



OLDA

AGENDA REPORT ITEM #9

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California. The Authority is composed of the following public agencies:

City of Artesia
City of Bell
City of Bellflower
City of Cerritos
City of Cudahy
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of Santa Clarita
City of South Gate
City of Vernon
Burbank-Glendale-Pasadena
Airport Authority

Chairman

Frank Quintero
Council Member
City of Glendale
Commissioner
Burbank Glendale Pasadena
Airport Authority

Vice Chairman

Luis H. Marquez
Mayor
City of Downey

Secretary

Maria Davila
Mayor
City of South Gate

Treasurer

Michael McCormick
Council Member
City of Vernon

Auditor

Scott A. Larsen
Mayor
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: February 8, 2012

SUBJECT: Update and/or Action Re. Multi-Agency Memorandum of Understanding (MOU) with the California High Speed Rail Authority (CHSRA)

A Memorandum of Understanding (MOU) is being developed to advance investment of up to \$1 billion in southern California. This is part of the California High Speed Rail Authority's (CHSRA) recent efforts to commit to a "Blended Approach" for the construction of a high speed train system in California.

In 2008, the voters of California passed Proposition 1A which authorized the sale of \$9.95 billion in state bonds to partially fund the construction of a high speed rail system. The legislation included \$950 million in funds for local connectivity projects, including approximately \$141 million for the Regional Connector.

California High Speed Rail has programmed approximately \$2.4 billion of the Proposition 1A bond money for a segment in the Central Valley. These funds are a local match for the \$3.6 billion of Federal ARRA grant funds. It includes a requirement to start construction in 2017.

In November, 2011, the CHSRA issued its 2012 Draft Business Plan. Within the plan is a reference to a "Blended Approach" that addresses investment in other locations to link up to the high speed train system.

Local transportation agencies including the Los Angeles County Metropolitan Transportation Authority, Southern California Regional Rail Authority, Southern California Association of Governments and others have been working with CHSRA to further develop the Blended Approach and agree to an MOU.

In January, 2012, there were many discussions involving this MOU. This includes at least the following:

- Up to \$1 billion be invested in connectivity and advance investment projects in Southern California
- The funding benefit passenger travel in Metrolink and LOSSAN corridors
- Agree to MOU by February 1, 2012



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The MOU requires that CHSRA provide \$1 billion in funding from unallocated Proposition 1A funds and other sources by 2020.

There is an effort to develop a preliminary list of candidate projects.

There is also a similar effort being conducted in the Bay Area.

OLDA staff will provide an update regarding the MOU.

RECOMMENDATION

It is recommended that the Board:

1. Discuss the information presented and/or take action; and
2. Receive and file this report.