



CITY OF COMMERCE AGENDA REPORT

TO: Honorable City Council **Item No.** _____

FROM: City Administrator

SUBJECT: UPDATE ON EASTSIDE TRANSIT CORRIDOR (GOLD LINE)
WASHINGTON BLVD LIGHT RAIL ALTERNATIVE

MEETING DATE: February 19, 2019

RECOMMENDATION:

It is recommended the City Council receive an update report regarding Eastside Transit Corridor (Gold Line) Washington Blvd Alternative and:

- Approve a resolution supporting the Washington Blvd alternative for the Eastside Transit Corridor.
- Authorize staff to coordinate with Gold Line Washington Boulevard cities to advocate accelerated start dates for each project.
- Authorize staff to coordinate in concert with other corridor cities and their respective business communities and organizations to advocate for accelerated start dates, including authorizing a member of the City Council to sign on to a joint letter with fellow Washington Boulevard Coalition cities to Metro and/or other elected officials supporting the Washington alignment.

Issue:

The Metro Governing Board approved the Twenty-eight by 2028 Initiative in January of 2018. The initiative proposed accelerating 28 projects for completion by the 2028 Summer Olympics and Paralympic Games. At last month's Metro Board meeting, Executive Director Phil Washington presented a revised initiative that broadened this concept in scope and is now retitled "The Re-imagining of LA County: Mobility, Equity, and the Environment." PowerPoint presentation from that meeting which was shared with us by the City of Whittier is attached for your information.

The total cost to implement the 28 re-imagine projects is \$42.9 billion, which is very challenging. Twenty of the projects are already slated to be completed by 2028 and accelerated funding is needed for the additional eight projects - including the Gold Line Eastside Extension. The funding gap to accelerate the additional eight projects to meet the 2028 timeframe is \$26.2 billion.

The "Re-Imagining of LA County" initiative that was presented to the Metro Board included the following key actions:

1. Recommend to approve baseline assumptions and priorities for the financing/funding plan to deliver Twenty-Eight by 2028.
 - a. Ensure funding to implement results of NextGen Bus Study
 - b. Preserve annual State of Good Repair allocations
 - c. Maintain current debt limits for Propositions A and C
 - d. Protect Metro's debt covenants
 - e. Ensure funding for ancillary projects of system-wide importance
2. Recommend to approve commitment to convert to an all-electric bus fleet by 2030 as a baseline assumption and priority for a funding/financing plan to deliver Twenty-Eight by 2028
3. Recommend to approve pursuit of creation of a White House Task Force for the 2028 Olympics
4. Receive and File Strategies to Pursue "The Re-Imagining of LA County" (formerly Twenty-Eight by 2028)

Some of the proposals to implement this initiative include:

1. Congestion pricing. Metro staff describes three ways to impose the tolls/charges:
 - Cordon Pricing - Creating a boundary around a central district and charging vehicles to cross that boundary to reduce the number of vehicles entering a central area when demand is higher;
 - VMT Pricing - Charging drivers based on Vehicle Miles Traveled;
 - Corridor Pricing - Pricing all lanes within a high traffic congestion corridor that has a viable public transit alternative, by charging a fee to drivers within the corridor at peak times based on corridor miles traveled at a price high enough "to ensure free flow traffic in the corridor" [deter use by some drivers.]
2. Levying fees on shared devices (dockless electric scooters - Bird, etc.)
3. Levying fees on transportation network companies (Uber/Lyft)

At last month's meeting, the Metro Board did not approve the matter but asked for additional information and funding projections. The matter is back on their agenda for their February 28 meeting.

The City of Commerce would benefit most from the Washington Boulevard alignment of the Gold Line being included as part of the 2028 accelerated schedule. To that end, the Washington Boulevard Coalition has been meeting both at the staff level and last week with Mayor Pro Tem John Soria, who was designated recently as the appointee for this project by the City Council.

Background:

The Metropolitan Transportation Authority (Metro) Eastside Gold Line Phase II light rail project seeks to extend the Gold Line east from its current terminus at Pomona Boulevard and Atlantic Boulevard. The cities of Commerce, Pico Rivera, Santa Fe Springs, and Whittier, formed the Washington Boulevard Coalition to support the Washington Boulevard alternative for these reasons:

- It best supports regional land use objectives.
- It is projected to have the highest number of new riders.
- It provides transit to the highest number of low income households and seniors.
- It provides service to the most transit-dependent population.
- It allows the greatest overall user benefit hours.
- It connects communities by linking regional employment, education, shopping, healthcare, and homes.

