

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:

**AGENDA REPORT**

**TO:** Members of Eco-Rapid Transit Board of Directors  
**FROM:** Michael Kodama, Executive Director  
**DATE:** December 11, 2019  
**SUBJECT:** **UPDATE AND/OR ACTION REGARDING METRO 28x28 PILLAR PROJECTS QUARTERLY UPDATE – NOVEMBER 2019**

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**

Metro provides quarterly reports on the 28x28 Pillar Projects of which includes the West Santa Ana Branch/Eco-Rapid Transit Project (WSAB/Eco-Rapid Transit).

**BACKGROUND**

Pillar Projects must begin construction no later than 2023 to have a chance of completion and revenue operations by 2028. A financial gap of \$3.3 billion for capital and interest cost related to an additional \$10 billion of debt financing AND an operations shortfall of \$1.2 billion (over a 10-year period) has been identified. If funding is not met, there will be an impact to the 2023 construction date.

Metro staff has identified various strategies that can be implemented to achieve the schedule.

- Developing phasing strategies which will help accelerate projects from current schedules developed in the Measure M Expenditure Plan;
- Accelerating and integrating the project development/engineering and environmental schedules for each project - getting projects ready for implementation;
- Working with the task force to develop a funding strategy for “best case” project acceleration for all four pillar projects;
- Engaging technical advisors to assist with scheduling, preliminary design, and procurement;
- Engaging P3 financial advisors to prepare business case and value for money assessments;
- Seeking state grant funding in advance of final design and construction;
- Seeking CEQA reform to exempt or reduce state environmental requirements for transit projects;
- Seeking expedited federal capital investment grant funding; and
- Funding FTA capacity to support review of Metro projects.

- 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



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

Not all of the strategies are applicable to all projects. Strategies to accelerate the WSAB/Eco-Rapid Transit project are on this page.

West Santa Ana Branch to Downtown LA	
Strategies Being Pursued:	<ul style="list-style-type: none"> <li>• Develop accelerated schedule that overlaps key activities</li> <li>• Identify funding strategy to accelerate funds</li> <li>• Procure a design-build-finance-operate-maintain P3</li> <li>• Identify a range of scope options that are likely to be feasible</li> <li>• Pursue accelerated state and federal grant funding</li> <li>• Add resources to FTA to support NEPA review process</li> </ul>
Progress to Date:	<ul style="list-style-type: none"> <li>• Obtained SB 1 funds in advance of final design and construction</li> <li>• Hired technical advisors to assist with accelerated project scheduling, preliminary design, and P3 procurement</li> <li>• Reduced the level of pre-procurement preliminary design to support innovation</li> <li>• Hired P3 financial advisors to prepare comprehensive business case, value for money assessment, and P3 procurement strategy</li> <li>• Pursuing Initial Operating Segment with plan for subsequent delivery of full project scope</li> <li>• Working with FTA to identify accelerated funding availability</li> <li>• Funded additional FTA NEPA review resources</li> </ul>
Potential Benefit:	<ul style="list-style-type: none"> <li>• Condensed, accelerated schedule minimizes project development time</li> <li>• Conceptual design and engineering strategy supports earlier procurement and innovation in final design</li> <li>• P3 delivery can add time efficiencies and potentially reduce costs and enhance financial capacity</li> <li>• Accelerated grant funding reduces funding gap</li> <li>• Increased staff available for FTA review of Metro projects</li> </ul>



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

## RECOMMENDATION

It is recommended that the Board:

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