



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, June 8, 2011

City of Vernon – City Hall
4305 Santa Fe Ave., Vernon CA 90058
Employee Lunchroom

(310) 972-9609 Trisha Murakawa
(323) 963-6922 Rory Burnett

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of May 11, 2011 Meeting
- b. Approval of Warrant Register and Treasurer's Report for May 12, 2011 through June 8, 2011

End of Consent Calendar

5. Public Comments

Those who are wishing to present public comments are restricted to non-agendized items only.

6. Report and/or Possible Action Regarding Fall State Bond Sale – Prop 1-B, Presentation by Michael Turner, Metro
7. Annual Nomination of OLDA Executive Board Members at July Board Meeting
8. Update and/or Action Regarding State and Federal Legislative Issues
9. Update and/or Action Regarding High Speed Rail and Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan

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

Bruce Barrows
Councilmember
City of Cerritos

Vice Chairman

Frank Quintero
Councilmember
City of Glendale

Secretary

Maria Davila
Vice Mayor
City of South Gate

Treasurer

Mike McCormick
Mayor Pro Tem
City of Vernon

Auditor

Scott A. Larsen
Mayor Pro Tem
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans, District 7



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10. Update and/or Action Regarding Southern California Association of Governments (SCAG) Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis Study
11. Update and/or Action Regarding Bob Hope Airport Ground Access Study
12. Approval of OLDA Contract Labor Consulting Services
13. Approval of Criteria for Cerritos Transportation/Land Use Grant
14. Approval to Develop and Release Request for Proposal for Professional Consulting Services for Transportation Land Use Grant
15. Approval to Release Task Order to Group of Consultants from OLDA SOQ List to Respond to a Task Order for a Consultant to Provide Transportation Planning, Project Management and Support Services for Grants
16. Review and/or Possible Action Regarding List of Cities for Third Amended Joint Exercise of Powers Agreement (JEPA)
17. Communication Items to the Board
18. Communication Items from the Board
19. Adjournment

NEXT MEETING: City of Vernon – July 13, 2011

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



OLDA

AGENDA REPORT

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:

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- City of Paramount
- City of Santa Clarita
- City of South Gate
- City of Vernon
- Burbank-Glendale-Pasadena Airport Authority

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **CONSENT CALENDAR**

The items under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of this item unless a Member or citizen requests, in which event the item(s) will be removed from the Consent Calendar and considered separately:

1. Approval of Meeting Minutes from the May 11, 2011 OLDA Board Meeting
2. Approval of the Warrant Register and Treasurer’s Report for May 12, 2011 through June 8, 2011

RECOMMENDATION

It is recommended that the Board:

1. Approve the items in the consent calendar; and
2. Receive and file this report

Attachments

Chairman

Bruce Barrows
Councilmember
City of Cerritos

Vice Chairman

Frank Quintero
Councilmember
City of Glendale

Secretary

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James McCarthy
Caltrans, District 7

DRAFT
MINUTES OF A REGULAR MEETING OF
THE ORANGELINE DEVELOPMENT AUTHORITY
WEDNESDAY, MAY 11, 2011

CALL TO ORDER

City of Cerritos Councilmember and Board Chair Bruce Barrows called the meeting to order at 6:30 p.m.

PLEDGE OF ALLEGIANCE

City of Santa Clarita Mayor Marsha McLean led the assembly in the salute to the flag.

ROLL CALL AND INTRODUCTION OF ATTENDEES

Authority Board Members:

Bruce Barrows – Authority Chair, Councilmember, City of Cerritos
Frank Quintero – Authority Vice Chair, Councilmember, City of Glendale and
President Burbank-Glendale-Pasadena Airport Authority
Tony Lima – Councilmember, City of Artesia
Scott Larsen – Mayor, City of Bellflower
Frank Gurulé – Councilmember, City of Cudahy
Marsha McLean – Mayor, City of Santa Clarita
Maria Davila – Mayor, City of South Gate
Mike McCormick – Mayor Pro Tem, City of Vernon

Others:

Michael Kodama – Executive Director, OLDA
Karen Heit – Transportation Deputy, OLDA
Rory Burnett – Finance Director, City of Vernon and OLDA
Ronald Bates – City Manager, City of Pico Rivera
Mark Hardyment – Director Environmental Programs, Bob Hope Airport
Maria Cristina Quintero – Marketing Director, Michael Kodama Planning Consultants
Alan Huynh – Asst. Transportation Planner, OLDA
Barry Kielsmeier – Business Development Director, OLDA
Norman Emerson – Emerson & Associates
Ian Pari – Sr. Traffic Engineer, City of Santa Clarita
Alan Patashnick – Director, Countrywide Planning, Metro
Bob Huddy – Program Manager, OLDA
Denise Van Stratten – North County Coordinator, OLDA
Maureen Micheline – Board Deputy, MTA
Ara Najarian – Mayor, City of Glendale and Metro Board Member
Bryan Cook – Interim Assistant City Manager, City of South Gate
Hasan Ikhata – CEO, SCAG
Judith Norman – Principal, Judith Norman Transportation Consultant
Rich Macias – Director, Transportation Planning, SCAG
Mark Zannoni – Lea & Elliott
Philip Law – SCAG
Laurie Hunter – Staff, High Desert Corridor JPA
Michael Cano – Deputy Supervisor, County of Los Angeles, Office of Michael Antonovich
Maria Shafer – Minute Secretary, OLDA

ITEM 4 – CONSENT CALENDAR

Approval of Meeting Minutes of April 13, 2011

Approval of Warrant Register and Treasurer's Report for April 14, 2011 through May 11, 2011

MOTION: City of Artesia Councilmember Tony Lima moved to approve the Meeting Minutes of April 13, 2011, as submitted and the Warrant Register and Treasurer's Report for April 14, 2011 through May 11, 2011. City of Cudahy Councilmember Frank Gurulé seconded the motion, which carried unanimously.

End of Consent Calendar

ITEM 5 – PUBLIC COMMENTS

City of Cerritos Councilmember and Board Chair Bruce Barrows opened public comments for those in the audience who wished to address the Authority on other than agenda items. There was no response and the public comments section of the meeting was closed.

ITEM 6 – PRESENTATION, DISCUSSION, AND/OR ACTION: ARA NAJARIAN, CITY OF GLENDALE AND METRO BOARD MEMBER, MAUREEN MICHELINE, TRANSPORTATION DIRECTOR, METRO AND MICHAEL CANO, TRANSPORTATION DEPUTY LOS ANGELES COUNTY, RE: METRO, NORTHER CORRIDOR, AND METRO'S MOTION BY DIRECTORS ANTONOVICH AND NAJARIAN TO DEVELOP A COMPREHENSIVE METROLINK ANTELOPE VALLEY LINE INFRASTRUCTURE IMPROVEMENT STRATEGIC PLAN.

ITEM 7 – UPDATE AND/OR ACTION REGARDING SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) PACIFIC ELECTRIC RIGHT-OF-WAY/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVES ANALYSIS STUDY

The Chair read title to the aforementioned item and called for a report from staff.