Since 2009, Metro staff has been working with staff and Council members of the Washington Coalition cities to develop alternatives for the Gold line extension. Metro released the Draft Environmental Impact Report for the Eastside Extension project area in August 2014 and the City and community provided numerous comments supporting the Washington Boulevard alignment. In November 2014, the Metro Board determined to continue study on both the Washington Boulevard and 60 Freeway alignments and instructed its staff to pursue these technical refinements. In 2017, Metro staff completed Post Draft EIS/EIR Technical studies where they responded to comments and identified a new connection to Washington Blvd. As such, the updated project definitions of Alternatives for Environmental clearance were as follows:

- Washington Blvd LRT Alternative with Atlantic Below Grade
- SR 60 North Side Design Variation
- Combined Alternative builds both SR 60 and Washington Blvd

In late 2018 Metro has re-initiated the Draft Environmental Studies and is advancing conceptual engineering.

Funding

At this time the State and Local (Measure R and Measure M) have identified \$6.0 billion in funding as follows:

- Cycle 1: \$3.0 Billion in Year 2029
- Cycle 2: \$3.0 Billion in Year 2053

The extension of Eastside Transit Corridor (Gold Line) is included in the 28 x 2028 project list, for a single (yet-to-be-determined) alignment.

Analysis:

As noted above, the Washington Blvd alignment will bring about significant benefits to the East Los Angeles region. There is a strong sentiment that this region has traditionally been left out of

the projects from the Tax Measure program. The formation of the Washington Coalition was the first step for the coalition cities to express support and advocate for the Washington Blvd extension. The coalition is also preparing to bring discussions regarding alternative funding opportunities to help expedite the construction of the Washington Blvd. alternative.

Staff requests that Council approve the following:

- Approve a resolution supporting the Washington Blvd alternative for the Eastside Transit Corridor.
- Authorize staff to coordinate with Gold Line Washington Boulevard cities to advocate accelerated start dates for each project.
- Authorize staff to coordinate in concert with other corridor cities and their respective business communities and organizations to advocate for accelerated start dates.

Additionally, Council may provide staff with any appropriate feedback on the structure of the Washington Coalition that city staff seeks to participate in.

ALTERNATIVES:

1. Approve staff recommendation.
2. Reject staff recommendation.
3. Provide further direction to staff.

FISCAL IMPACT:

No impact at this time.

RELATIONSHIP TO STRATEGIC GOALS:

The issue before the City Council is consistent with the 2016 Strategic Plan – Goal #6: “Enhance Quality of Life Goal” and “Maintain and prioritize improvements to City facilities and infrastructures in accordance with adopted master planning documents including the Green Zone Action Plan to accommodate annual and long term goals.”

Approved as to form: Norma Copado, City Attorney
Respectfully submitted: Edgar P. Cisneros, City Administrator

ATTACHMENTS:

1. Resolution
2. Metro Presentation

Gateway Cities Position on the Potential Ballot Measure

The Gateway Cities Council of Governments (GCCOG) Board of Directors submitted its slate of major capital improvement projects to LA MTA staff for inclusion in the above. The GCCOG Board also included several policy recommendations for the Potential Ballot Measure (PBM) as well as commented on project implementation sequencing for major capital projects financed by the PBM.

The disposition of GCCOG policy recommendations and project sequencing recommendations are outlined below. All GCCOG projects are included in the Expenditure Plan, however, the implementation of many these projects is delayed and many projects have been prioritized behind newer undefined projects. The implementation of these newer initiatives represents substantial risk of delay to GCCOG projects as undefined project costs are more likely to experience cost escalation and push GCCOG initiatives and other projects even further out. This is especially true of projects that are heavily reliant on Countywide (non-Measure R or PBM funds). Subregional equity for programming of Countywide funds has not been achieved and recognition of disadvantaged communities and environmental justice issues has not occurred.

For this reason and others, the Gateway Cities Council of Governments cannot endorse the Expenditure Plan as presented in the Ordinance.

	GCCOG Request	MTA Response	Issues/Outcomes
Policy Recommendation <small>Measure R priority</small>	First funding priority for Measure R projects	Not Adopted – new projects placed ahead of Measure R, Some Measure R projects accelerated	Not funding Measure R first allows for newer projects to move ahead, allows Measure R initiatives to be delayed
Performance Metrics	Performance Metrics be applied solely to PBM projects and not retroactively to Measure R 2 nd and 3 rd decade projects.	Not Adopted - Project sequencing established by modeling project performance through the Board adopted Performance Metrics	Assumptions/attributes assigned to new “undefined” projects allow projects to outperform projects with real analysis or environmental documentation
Metrolink Funding	Allocate an additional 1% (for a total of 2%) guaranteed to Metrolink for service improvements and long-term capital projects after 2039	Adopted - Incorporated into the Expenditure Plan	Provides an income stream to expand Metrolink.

