

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

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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: February 12, 2020
SUBJECT: **UPDATE AND/OR ACTION REGARDING GATEWAY CITIES CITY MANAGER TAC**

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

Eco-Rapid Transit staff attended the first meeting of the Technical Advisory Committee. The Gateway Cities Council of Governments (COG) at the request of several City Managers convened the Committee to provide a venue for key city staff to discuss and guide the WSAB Project and Corridor development. Nancy Pfeffer, Director of the Gateway Cities COG, convened the meeting. The Committee members present included representatives from the cities of Artesia, Bell, Downey, Huntington Park, Paramount and South Gate. Additionally, a representative for MTA Board Member, Long Beach Mayor Robert Garcia and Los Angeles County were in attendance. The Agenda included the following items:

- A Chair and Vice Chair were nominated and approved: Mr. John Moreno, Paramount and Mr. Gilbert Livas, Downey respectively;
- A presentation by Metro staff regarding the WSAB Project Environmental Schedule and critical issues – Meghna Khanna made the presentation;
- A discussion by Metro staff regarding funding issues that impact the WSAB project – David Mieger made the presentation;
- A review of Metro’s Public Private Partnership (P3) Process – Colin Peppard made the presentation; and
- Future Agenda Items.

Of interest to the Committee members were the following issues:

- The new Slauson A/Blue Line station is considered a new station and the 3% local match requirement will apply;
- Bell is concerned that it will be difficult to generate local support for the 3% local match without a station within the city limits;
- The I-105/Greenline stations face design issues that have not been completely addressed. The infill new Greenline station may not be subject to a 3% local match;
- Coordination with Caltrans for all freeway crossings is ongoing and may generate design changes;



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- Stakeholders (1-2 parcels deep adjacent to the ROW) were contacted by Metro regarding Historic Preservation concerns (Section 4F-Jurisdiction Concurrence) and have 20 days to respond;
- The project cost, currently estimated at \$6.5 billion, is highly influenced by the need to have a deep subway in the Downtown Los Angeles section of the alignment. That is the critical factor in considering the separate environmental clearance of shorter segments of the project;
- The shorter segments will be highlighted in the environmental documents as alternatives and design options as follows:
 Alt 1 – LA Union Station to Pioneer (the whole length of the project)
 Alt 2 - 7th/Metro Station to Pioneer
 Alt 3 – Slauson Avenue to Pioneer
 Alt 4 – I-105 Freeway to Pioneer
 Design Option 1 – Terminate at Metropolitan Water District building instead of at Union Station
 Design Option 2 – Provide an additional station transfer at the Little Tokyo station.
- Negotiations between Metro for the portion of the ROW that is owned by the UPRR and the Pacific Harbor Line RR are underway. The impact of the negotiations on the cost of the project and/or the schedule of the environmental review is unknown;
- MTA staff has ranked the WSAB Project as having made the most progress toward being “shovel ready” of the four pillar projects by 2028;
- Cost estimates for IOS1 and IOS2 are being prepared and will be distributed in March; and
- P3 remains an opportunity to deliver the WSAB project early and on budget, however, the private sector has identified multiple issues that until addressed represent added risk.
- In a separate study, the consulting team of STV has been selected to head the review of the feasibility of a station at the Rio Honda River Confluence;
- The next meeting of the City Manager TAC will be on February 18, 2020, 2:00 pm at the Gateway Cities COG Offices. The expected topics will focus on:
 - Master Cooperative Agreements
 - Rules for calculating and getting credit for the 3% contribution requirement
 - Implementation of the TOD/TOC recommendations.

BACKGROUND

- The WSAB Technical Advisory Committee has been formed at the request of member cities within the WSAB Corridor to discuss and guide the WSAB Project and Corridor development.
- Eco-Rapid Transit staff attended the meeting that was held on January 21, 2020. Future meetings will be held on a monthly basis or as needed.



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RECOMMENDATION

It is recommended that the Board:

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