Executive Director Michael Kodama introduced the item and deferred to Authority Vice Chair and City of Glendale Councilmember Frank Quintero.

Mr. Quintero introduced presenters Ara Najarian, Maureen Micheline and Michael Cano and deferred to Mr. Najarian for a presentation.

Mr. Najarian indicated disappointment with the California High Speed Rail Authority (CHSRA) project noting that the real needs for the state are quick, reliable transportation systems and they should connect urban areas. He added that the CHSRA project in the Central Valley does not make sense. He reported that Metro CEO, Art Leahy is doing a great job in focusing the agency; trying to improve services and create express lines. Mr. Najarian pointed out that the CHSRA has a maximum speed of not more than 100 mph while Metro runs at 85 mph. He felt the difference does not provide much of a savings, noted it doesn't make sense in an urban corridor and the money wasted is not worth it.

Mr. Najarian continued reporting that another option is for the County to make needed improvements to the Metro Link lines, including upgrading tracks, straightening out curves and adding extra sidings, which can be done at a fraction of the costs of the CHSRA proposal for Los Angeles. He stated that L.A. County Supervisor Mike Antonovich and he made a motion to the MTA to direct staff to prepare an infrastructure master plan for the Antelope Valley Metrolink Line that would integrate rail service to the Antelope Valley, address safety and operational concerns and create a strategy to synchronize with future High Speed Rail plans.

Mr. Najarian added the funding of the study would occur from Proposition A, Proposition C and other funding sources, that the MTA motion passed and that work will start immediately to develop recommendations of reliable types of routes. He felt this is an opportunity for OLDA to join and help, that trains could run at higher speeds with updates and that OLDA has an opportunity to help because of it represents so many local cities; providing safer transportation with no disruption of businesses. He added that CHSRA can break up communities and run at a deficit.

Ensuing discussion pertained to a schedule for the plan. City of Pico Rivera City Manager Ron Bates expressed his appreciation for pushing the plan forward.

SCAG CEO Hasan Ikhata felt traveling time from San Diego to Los Angeles could be decreased in half and noted SCAG is considering a decision within the next few months to keep high speed rail or remove it from the Regional Transportation Plan. He noted that close consideration should be given to whether spending \$5 Billion in the San Joaquin Valley just to lay tracks down without guaranteed service was justified. He stressed a trip to Washington, D.C. was important and stated at this time he could not recommend to the SCAG Board to keep high speed rail in the Regional Transportation Plan.

Mr. Ikhata reported that the MAGLEV alternative is being added to the SCAG Alternative Analysis Study.

Discussion followed regarding the possibility of a JPA for the corridor, having OLDA take over part of it and the impact OLDA could have in moving the Transportation Plan forward. A suggestion was made to give staff the authority to work with various entities through a JPA and giving consideration to multiple counties.

Mr. Ikhata stated that a JPA was a touchy subject because multiple counties must have representation.

Ensuing discussion pertained to the importance of working together, forming a multi-county group to work on the plan. Mr. Bates noted the need for a broad organization to show support.

Emerson & Associates Principal Norman Emerson noted the importance of defining a statement of programmatic principles and the need to have a legislative component that reinforces the consensus of the MTA, SCAG and OLDA. He stressed the importance of having the agencies work together on a unified, legislative strategy.

Mr. Ikhata suggested speaking of the merits of the proposal, not downplaying any plan and the need to be smart in how the money will be spent.

Discussion followed regarding the importance of keeping OLDA focused, the need to act quickly, but not too fast and the need for OLDA to make adjustments that may require adding staff in order not to lose focus.

Mr. Ikhata indicated that if the project is pitched in Washington, D.C., the agencies could have access to stimulus money to make the plan work.

Los Angeles County Transportation Deputy Michael Cano agreed that it is important to have legislative support.

Discussion followed regarding USDOT, the Federal Railroad Administration, Federal Transit Administration and how OLDA could help expedite the process through its support.

City of Santa Clarita Mayor Marsha McLean expressed concern with a high-speed rail JPA noting the "rail" technology was unacceptable. Rather than "rail" she indicated support for a high-speed "transportation" system.

Mr. Bates stated the importance of upgrading Metro Link as well as building OLDA.

Ensuing discussion pertained to the possibility of planning a trip to Washington, D.C. together, the importance of including all appropriate entities, slowing down the High-Speed Rail operation and current proposals possible shifting CHRSA to Caltrans.

Mr. Ikhata indicated this is about coalition building and that action must occur within the next six months.

Mr. Emerson suggested consideration should be given to building capacity, locally, that could compliment Caltrans and High-Speed Rail.

Mr. Bates suggested an effort should be made to coordinate with Representative Lowenthal's office.

MOTION: City of Bellflower Mayor Scott Larsen moved to support Supervisor Mike Antonovich's request, give staff the authority to work with other agencies to generate beneficial language to move the project forward and receive and file the reports. City of Vernon Mayor Pro Tem Mike McCormick seconded the motion, which carried unanimously.

ITEM 8 – DISCUSSION AND/OR ACTION REGARDING PROPOSED OLDA BUDGET FY 2011/2012

The Chair read title to the aforementioned item and called for a report from staff.

Executive Director Kodama reported the OLDA budget has been updated (expenditures and revenues) to include a trip to China and Japan to look at new rail technology in Nagoya and Shanghai and to look at system management, financial and land use/transportation planning in Asia.

MOTION: City of Bellflower Mayor Scott Larsen moved to approve the FY2011/2012 budget and receive and file the report. City of Artesia Councilmember Tony Lima seconded the motion, which carried unanimously.

ITEM 9 – UPDATE AND/OR ACTION REGARDING BOB HOPE AIRPORT GROUND ACCESS STUDY

The Chair read title to the aforementioned item and called for a report from staff.

Mr. Kodama expressed his appreciation to Supervisor Mike Antonovich's office and MTA Board Deputy Maureen Micheline for their help on the Ground Access Study. He reported that staff has worked with developing RFP's, that good progress is being made and that these should be completed in June; to be awarded in the month of September.

MOTION: City of Vernon Mayor Pro Tem Mike McCormick moved to receive and file the report. City of Cudahy Councilmember Frank Gurulé seconded the motion, which carried unanimously.

ITEM 10 – DISCUSSION AND/OR ACTION REGARDING SOUTH GATE/HUNTINGTON PARK CALTRANS ENVIRONMENTAL JUSTICE PROJECT

The Chair read title to the aforementioned item and called for a report from staff.

Mr. Kodama reported the Environmental Justice Grant is in effect and that staff is continuing to work on action items. He reported the City of South Gate is the recipient of the grant and OLDA the sub-recipient. He addressed sub-contractors and requested permission to get contracts and paperwork in place to catch up on necessary activities and stated the need to work out a formula for the local match requirement.

MOTION: City of Bellflower Mayor Scott Larsen moved to allow staff to generate contracts and paperwork as requested and receive and file the report. City of Artesia Councilmember Tony Lima seconded the motion, which carried unanimously.