3% Local Contribution	Remove 3% local contribution to Major transit projects. Encourage local jurisdictions to invest in community infrastructure such as active transportation, enhanced transit safe pedestrian paths and other First/Last Mile connections.	Not Adopted/Modified - 3% local contribution remains but may be satisfied by building active transportation or First/Last Mile projects (policy under consideration by the Board as a separate action) or cash payment or garnishing future PBM Local Return for 15 years	Most cities can satisfy the requirement through the implementation of projects that benefit the city. In most cases 15-years of PBM local return is more than the 3% contribution.
"Green" Complete Streets	Support the addition of the concept of "Green Complete Streets" to the 2% Active Transportation program carve-out. Increase	Not Adopted	Disconnect between sustainable practices and the construction of active transportation projects
Local Return	Local Return to the cities to 25%; investigate a new formula that does not rely solely on population.	Partially Adopted - Local Return raised from 16% to 17%, may increase to 20% in 2020 if projects have savings. No alternative formula or local return minimum has been offered	Given speculative and undefined nature of some major capital projects, this increase may not occur. Continues inequity for cities with small populations and large mobility issues.
Project Recommendations West Santa Branch	Construct the West Santa Ana Branch/Eco-Rapid Project in two <u>consecutive</u> phases beginning in 2019-2020 or upon completion of environmental clearance and the attainment of a Record of Decision.	Not Adopted – Project start date moved forward 1- year for phase I and Phase II gap accelerated by 6- years.	This project is completed 14 years past the Measure R 2025-27 completion date. Other newer projects move ahead of this project because of performance metric modeling and funding assumptions.

Gold Line Phase II	Commence construction on both alignments (Washington Blvd. and SR-60) for the Metro Gold Line Eastside Extension Phase II within the 2029-2035 Measure R timeframe by extending the PBM last beyond 40-years for a 50-year timeframe that would generate the additional required revenue.	Adopted – The additional alignment is added in 2053 to reflect additional capacity available from the removal of the PBM sunset	The environmental process will help the Board determine which alignment to advance in the 2029-2035 timeframe.
Green Line Norwalk	Accelerate the Metro Green Line Norwalk Extension project development through coordination and potential funding with the state (with Orange County Transportation Authority support) and California High Speed Rail Authority to provide airport access.	Partially Adopted – Project has been accelerated by 5-years	The project has been placed in the System Connectivity category and therefore is funding entirely from Countywide funds.
I-710 Corridor	Accelerate the development and implementation of the I-710 Corridor Improvement project. This corridor improvements project is currently undergoing environmental review with a Record of Decision anticipated in mid to late 2017.	Not Adopted – Project groundbreaking remains in 2026, 9 years after the Record of Decision. The project has been correctly identified by discreet projects and not large phases	Project delay places the I-710 well past current FAST Act funding programs. This project should fall into the System Connectivity category
I-5 (605-710)	I-5 (605-I-710) corridor goals and objective can be best serve by structuring the project into logical segments. The short-term need is to achieve a project definition by completing the environmental review process by 2019	Not Adopted – Although the project has been accelerated by 5-years from 2041 to 2036	This project is funded almost entirely from subregional funds, this [project is nationally significant. This project clearly falls in the System Connectivity category

General Notes: The PBM sunset has been removed and most GCCOG projects have moved up in project implementation. Gateway Cities initiatives are heavily reliant on subregional funds and therefore projects re delayed. Performance Metric modeling has moved new less defined projects ahead of projects with detailed analysis and in some cases environmental clearances. The “black box” modeling allowed for projects with little or no definition to outperform defined projects by in-depth analysis. GCCOG projects cannot be accelerated without significant changes to the Expenditure Plan funding.

Project funds are not equitably distributed over time. The City of Los Angeles gets 50 percent of major projects (10 of 20) in the first fifteen years: Throughout the plan, a disproportionate amount of Countywide funding (non-Measure R, non-PBM funding) is dedicated to City of Los Angeles initiatives (all LA City subregions).

Comparison of Percentage of Total Funds for Major Projects to Percentage of Population:

<u>Region</u>	<u>Funding/% Population</u>
LA City	50:40
South Bay	5:11
SGV	12:16
Gateway	18:20