17, 2015 public hearing**
- **Discussed three potential sites**
- **Provided preliminary analysis**
- **Pomona/Riverside representatives provided public testimony**
- **Board provided direction to staff**

BOARD DIRECTION TO STAFF

- Provide opportunity for staff to submit views on site locations
- Conduct detailed evaluation of Pomona #1 and Riverside #2 sites
- Evaluate transit options for staff
- Evaluate transit options for people ARB routinely does business with or interacts with in southern California

ANALYSIS OF SITES

OVERVIEW

- ARB/DGS evaluated over 100 attributes
- All three sites workable
- No site acquisition costs
- Pomona #1 and Riverside #2 sites preferred to Riverside #1 site
 - Topography
 - Elongated site configuration
 - Access to amenities

ATTRIBUTE EVALUATION

- **Most attributes similar**
- **Certain issues warrant more evaluation during site development process**
- **No issue precludes site development**
- **Significant differences in proximity attributes**

POMONA #1 SITE DEVELOPMENT ISSUES

- **Traffic congestion**
- **Adjacent railroad tracks**
- **Biological resources**
- **Seismic assessment**
- **Environmental hazards**
- **Cultural resources**

RIVERSIDE #2 SITE DEVELOPMENT ISSUES

- **Biological resources**
- **Environmental hazards**
- **Agricultural resources**
- **Cultural resources**

PROXIMITY ATTRIBUTES

- Convenient access for general public
- General needs related to enforcement
- Convenient access to major airport
- Distance from South Coast AQMD
- Impact on ARB staff commutes and transit cost differential
- Availability of public transit
- Distance from existing ARB facilities

CONVENIENT ACCESS FOR THE GENERAL PUBLIC

- Characterizes site relative to public, including common stakeholders
- 7 million more people reside within 35 miles of the Pomona #1 site than the Riverside #2 site
- 80 percent of analyzed common stakeholders located closer to Pomona site
- Operational needs improved with better access to general public

GENERAL NEEDS RELATED TO ENFORCEMENT

- El Monte staff conducts enforcement at ports, rail yards, refineries, fuel terminals, and bulk plants
- Most facilities closer to Pomona #1 site, thus reducing travel time by typically 45 minutes to an hour and increasing productivity

CONVENIENT ACCESS TO MAJOR AIRPORTS

Airport	Distance, one-way miles	
	Pomona #1	Riverside #2
Ontario	17	19
Los Angeles International	45	72
Burbank	41	68
Santa Ana Airport	31	43
Palm Springs	86	54

DISTANCE FROM THE SOUTH COAST AQMD

- Pomona #1 site within 5 miles
- Riverside #2 site within 30 miles
- Proximity to the Pomona #1 site would facilitate coordination
 - State Implementation Plan
 - Sustainable Freight Initiative

IMPACT ON ARB STAFF COMMUTES

- ARB analyzed impact of site location on ARB staff commutes
- Analysis based on current residences of ARB staff
- Analysis considered driving distance, driving time, public transit options, and public transit times

ANALYSIS OF DRIVING DISTANCE AND DRIVING TIME

Metric – Employee Round-Trip	Pomona #1	Riverside #2
Median Driving Distance	41 miles	91 miles
Median Driving Time	62 min	115 min
% of Employees with Driving Time of \leq 90 minutes	75%	21%
Median Increase in Incremental Driving Distance	19 miles	64 miles
Total Incremental Change in Annual VMT, miles	603,000	4,083,000
Estimated Annual Increase in Driving Costs/Employee	\$1,100	\$7,500

ANALYSIS OF PUBLIC TRANSIT TIMES

One-Way Transit Times	Percentage of Employees	
	Pomona #1	Riverside #2
60 minutes or less	20%	0%
90 minutes or less	30%	1%
120 minutes or less	58%	7%
150 minutes or less	77%	19%
180 minutes or less	90%	47%