ITEM 11 – APPROVAL OF PROFESSIONAL SERVICES AGREEMENT FOR BARRY KIELSMEIER TO PROVIDE CONTRACT LABOR AS OLDA BUSINESS DEVELOPMENT DIRECTOR

The Chair read title to the aforementioned item and called for a report from staff.

OLDA Transportation Deputy Karen Heit presented details of the report, introduced Barry Kielsmeier to the Board and listed his deliverables thus far as listed in the Agenda Report dated May 11, 2011. She stated OLDA staff would like to prepare a Professional Services Agreement for Mr. Kielsmeier to provide contract labor as OLDA's Business Development Director noting that the contract will be paid out of specific OLDA projects.

Brief discussion followed regarding short-term budget issues. Mr. Bates reported he has contacted Member City Managers to expedite payment of fees.

In response to an inquiry from the Board, it was noted that Mr. Kielsmeier's tasks on the Airport Project will include tracking expenses, developing documentation and scheduling invoices.

MOTION: City of Bellflower Mayor Scott Larsen moved to approve a Professional Services Agreement for Barry Kielsmeier to provide contract labor as OLDA Business Development Director and receive and file the report. City of Artesia Councilmember Tony Lima seconded the motion, which carried unanimously.

ITEM 12 – APPROVAL OF AMENDMENT TO EXISTING TASK ORDER FOR CONSULTING SERVICES FOR NORMAN EMERSON, EMERSON & ASSOCIATES, FOR THE TRANSPORTATION AND LAND USE GRANT, FEDERAL EARMARK 6065(156)

The Chair read title to the aforementioned item and called for a report from staff.

OLDA Transportation Deputy Karen Heit presented details of the item noting the amendment is needed in order for Mr. Emerson to look at economic development and land use planning issues.

Brief discussion followed regarding inclusion of the item in the budget.

MOTION: City of Artesia Councilmember Tony Lima moved to approve a modification of the 6065(156) Federal Earmark Task Order for Norman Emerson, Emerson & Associates for an additional \$12,000 plus out-of-area expenses and extending it through September 30, 2011 and receive and file the report. City of Vernon Mayor Pro Tem seconded the motion, which carried unanimously.

ITEM 13 – DISCUSSION AND/OR ACTION REGARDING CALIFORNIA HIGH SPEED RAIL I-5 (GRAPEVINE) ALIGNMENT ALTERNATIVE FROM BAKERSFIELD TO SYLMAR

The Chair read title to the aforementioned item and called for a report from staff.

Executive Director Kodama presented details of the item stating he felt there are serious implications on how the issue will impact northern cities like Santa Clarita. He stressed the importance of building coalition and stated staff will continue to work with local agencies with issues regarding OLDA and its future.

City of Santa Clarita Mayor Marsha McLean reported her City Council is waiting for the CHSR to come up with a proposal for the I-5.

MOTION: City of Artesia Councilmember Tony Lima moved to receive and file the report. City of Cudahy Councilmember Frank Gurulé seconded the motion, which carried unanimously.

ITEM 14 – COMMUNICATION ITEMS TO THE BOARD

Mr. Kodama reported the need to spend some time on infrastructure issues at staff level.

The Chair requested that staff make sure there is nothing in the new bills to harm OLDA.

Mr. Kodama reported on several upcoming conferences adding that he will return with information on them at the regular Board meeting next month.

ITEM 15 – COMMUNICATIONS ITEMS FROM THE BOARD

City of Santa Clarita Mayor Marsha McLean reported she will not be able to attend the June meeting of the Board.

Mr. Bates summarized the importance of the MTA's and SCAG's request to help the project move forward.

ITEM 16 – ADJOURNMENT

There being no further business to come before the Board, the meeting was adjourned at 8:08 p.m.

Secretary

Attest:

Chair

Approved:

**Orangeline Development Authority
Treasurer's Report
General Fund
Period: May 12, 2011 thru June 8, 2011**

Cash, beginning balance	\$ 43,092.48
Cash receipts	11,948.38
Cash expenditures	(14,858.51)
Other income (expenditures) and corrections	<u>-</u>
Cash, ending balance - total	\$ 40,182.35
Less: cash reserved for <i>D.L. Piper U.S. LLP</i>	<u>(37,310.00)</u>
Cash, ending balance - unrestricted	<u>\$ 2,872.35</u>

W. Michael McCormick
Treasurer

Orangeline Development Authority
Cash Receipts
 Period: May 12, 2011 thru June 8, 2011

<u>Type</u>	<u>Num</u>	<u>Date</u>	<u>Name</u>	<u>Memo</u>	<u>Account</u>	<u>Amount</u>
Deposit		6/1/2011	Burbank-Glendale-Pasadena Airport Auth.	Deposit	10.1000 · Cash - Bank of America #0198	11,948.38
			Burbank-Glendale-Pasadena Airport Auth.	3	10.4005 · Grant Revenues	-11,948.38
TOTAL						-11,948.38

Orangeline Development Authority
Warrant Register
 Period: May 12, 2011 thru June 8, 2011

Type	Date	Num	Name	Memo	Split	Paid Amount
10.1000 · Cash - Bank of America #0198						
Bill Pmt -Check	6/8/2011	1954	Michael R. Kodama	Professional Services - April 2011	20000 · Accounts Payable	-3,825.04
Bill Pmt -Check	6/8/2011	1955	Norman Emerson	Consulting Services - May 2011	20000 · Accounts Payable	-2,750.00
Bill Pmt -Check	6/8/2011	1956	Barry Kielsmeier, DBK Group	April 2011 Services	20000 · Accounts Payable	-1,443.79
Bill Pmt -Check	6/8/2011	1957	Bob Huddy	April 2011 Services	20000 · Accounts Payable	-1,224.68
Bill Pmt -Check	6/8/2011	1958	Barry Samsten	Services - April 2011	20000 · Accounts Payable	-1,000.00
Bill Pmt -Check	6/8/2011	1959	Denise Van Stratten Consulting	Consulting Work: April 2011	20000 · Accounts Payable	-1,866.39
Bill Pmt -Check	6/8/2011	1960	Alan Huynh	Services - April	20000 · Accounts Payable	-1,296.11
Bill Pmt -Check	6/8/2011	1961	Colantuono & Levin, PC	Legal Services - April 2011	20000 · Accounts Payable	-382.50
Bill Pmt -Check	6/8/2011	1962	Maria Shafer	Preparation of 04/13/11 Meeting Minutes	20000 · Accounts Payable	-109.00
Bill Pmt -Check	6/8/2011	1963	Spoonfactory	Web Hosting and updates - May 2011	20000 · Accounts Payable	-161.00
Check	6/8/2011	1964	Tony Lima	Board Stipends - 05/11/11	10.5030 · Board Stipends	-100.00
Check	6/8/2011	1965	Scott Larsen	Board Stipends - 05/11/11	10.5030 · Board Stipends	-100.00
Check	6/8/2011	1966	Bruce Barrows	Board Stipends - 05/11/11	10.5030 · Board Stipends	-100.00
Check	6/8/2011	1967	Frank Gurule	Board Stipends - 05/11/11	10.5030 · Board Stipends	-100.00
Check	6/8/2011	1968	Frank Quintero	Board Stipends - 05/11/11	10.5030 · Board Stipends	-100.00
Check	6/8/2011	1969	Marsha McLean	Board Stipends - 05/11/11	10.5030 · Board Stipends	-100.00
Check	6/8/2011	1970	Maria Davila	Board Stipends - 05/11/11	10.5030 · Board Stipends	-100.00
Check	6/8/2011	1971	William McCormick	Board Stipends - 05/11/11	10.5030 · Board Stipends	-100.00
Total 10.1000 · Cash - Bank of America #0198						-14,858.51
TOTAL						-14,858.51



