

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- Burbank-Glendale-Pasadena Airport Authority
  
- Chair
- Karina Macias  
Mayor  
City of Huntington Park
  
- Vice-Chair
- Ali Sajjad Taj  
Council Member  
City of Artesia
  
- Secretary
- Sean Ashton  
Councilmember  
City of Downey
  
- Treasurer
- Vrej Agajanian  
Council Member  
City of Glendale
  
- Internal Auditor
- Jose R. Gonzalez  
Mayor  
City of Cudahy
  
- Executive Director
- Michael R. Kodama
  
- General Counsel
- Teresa L. Highsmith
  
- Ex-Officio
- William Rawlings  
City Manager Representative

**AGENDA REPORT**

**TO:** Members of Eco-Rapid Transit Board of Directors  
**FROM:** Michael Kodama, Executive Director  
**DATE:** November 13, 2019  
**SUBJECT:** **PROPOSED WEST SANTA ANA BRANCH (WSAB) CITY MANAGERS TECHNICAL ADVISORY COMMITTEE – GATEWAY COG BOARD OR DIRECTORS**

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker

**ISSUE**

At the COG Board Meeting of Wednesday, November 6<sup>th</sup>, at the request if the MTA the item was held over until the December meeting. The TAC is estimated to require \$45,000 for the first year for staff support.

The WSAB City Managers TAC would make timely recommendations as needed concurrently to the Boards of Directors of both the Eco-Rapid Transit JPA and the COG. This concurrent reporting relationship would facilitate a high degree of policy coordination and support unified interactions with Metro and other key stakeholders.

**BACKGROUND**

In 2019, City Managers from WSAB corridor cities approached the COG about forming a Technical Advisory Committee (TAC) to provide a venue for these key city staff to engage with project and corridor development. Such TAG's are commonly used to engage city staff in a collaborative, advisory role to decision makers for COG projects, including the 1-710 Corridor Project (1-710 TAC), the 1-605/SR-91/1-405 Project (1-605/SR-91/1-405 TAC), and the Strategic Transportation Plan (STP TAC). The City Managers have requested that the TAC be formed within the COG because the COG's voice is influential in the development of regional transportation projects. The WSAB City Managers TAC has the potential of serving as an effective forum generating consensus positions on a range of technical, financial, and policy challenges confronting the corridor cities. Importantly, Metro staff supports the formation of this TAC.

**RECOMMENDATION**

It is recommended that the Board:

1. Discuss information presented and offer action items; and/or
2. Receive and file the item

**TO:** Board of Directors

**FROM:** Nancy Pfeffer, Executive Director, COG

**SUBJECT:** Proposed West Santa Ana Branch (WSAB) City Managers Technical Advisory Committee

### **Background**

For about 20 years, the LA County MTA (Metro), Southern California Association of Governments (SCAG) and the Gateway Cities of Southeast Los Angeles County have been planning for the development and construction of a light rail line along the former Pacific Electric West Santa Ana Branch (WSAB) right-of-way. The project will serve communities that have long lacked access to high quality rail transit service, and the Metro Board has identified it as a “pillar project” among those to be delivered by 2028.

Funds for the project have been identified as part of Metro Measure R and Measure M. In addition, the California State Transportation Agency (CalSTA) has approved over \$300 million of funds from the “Transit and Intercity Rail Capital Program” (funded by California’s SB 1 and Cap and Trade revenues). While these funding commitments are significant, Metro has projected that a revenue shortfall exists for construction of the WSAB project.

A Joint Powers Authority (JPA) known as “Eco-Rapid Transit” was formed in 2003 to involve affected cities in planning for the line. This planning includes the anticipated economic development boost that could accompany construction and operation of the rail line. The JPA Board of Directors and staff have maintained a positive and close working relationship with the COG.

Recently, the offices of Supervisors Janice Hahn and Hilda Solis, in cooperation with Metro Board Chair James Butts, have convened two WSAB roundtables, providing timely project information to the corridor cities and other stakeholders.

### **Issue**

In 2019, City Managers from WSAB corridor cities approached the COG about forming a Technical Advisory Committee (TAC) to provide a venue for these key city staff to engage with project and corridor development. Such TAC’s are commonly used to engage city staff in a collaborative, advisory role to decision makers for COG projects, including the I-710 Corridor Project (I-710 TAC), the I-605/SR-91/I-405 Project (I-605/SR-91/I-405 TAC), and the Strategic Transportation Plan (STP TAC).