SUMMARY OF ARB COMMUTE ANALYSIS

- Due to the travel distances and time, most ARB staff would likely relocate, retire, or resign if the Riverside #2 site was selected
- Public transit is not a sustainable option for daily travel to Riverside
- Pomona #1 site would minimize impacts on ARB's highly qualified workforce and minimize impact on ARB's operations

ANALYSIS OF ARB STAFF DEMOGRAPHICS

- **Commute analysis based on current staff**
- **Analyzed staff demographics in 2025**
- **Assumptions**
 - **Used all staff as engineers, specialists, and technicians represent over 90 percent of all El Monte staff**
 - **No new staff additions**
 - **No adjustment for turnover**

ARB STAFF DEMOGRAPHIC ANALYSIS RESULTS

Employee Age	Percent of El Monte Engineers, Specialists, and Technicians	
	2015	2025
< 25 years	3	0
25 years - 34 years	20	3
35 years - 44 years	20	20
45 years - 54 years	34	20
55 years - 64 years	20	34
> 64 years	3	23

POTENTIAL IMPACT OF STAFF RETIREMENTS

In 2025:

- **33% of staff are 55 or older and have at least 30 years of service time**
- **Two-thirds of the current staff might still be working at ARB**
- **Therefore, ARB staff commute analysis is valid for many ARB employees in the future**

PUBLIC TRANSIT

- Stakeholders have same regional public transit options as ARB staff
- No regional improvements identified that would reduce transit times
- Local public transit options exist for both Pomona and Riverside
- Local transit expected to improve

DISTANCE FROM EXISTING ARB FACILITIES

- Distance from ARB El Monte facilities to:

Pomona #1 17 Miles

Riverside #2 48 Miles

- Based on normal commute distance
- Significance is related to relocation expenses

RELOCATION EXPENSES

- **ARB must pay relocation expenses for engineers and specialists under certain conditions**
 - **New headquarters at least 35 miles from the existing headquarters**
 - **Other criteria based on current residence and future residence**
- **Riverside site more than 35 miles from ARB El Monte headquarters**
- **ARB estimated costs at \$1 - \$7 million**

RESULTS OF PROXIMITY ANALYSIS

- Proximity important to operational needs
- Pomona #1 site facilitates coordination with the general public, stakeholders, the South Coast AQMD, and facilitates enforcement
- Pomona #1 site minimizes staff commutes, thus minimizing disruption of ARB operations
- Public transit not a sustainable option for commutes to Riverside for existing staff

ARB STAFF SURVEY RESULTS

- **275 responses (70% response rate)**
- **13 questions/15 attributes rated**
- **Top three attributes:**
 - **Proximity to current residence**
 - **Availability of quality transit**
 - **Neighborhood surroundings/site aesthetics**
- **85% prefer Pomona #1 site**

PROXIMITY TO A UNIVERSITY

- Initially explored concept of proximity being a critical attribute
- Explored opportunities with UCR, UCLA, UC Irvine, and Cal Poly Pomona
- After careful consideration, concluded that proximity is useful but not critical
- Research and collaboration will continue with entities that provide best value

SOUTH COAST AQMD PROPOSED ENDOWMENT

- **South Coast AQMD approved a \$1 million endowment to UCR if ARB selected the Riverside site**
- **CE-CERT to use the endowment to develop training and research program for ARB and SCAQMD staff**
- **ARB supports concept regardless of site selected**

STAFF RECOMMENDATION

RECOMMENDED SITE

Based on the comprehensive site evaluation process and consideration of multiple attributes, staff recommends the

Pomona #1- Pomona Blvd Site

NEXT STEPS

NEXT STEPS IF THE BOARD RECOMMENDS A SITE

- **Forward Board Meeting summary to the Department of Finance (DOF)**
- **DOF will transmit the information to the Joint Legislative Budget Committee for 30-day review**
- **ARB will address JLBC comments**
- **ARB and DGS will proceed with site acquisition**

END OF PRESENTATION

THANK YOU

www.arb.ca.gov/socalfacility