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- Burbank-Glendale-Pasadena Airport Authority

AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: REPORT AND/OR POSSIBLE ACTION REGARDING FALL STATE BOND SALE – PROP 1-B, PRESENTATION BY MICHAEL TURNER, METRO

In 2006, California voters approved Prop 1B and several other bond measures as a way to raise money. Major road and transit projects such as phase one of the Expo Line, the I-405 Sepulveda Pass Improvements Project and the Orange Line bus way extension could lose critical funding if the state fails to sell Prop 1B infrastructure bonds this year, according to a Metro staff report (attached).

Without a budget for the coming year, state lawmakers have canceled Prop 1B bond sales scheduled for this spring and may not sell the bonds in the fall. Los Angeles County is due to receive about \$575 million between the two sales, with most of that money paying for construction of major transportation projects.

Among other projects due to receive Prop 1B monies are the widening of the I-5 Freeway between the 605 and the Orange County border, a new high-tech system to prevent train collisions for Metrolink, and the replacement of the Gerald Desmond Bridge at the Port of Long Beach.

Michael Turner, Director of Government Relations with Metro, will present information on what MTA staff is doing to ensure the fall bond sales take place, and the contingency plans they are drawing up should the funding fail to arrive.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented;
2. Direct staff to issue a letter of support for the fall bond sale - Prop 1B; and
3. Receive and file this report

Attachment

Chairman

Bruce Barrows
Councilmember
City of Cerritos

Vice Chairman

Frank Quintero
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Ex-Oficio

James McCarthy
Caltrans, District 7

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**REVISED****PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2011****FINANCE AND BUDGET COMMITTEE
APRIL 20, 2011****EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
APRIL 21, 2011****SUBJECT: IMPACT TO LOS ANGELES COUNTY OF POSSIBLE STATE FALL
BOND SALE CANCELLATION****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this response to the motion by Director Antonovich (Attachment A) as approved by the LACMTA Board of Directors on March 24, 2011 that instructed the Chief Executive Officer to provide a full assessment of Los Angeles County projects impacted by the potential cancellation of Proposition 1B bond sales in Fall 2011; a comprehensive legislative strategy, a comprehensive mitigation strategy to keep projects on schedule, and an outreach plan to the Los Angeles County state legislative delegation.

ISSUE

Due to uncertainty about the State budget for fiscal year FY 2011-12, the Spring 2011 State bond sale has been cancelled and a planned Fall 2011 State bond sale may be cancelled. If there are no State bond sales in calendar year 2011, staff estimates that over \$500 million in project funding will be delayed to Los Angeles County sponsors, including the Los Angeles County Metropolitan Transportation Authority (LACMTA).

DISCUSSION

Attachment A summarizes the \$4.18 billion dollars programmed to the LACMTA and other project sponsors under the key programs of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) and the High-Speed Passenger Train Bond Act of 2008 (Proposition 1A). Of this amount, the

California Transportation Commission (CTC) or Caltrans has allocated approximately thirty percent, or \$1.27 billion, including \$614 million for the Interstate 405 Northbound Carpool Lane project. As of this writing, we believe sufficient funds exist from prior bond sales to support the Interstate 405 project allocation for at least one year. We do not yet know what might happen if the next two bond sales (Fall 2011 and Spring 2012) were to be deferred.

The remaining \$2.90 billion is yet to be allocated and is particularly vulnerable to State bond sale delays. The Spring 2011 State bond sale is already assumed cancelled in the Governor's January draft of the FY 2011-12 State Budget. The Fall 2011 State bond sale is also at risk if the proposal to extend the one percent State sales tax increase (to 8.25%) either does not receive the legislative approvals to make the June 2011 ballot or is ultimately not approved by the voters.

FINANCIAL IMPACT

For FY 2010-11, we have estimated State bond-funded cash flow needs at approximately \$621 million, approximately 72% of which have received CTC allocations or Caltrans grant approvals. The remaining 28%, or \$174 million, will be delayed – six months by the cancellation of the Spring 2011 State bond sale and an additional six months if the Fall 2011 State bond sale is cancelled. This amount may be higher, depending on the cash flow needs for Trade Corridors Improvement Program projects, or lower, depending upon the actual cash flow needs of the projects.

Based on preliminary information, we have estimated FY 2011-12 State bond-funded cash flow needs to be \$800 million for Los Angeles County as a whole. Cancelling the Fall 2011 State bond sale is likely to impact at least half of that \$800 million, with a delay of six months or more for \$400 million. During the FY 2011-12 budget process, data will be collected that will provide more exact figures. In the mean time, the \$174 million for FY 2010-11 plus the \$400 million currently estimated for FY 2011-12 totals nearly \$575 million in State bond funds to be delayed should the Fall 2011 bond sale be cancelled.

The following projects and unallocated FY 2010-11 needs comprise the \$174 million:

<u>Project Name</u>	<u>Bond Program</u>	<u>Unallocated FY 2010-11 Bond Need (\$millions)</u>
Exposition LRT Project Phase I	PTMISEA*	\$61.6
New Cerritos Rail Bridge	TCIF**	\$38.3
Gerald Desmond Bridge Replacement	TCIF**	\$25.5
SCRRA Systemwide Rehabilitation	Prop 1A	\$17.7
San Fernando Valley N/S Corridor (Canoga)	PTMISEA*	\$12.5
Regional Connector	Prop 1A	\$5.7
SR-710 North Extension (Tunnel)	STIP Augmentation***	\$5.0
SCRRA (LA County Portion Estimate)	PTMISEA*	\$3.5
Track Realignment at Ocean Blvd.	TCIF**	\$2.0
Pier F Support Yard	TCIF	\$0.9
Light Rail Vehicles	STIP Augmentation***	\$0.8
Total		\$173.5

*PTMISEA: Prop 1B Public Transportation Modernization, Improvement and Service Enhancement Account

**TCIF: Prop 1B Trade Corridors Improvement Program

***STIP Augmentation: Prop 1B State Transportation Improvement Program Augmentation program.

Comprehensive Mitigation Strategy

As part of a comprehensive mitigation strategy to keep Los Angeles County projects on current construction schedules as much as possible, we have begun to re-estimate cash flow timing needs and consider using other available project funds to cover those cash flow needs that are truly required. As we encounter further cash flow needs in FY 2012, these steps may not be enough. Funding may have to be transferred from other project budgets. That could mean deferring or delaying projects that are not yet awarded to maintain full funding for projects that are already underway. The LACMTA Board of Directors adopted priorities in March 2010 for use in the event that these funds are deferred or cancelled. We are recommending that those priorities be updated by action of the LACMTA Board of Directors in April 2011. Please see the 2011 Los Angeles County Transportation Improvement Program Priorities report on the Planning and Programming Committee agenda for more information.