The City Managers have requested that the TAC be formed within the COG because the

COG's voice is influential in the development of regional transportation projects. The WSAB City Managers TAC has the potential of serving as an effective forum generating consensus positions on a range of technical, financial, and policy challenges confronting the corridor cities. Importantly, Metro staff supports the formation of this TAC.

Not all affected Gateway member cities are members of the Eco-Rapid Transit JPA. A total of fourteen Gateway member cities are affected by the line, as follows:

|    | City            | Affected By         | Status             |
|----|-----------------|---------------------|--------------------|
| 1  | Artesia         | Station location*   | JPA and COG member |
| 2  | Bell            | Station location    | JPA and COG member |
| 3  | Bell Gardens    | Station location    | JPA and COG member |
| 4  | Bellflower      | Station location    | COG member         |
| 5  | Cerritos        | Line passes through | COG member         |
| 6  | Cudahy          | Station location    | JPA and COG member |
| 7  | Downey          | Station location    | JPA and COG member |
| 8  | Huntington Park | Station location    | JPA and COG member |
| 9  | Lakewood        | Line passes near    | COG member         |
| 10 | Lynwood         | Line passes near    | COG member         |
| 11 | Maywood         | Station location    | JPA and COG member |
| 12 | Paramount       | Station location    | JPA and COG member |
| 13 | South Gate      | Station location    | JPA and COG member |
| 14 | Vernon          | Line passes through | COG member         |

\* A station may serve more than one city, and some cities may have more than one station.

The following describes the membership and other recommended details of the WSAB City Managers TAC.

#### Membership

The recommended membership of the WSAB City Managers TAC would be the City Manager, or his/her designated alternate, of each of the fourteen cities listed in this memo.

#### Scope

A number of major issues concern cities located along the future rail line. Many of these lend themselves well to a collaborative approach. The following suggested initial list of issues includes those the COG staff is aware of currently, but is likely not exhaustive, and is not in any order of priority.

- Developing an approach to the required 3% contribution to Metro from cities along a light rail line (per Measure R and Measure M), and its relation to implementation of first/last mile projects within cities.

- Defining an effective and ongoing role for the corridor cities in any public-private partnership (P3) negotiated and executed by Metro, including any related Project Labor Agreement.
- Fair application of Metro's grade crossing policy along the line, in accordance with cities' wishes and plans.
- Establishing ongoing engagement on the current project-level environmental process (being conducted by Metro and its consultant WSP) to protect interests of the cities and secure meaningful mitigation measures, supported by an effective monitoring system.
- Conducting or participating in any needed advocacy in Sacramento and/or Washington, DC (e.g., for project funding).
- Partnering effectively with Metro regarding community outreach efforts as plans for the line develop.
- Engaging in development of the provisions of the Master Cooperative Agreement with Metro that cover the interests of all the corridor jurisdictions.
- Partnering effectively with Metro in the implementation of the Transit-Oriented Development Strategic Implementation Plan (TOD SIP) completed earlier this year by Metro, the Eco-Rapid JPA, and South Gate.

Regarding the last item, the Metro Board has created a grant program in the amount of \$1.0 million to support corridor cities in utilizing the tools identified in the TOD SIP. A separate agenda report is being made on this item.

#### Reporting Relationship

The WSAB City Managers TAC would make timely recommendations as needed concurrently to the Boards of Directors of both the Eco-Rapid Transit JPA and the COG. This concurrent reporting relationship would facilitate a high degree of policy coordination and support unified interactions with Metro and other key stakeholders.

#### WSAB Ad-Hoc Committee

In May 2019, the COG Board directed the formation of an Ad-Hoc Committee on the West Santa Ana Branch/Eco-Rapid project. It is the COG's recommendation that this WSAB City Managers TAC would replace the Ad-Hoc Committee and perform the necessary coordination role among the cities, the COG, the JPA, and Metro.

#### Staffing and Budget

The WSAB City Managers TAC will be staffed by the Gateway Cities COG. Staff functions would include:

- Preparation for and attendance at TAC meetings, including agenda and

minutes and associated policy analysis

- Coordination and meetings with other entities as needed, including the Eco-Rapid JPA, Metro, and COG.

The COG budget does not currently include funding for these staff functions. We estimate that the cost of these support services, assuming nine TAC meetings per year, would be approximately \$45,000, assuming a knowledgeable consultant is hired at a competitive rate.

### **Recommended Action**

- Approve formation of the WSAB City Managers TAC as outlined above, in place of the previously formed WSAB/Eco-Rapid Ad-Hoc Committee.
- Authorize the COG Executive Director to seek additional funding of \$45,000 to staff the TAC.