A comprehensive legislative strategy and outreach plan that outlines proactive steps that MTA staff and Board can take to ensure to the best of our ability that Prop 1B bond sales proceed as planned in a manner that supports Los Angeles County projects. The strategy includes an outreach plan to our Los Angeles County state legislative delegation that will allow the Board to advocate for keeping the Fall 2011 Prop 1B bond sales in place.

NEXT STEPS

We will continue working to address the potential impact of cancelled State bond sales, and we will continue working to develop an accurate estimate of the cash flow needs for the LACMTA FY 2011-12 Budget. We also will develop strategies for coping with the lack of a Fall 2011 State bond sale. Options for avoiding possible negative consequences of deferral or delay, such as loss of federal grants or project cost escalation will be considered.

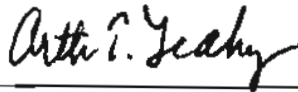
ATTACHMENTS

- A. Motion by Director Antonovich as Approved by the LACMTA Board
- B. Los Angeles County Share of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) and High-Speed Passenger Train Bond Act of 2008 (Proposition 1A)
- C. Comprehensive Legislative Strategy and Outreach Plan for Los Angeles County State Legislative Delegation

Prepared by: Michael Turner, Director of Government Relations
 David Yale, Deputy Executive Officer of Regional Programming
 Regional Capital Development



Martha Welborne, FAIA
Executive Director, Countywide Planning



Arthur T. Leahy
Chief Executive Officer

MOTION

DIRECTOR ANTONOVICH

Proposition 1B, an infrastructure bond program approved by California voters in 2006, promised to fund many transportation projects that would improve mobility and economic development statewide.

In Los Angeles County, for example, one project that would receive over \$300 million under the Prop 1B Trade Corridor Improvement Fund (TCIF) is the San Gabriel Trench. Without this funding, this project of major significance which was supposed to be put out to bid for construction work this year will not be able to move forward as planned. Other projects in Los Angeles County also are counting on Prop 1B for funding to move forward as well.

Customarily the State of California has held biannual bond sales to support the funding promised under Prop 1B for projects like the San Gabriel Trench. However, with the current fiscal crisis in the State forced the legislature to cancel the planned Spring 2011 bond sale. The planned Fall 2011 bond sale is also threatened to be cancelled if voters do not approve a proposed tax plan to be placed on the ballot by the Governor.

Cancellation of the Fall 2011 Prop 1B bond sale will have a detrimental impact on several projects that are MTA priorities. Now is the time to develop strategies to implement should this happen.

THEFORE MOVE that the Board directs the CEO to return within 30 days with a report that provides at minimum the following elements:

1. a full assessment of which Los Angeles County projects are impacted by the potential cancellation of Prop 1B bond sales in Fall 2011, including impacts to project schedules, funding and associated cost increases and mobility reductions due to project delays;
2. a comprehensive legislative strategy that outlines proactive steps that MTA staff and Board can take to ensure to the best of our ability that Prop 1B bond sales proceed as planned in a manner that supports Los Angeles County projects;
3. a comprehensive mitigation strategy, should the Fall 2011 Prop 1B bond sales be cancelled, that will help keep Los Angeles County projects on current construction schedules as much as possible.
4. an outreach plan to our Los Angeles County state legislative delegation that will allow the Board to advocate for keeping the Fall 2011 Prop 1B bond sales in place and protecting the funding for our affected projects.

ATTACHMENT B

**Los Angeles County Share of the Highway Safety, Traffic Reduction, Air Quality, and Port Security
Bond Act of 2006 (Proposition 1B) and High-Speed Passenger Train Bond Act of 2008 (Proposition 1A)**
(as of March 2011)
\$ in thousands

Summary By Funding Program	LA County Share Per April 2010 Model Update	Allocated by CTC/Caltrans	Unallocated Balance	Cash Flow Needs ⁽¹⁾	
				FY11	Beyond
Prop 1A High Speed Passenger Train Bond	\$ 191,331	\$ 56,760	\$ 132,581	\$ 61,951	\$ 129,380
Prop 1B Corridor Mobility Improvement Account (CMIA)	\$ 1,100,100	\$ 614,000	\$ 486,100	\$ 200,000	\$ 900,100
Prop 1B Public Transit Modernization, Improvement and Service Enhancement Account (PTMISEA)	\$ 1,002,600	\$ 264,257	\$ 737,587	\$ 131,000	\$ 775,893
Prop 1B State and Local Partnership (SLPP)	\$ 277,756	\$ 153,189	\$ 124,587	\$ 97,573	\$ 131,494
Prop 1B STIP Augmentation	\$ 609,637	\$ 136,670	\$ 373,967	\$ 43,190	\$ 446,345
Prop 1B Trade Corridors Improvement Fund	\$ 898,270	\$ 32,770	\$ 965,500	\$ 70,705	\$ 896,195
Prop 1B Transit System Safety, Security, and Disaster Response Account (TSSSDRA)	\$ 96,546	\$ 16,100	\$ 80,446	\$ 18,100	\$ 80,446
Total	\$ 4,176,240	\$ 1,274,718	\$ 2,900,788	\$ 620,519	\$ 3,359,853

(1) Cash flow needs include allocated but unspent and unallocated funds.

ATTACHMENT B

**Los Angeles County Share of the Highway Safety, Traffic Reduction, Air Quality, and Port Security
Bond Act of 2006 (Proposition 1B) and High-Speed Passenger Train Bond Act of 2008 (Proposition 1A)**
(as of March 2011)
\$ in thousands

Prop 1 A High Speed Passenger Train Bond Program	LA County Share Per April 2010 Model Update	Allocated by CTC/Caltrans	Unallocated Balance	Cash Flow Needs ⁽¹⁾	
				FY11	Beyond
Regional Connector (LA County Urban Rail Formula Share)	\$ 114,874	\$ -	\$ 114,874	\$ 5,744	\$ 109,130
Positive Train Control (Intensity Rail Pacific Surfliner Formula Share)	\$ 46,550	\$ 46,550	\$ -	\$ 30,500	\$ 16,050
Systemwide Rehabilitation (SCRRA Computer Rail Formula Share)	\$ 17,707	\$ -	\$ 17,707	\$ 17,707	\$ -
Positive Train Control (SCRRA Computer Rail Formula Share)	\$ 12,200	\$ 12,200	\$ -	\$ 8,000	\$ 4,200
Total	\$ 191,331	\$ 69,750	\$ 132,581	\$ 61,951	\$ 129,380

(1) Cash flow needs include allocated but unspent and unallocated funds.

Prop 1B Corridor Mobility Improvement Account (CMA)	LA County Share Per April 2010 Model Update	Allocated by CTC/Caltrans	Unallocated Balance	Cash Flow Needs ⁽¹⁾	
				FY11	Beyond
L-405 Northbound HOV lane, I-10 to US-101	\$ 614,000	\$ 614,000	\$ -	\$ 200,000	\$ 414,000
L-5 South HOV lanes, Orange County, Me to L605	\$ 387,000	\$ -	\$ 387,000	\$ -	\$ 387,000
L-5 HOV lanes, State Route 134 to State Route 170	\$ 73,000	\$ -	\$ 73,000	\$ -	\$ 73,000
L-10 HOV lanes, Citrus to State Route 67	\$ 28,100	\$ -	\$ 28,100	\$ -	\$ 28,100
Total	\$ 1,102,100	\$ 614,000	\$ 486,100	\$ 200,000	\$ 800,100

(1) Cash flow needs include allocated but unspent and unallocated funds.

ATTACHMENT B

Los Angeles County Share of the Highway Safety, Traffic Reduction, Air Quality, and Port Security
Bond Act of 2006 (Proposition 1B) and High-Speed Passenger Train Bond Act of 2008 (Proposition 1A)

(as of March 2011)
\$ In thousands

Prop 1B Public Transit Modernization, Improvement and Service Enhancement Account (PTMISEA)-MTA	LA County Share Per April 2010 Model Update	Allocated by CTC/Caltrans	Unallocated Balance	Cash Flow Needs ⁽¹⁾	
				FY11	Beyond
Expo LRT to Santa Monica Project - Phase II	\$ 225,000	\$ 15,202	\$ 209,798	\$ 20,000	\$ 205,000
Expo LRT Project - Phase I	\$ 118,400	\$ 64,054	\$ 54,346	\$ 61,719	\$ 58,681
Miscellaneous Transit Projects (TBD through MTA Budget process)	\$ 117,700	\$ 46,167	\$ 71,543	\$ 1,896	\$ 118,014
Bus Procurement (Expended)	\$ 70,000	\$ 69,243	\$ -	\$ -	\$ -
San Fernando Valley North/South Corridor (Caroga)	\$ 70,000	\$ 40,476	\$ 29,522	\$ 38,700	\$ 17,022
Subtotal Prop 1B PTMISEA - MTA	\$ 601,100	\$ 235,135	\$ 365,208	\$ 122,105	\$ 394,717

(1) Cash flow needs include allocated but unspent and unallocated funds.

Prop 1B Public Transit Modernization, Improvement and Service Enhancement Account (PTMISEA)-LRTP	LA County Share Per April 2010 Model Update	Allocated by CTC/Caltrans	Unallocated Balance	Cash Flow Needs ⁽¹⁾	
				FY11	Beyond
Regional Connector	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ 150,000
Additional Bus Capital	\$ 183,100	\$ -	\$ 183,100	\$ -	\$ 183,100
Additional Bus Capital	\$ 85,000	\$ 17,693	\$ 67,307	\$ 5,395	\$ 79,805
SCRRA (LA County Portion Estimate)	\$ 33,400	\$ 11,429	\$ 21,971	\$ 3,500	\$ 18,471
Additional Transit Projects	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Prop 1B PTMISEA - LRTP	\$ 401,500	\$ 29,122	\$ 372,378	\$ 6,896	\$ 381,178
Total Prop 1B PTMISEA	\$ 1,002,600	\$ 264,257	\$ 737,587	\$ 131,000	\$ 715,895

(1) Cash flow needs include allocated but unspent and unallocated funds.

ATTACHMENT B

**Los Angeles County Share of the Highway Safety, Traffic Reduction, Air Quality, and Port Security
Bond Act of 2006 (Proposition 1B) and High-Speed Passenger Train Bond Act of 2008 (Proposition 1A)**

(as of March 2011)
\$ in thousands

Prop 1B State and Local Partnership (SLPP)	LA County Share Per April 2010 Model Update	Allocated by CTC/Calttrans	Unallocated Balance	Cash Flow Needs ⁽¹⁾	
				FY11	Beyond
San Fernando Valley North/South Corridor (Carooga)	\$ 73,800	\$ 49,180	\$ 24,620	\$ 34,480	\$ 24,620
L-5 South Carpool Lanes from Orange County Line to Interstate 605	\$ 62,658	\$ -	\$ 62,658	\$ -	\$ 62,658
MTA Transit Capital and Safety Improvements	\$ 38,550	\$ 33,989	\$ 4,561	\$ -	\$ 4,561
L-5 North Carpool Lanes from State Route 118 to State Route 170	\$ 25,075	\$ 25,075	\$ -	\$ 25,075	\$ -
Competition Reduction Demonstration	\$ 20,000	\$ 20,000	\$ -	\$ 13,093	\$ 6,907
L-5 Carpool Lanes from State Route 134 to State Route 170	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ 20,000
Metrolink Safety Improvements (Positive Train Control)	\$ 20,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
L-5 Garmentia Interchange	\$ 14,925	\$ 14,925	\$ -	\$ 14,925	\$ -
East San Fernando Valley North-South Project	\$ 2,750	\$ -	\$ 2,750	\$ -	\$ 2,750
Total⁽²⁾	\$ 277,756	\$ 153,169	\$ 124,587	\$ 97,573	\$ 131,494

(1) Cash flow needs include allocated but unspent and unallocated funds.

(2) \$3.6 M reduction due to revised funding estimates.

ATTACHMENT B

**Los Angeles County Share of the Highway Safety, Traffic Reduction, Air Quality, and Port Security
Bond Act of 2006 (Proposition 1B) and High-Speed Passenger Train Bond Act of 2008 (Proposition 1A)**
(as of March 2011)
\$ in thousands

Prop 1B STIP Augmentation- Public Transportation Account (Transit)	LA County Share Per April 2010 Model	Allocated by CTC/Calttrans	Unallocated Balance	Cash Flow Needs ⁽¹⁾	
				FY11	Beyond
Expo LRT to Santa Monica Project - Phase II	\$ 47,800	\$ 12,500	\$ 35,300	\$ 12,500	\$ 35,300
Light Rail Vehicles	\$ 174,871	\$ -	\$ 174,871	\$ 848	\$ 174,022
Sealed Corridor - Metrolink Arroyo Valley Line	\$ 14,000	\$ 14,000	\$ -	\$ 14,000	\$ -
Greenhaw Corridor Transportation Improvement	\$ 2,200	\$ 2,200	\$ -	\$ 2,200	\$ -
CNG Buses for Clerette Bee Line	\$ 1,023	\$ 1,023	\$ -	\$ 1,023	\$ -
Subtotal - Public Transportation Account (Transit)	\$ 239,894	\$ 29,723	\$ 210,171	\$ 30,572	\$ 209,322

(1) Cash flow needs include allocated but unspent and unallocated funds.

Prop 1B STIP Augmentation- State Highway Account (Highways)	LA County Share Per April 2010 Model Update	Allocated by CTC/Calttrans	Unallocated Balance	Cash Flow Needs ⁽¹⁾	
				FY11	Beyond
Interstate 5 Carpool Lanes, Rt 124-Rt 170	\$ 118,280	\$ -	\$ 118,280	\$ -	\$ 118,280
Interstate 10 Carpool Lanes, from Puente to Citrus	\$ 47,000	\$ 34,500	\$ 12,500	\$ -	\$ 47,000
Planning, Programming, and Monitoring	\$ 37,993	\$ 16,102	\$ 22,891	\$ 7,618	\$ 15,263
Interstate 10 Carpool Lanes, from Citrus to Route 57	\$ 31,155	\$ 24,000	\$ 7,155	\$ -	\$ 31,155
Interstate 10 Carpool Lanes, from Route 605 to Puente	\$ 27,345	\$ 27,345	\$ -	\$ -	\$ 27,345
Interstate 710 Early Action Projects In Long Beach	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -
SR-710 North Extension (Tunnel)	\$ 5,000	\$ -	\$ 5,000	\$ 5,000	\$ -
Subtotal - State Highway Account (Highways)	\$ 269,743	\$ 105,947	\$ 153,796	\$ 12,618	\$ 207,023
Total Prop 1B STIP Augmentation	\$ 509,637	\$ 135,670	\$ 373,967	\$ 43,190	\$ 446,345

(1) Cash flow needs include allocated but unspent and unallocated funds.

ATTACHMENT B

**Los Angeles County Share of the Highway Safety, Traffic Reduction, Air Quality, and Port Security
Bond Act of 2006 (Proposition 1B) and High-Speed Passenger Train Bond Act of 2008 (Proposition 1A)**
(see of March 2011)
\$ In thousands

Prop 1B Trade Corridors Improvement Fund	Funds Per So. Cal. Consensus Group	Allocated by CTC/Caltrans	Unallocated Balance	Cash Flow Needs (1)(2)	
				FY11	Beyond
San Gabriel Valley Grade Separation Program; ACE	\$ 398,600	\$ -	\$ 398,600	\$ -	\$ 398,600
Gerald Desmond Bridge Replacement; EOLB (SHOPP-Funded TCIF)	\$ 289,795	\$ -	\$ 289,795	\$ 25,500	\$ 274,295
SR 47 Expy-Schuyler Hehn Bridge Replace/Construct Expy & Flyover; ACTA	\$ 158,000	\$ -	\$ 158,000	\$ -	\$ 158,000
Ports Rail System- Tier I (West Basin Road Rail Access Improvements); POLA	\$ 51,230	\$ -	\$ 51,230	\$ -	\$ 51,230
Ports Rail System- Tier I (New Carries Rail Bridge); ACTA	\$ 38,330	\$ -	\$ 38,330	\$ 38,330	\$ -
Ports Rail System- Tier I (Track Realignment @ Ocean Blvd); POLB	\$ 27,000	\$ -	\$ 27,000	\$ 2,000	\$ 25,000
ACE; Gateway-Valley View Grade Separation Project; City of Santa Fe Springs	\$ 26,570	\$ -	\$ -	not available	\$ -
South Wilmington Grade Separation; POLA	\$ 17,000	\$ -	\$ 17,000	\$ -	\$ 17,000
I-110 Fwy Access Ramp; Imp. SR 47 / I-110 NB Connector Widening; POLA	\$ 14,700	\$ -	\$ 14,700	\$ -	\$ 14,700
Ports Rail System- Tier I (Pier F Support Yard); POLB	\$ 8,745	\$ -	\$ 8,745	\$ 876	\$ 7,870
C Street Access Ramps Improvements; POLA	\$ 8,300	\$ -	\$ 8,300	\$ -	\$ 8,300
New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains; BCRRA/MetroLink	\$ 7,200	\$ 7,200	\$ -	\$ 4,000	\$ 3,200
Washington Blvd Widening & Reconstruction Project; City of Commerce	\$ 5,800	\$ -	\$ 5,800	not available	\$ -
Total	\$ 988,270	\$ 32,770	\$ 965,500	\$ 70,706	\$ 895,195

(1) Cash flow need data not available for all TCIF Projects

(2) Cash flow needs include allocated but unspent and unallocated funds.

Prop 1B Transit System, Safety, Security, and Disaster Response Account (TSSSDRA)	LA County Share Per April 2010 Model Update	Allocated by CTC/Caltrans	Unallocated Balance	Cash Flow Needs (1)	
				FY11	Beyond
MTA Bus/Rail Operations	\$ 49,800	\$ 11,200	\$ 35,800	\$ 11,200	\$ 35,800
Next Year Programmed	\$ 28,748	\$ -	\$ 28,748	\$ -	\$ 28,748
MTA Rail Salary	\$ 21,000	\$ 4,900	\$ 16,100	\$ -	\$ 16,100
Total	\$ 99,548	\$ 16,100	\$ 80,448	\$ 16,100	\$ 80,448

(1) Cash flow needs include allocated but unspent and unallocated funds.

Comprehensive Legislative Strategy and Outreach Plan

Introduction

Metro Government Relations has identified advocacy to support future bond sales as an important element in our State Legislative Program. In furtherance of that goal, staff has kept legislative leadership and relevant decision makers abreast of our needs. The threat of cancellation of the Fall 2011 Bond sale presents a new challenge given the significant amount of funds at stake. In response, Staff has prepared a Fact Sheet highlighting the importance of the Fall 2011 Bond sale and the projects that are at risk if it is cancelled. Increased advocacy has already been initiated by Staff on this issue and pursuant to Board Direction, the following further outlines an advocacy strategy for the Board and staff.

Target Audiences and Roles

At the statewide level, Metro staff has contacted many of the key statewide advocacy organizations to begin a coordinate statewide advocacy effort to preserve the Fall bond sale. Advocacy should be directed to the Gubernatorial Administration, Legislative leadership, members of the Los Angeles County Legislative delegation, members of the Senate and Assembly Budget Committees, the State Controller, the State Treasurer and the California Transportation Commission. Metro's advocacy strategy will take place through coordinated statewide, regional and local efforts.

Metro staff will play a key role in this effort and will seek to involve Board Members and key advocates for Los Angeles County. Metro staff is also continuing to brief key legislative staff and members of the state agency that oversees bond sales. Metro Countywide Planning staff, in coordination with Government Relations, regularly communicates with Caltrans (District 7 and Headquarters) and the California Transportation Commission to ensure that Metro's project funding needs are incorporated into relevant actions at these agencies.

Metro Executives have been coordinating with the State Treasurer's office for some time on the need to continue a steady program of bond sales. This outreach included a detailed briefing with the State Treasurer last year. The Treasurer's Office clearly understands the importance of the bond sales to transportation projects and communicates that fact regularly to the State Legislature.

Role of Members of the LACMTA Board of Directors

The Subcommittee's of the Senate and Assembly Budget Committees will meet between now and perhaps as late as June, to consider recommendations for the Fiscal

Year 2011-2012 budget. Subcommittee meetings would be an excellent opportunity for Board Members to offer testimony about the importance of the Fall bond sale. Staff also recommends that Metro Board Members conduct press conferences in Los Angeles to highlight the specific projects that are at risk from cancellation of the Fall 2011 bond sale. Government Relations will coordinate with Board members for specific events. Metro will also reach out to the various Councils of Governments and will work through the Board offices to coordinate this effort. Board Members may also wish to participate in efforts sponsored by Mobility 21.

Mobility 21 and Other Efforts

At the regional level, Metro staff is working with Mobility 21, and other regional stakeholders, to coordinate a regional strategy to ensure that the regional agencies also communicate with key leaders in Sacramento on a bipartisan basis. This effort will involve all the counties from Ventura to San Diego. Mobility 21 has also developed fact sheets on the regional impacts of cancellation of the Fall bond sale. This effort represents an important venue through which Metro can work with the business community to advocate the importance of the Fall bond sale.

Locally, Metro staff has begun outreach to members of Los Angeles County's business and labor communities. Metro staff is also coordinating with the other agencies in Los Angeles County such as the Alameda Corridor East Construction Authority, Metrolink and others whose projects are at risk if the Fall 2011 sale is cancelled. We will include their project needs throughout all aspects of our advocacy.



OLDA

Item 7

AGENDA REPORT

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

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **ANNUAL NOMINATION OF OLDA EXECUTIVE BOARD MEMBERS AT JULY BOARD MEETING**

As required by the Orangeline Development Authority's (OLDA) By-Laws, July is the month for the OLDA Board of Directors to appoint or re-appoint Board members to the offices of Chair, Vice Chair, Secretary, Treasurer and Auditor. The office is for a period of one year, concurrent with OLDA's fiscal year.

RECOMMENDATION

It is recommended that the Board:

1. Receive and file this report

Chairman

Bruce Barrows
Councilmember
City of Cerritos

Vice Chairman

Frank Quintero
Councilmember
City of Glendale

Secretary

Maria Davila
Mayor
City of South Gate

Treasurer

Mike McCormick
Mayor Pro Tem
City of Vernon

Auditor

Scott A. Larsen
Mayor
City of Bellflower

Executive Director

Michael R Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans, District 7



OLDA

Item 8

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 Belflower
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

AGENDA REPORT

TO: Members of the Orangeline Development Authority
FROM: Michael R. Kodama, Executive Director
DATE: June 8, 2011
SUBJECT: **UPDATE AND/OR ACTION REGARDING STATE AND FEDERAL LEGISLATIVE ISSUES**

The Board of Directors will hear an update regarding legislation related to OLDA.

RECOMMENDATION

It is recommended that the Board:

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

Attachment

Chairman

Bruce Barrows
Councilmember
City of Cerritos

Vice Chairman

Frank Quintero
Councilmember
City of Glendale

Secretary

Maria Davila
Mayor
City of South Gate

Treasurer

Mike McCormick
Mayor Pro Tem
City of Vernon

Auditor

Scott A. Larsen
Mayor
City of Belflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans, District 7

Legislation Relevant to OLDA June, 2011

AB 41 (Hill)

Would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.

In the Senate Elections, Reapportionment and Constitutional Amendments Committee

AB 58 (Galgiani)

Would authorize the Governor, upon the recommendation of the executive director, to appoint up to six (6) additional authority officers, exempt from civil service, who would serve in specified positions at the pleasure of the executive director.

In the Assembly Transportation Committee

AB 76 (Harkey)

Would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2012.

Died in the Assembly Transportation Committee

AB 385 (Harkey) (Coauthors: Assembly Members Donnelly, Grove, Hagman, Jones, Logue, Mansoor, Nielsen, and Wagner; Senator La Malfa) This bill has been substantially modified. It would now require the authority to approve an "investment grade analysis," to be prepared by the State Auditor, and to submit that investment grade analysis to the Director of Finance, a specified peer review group, and the transportation policy and fiscal committees of the Legislature. The analysis would have to address a wide-ranging number of topics, including overall project cost; ridership forecasts, and a ridership study completed by "an independent third party;" the types, locations, and pay range of jobs to be created; anticipated ticket costs, operations costs, and other items over a range of years; etc.

Died in the Assembly Transportation Committee

AB 471 (Lowenthal) Summary: This bill would create the position of "inspector general" over the high-speed rail project. Previously, the bill tasked the Authority with hiring the position, but has been amended to make

the position independent of the Authority. The inspector general would be appointed for a 6-year term by the Governor, subject to confirmation by the Senate. The bill would require the inspector general to report quarterly to the Authority and annually to the Governor and the Legislature.

In Assembly Appropriations Committee

AB 615 (Lowenthal) Summary: This bill would provide to the Authority certain exceptions, authorizations, and exemptions relative to real property like those afforded to Caltrans.

Passed the Assembly on June 1, 2011

AB 952 (Jones) Summary: This bill has changed significantly. The bill would now add "consultants" to those prohibited from accepting any gifts or from appearing before the Authority on behalf of, or in any way representing before the Authority, any individual or private or public entity for 3 years after termination of the employment or contract relationship with the Authority. The bill continues to apply to Board members and Authority state employees. Eliminated from the bill language was the previous requirement that all gifts to the office of the Authority be approved by the state Senate.

Passed Assembly June 1, 2011, moving to the Senate

SB 22 (LaMalfa) Summary: The original language of this bill was "intent" language, stating simply that the Legislature would "re-examine" the bond funding mechanism behind the high-speed rail project. It has been amended to mirror AB 76 (Harkey), and would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2012.

In Senate Transportation Committee

SB 50 (Correa) Summary: The language of this bill is nearly identical to that of AB 41 (Hill). It would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.

In Assembly Elections and Reapportionment Committee

SB 517 (Lowenthal) (Coauthor: Senator DeSaulnier; Steinberg also added as principle co- author)

Summary: This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency and would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. This bill would vacate the membership of the current authority Board and provide for the appointment or reappointment of members as of January 31, 2012; those members would be required to have specified background or experience, as specified.

Passed Senate on June 1, 2011, moving on to Assembly

AB 292 (Galgiani)

Summary: This bill would require the Authority to appoint an agricultural advisory committee with an unspecified number of members. The bill would require the Authority to consult with the committee and to reflect the committee's comments on Authority policies related to agriculture and on any agriculture-related action item brought before the board of the Authority.

On the Assembly floor

AB 1077 (Carter) Summary: This bill would prohibit a person from developing any of the area within 2 1/2 miles of the boundary of Colonel Allensworth State Historic Park in Tulare County in a manner that would be incompatible with the historic or recreational significance of the park. This prohibition would not apply to a development in Tulare County that was approved by the county on or before March 1, 2011.

On the Assembly floor

SB 475 (Emmerson and Wright) Summary: Would authorize a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue-generating infrastructure projects, including "commuter or light rail." Does not directly affect the Authority but could affect local projects related to the high-speed rail project, such as stations.

In Assembly Local Government Committee

SB 867 (Padilla) Summary: This bill would create the California Transportation Financing Authority, and authorize that new entity to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements, including rail projects. The bill would

limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012.

Died in Senate Transportation Committee because it was not being voted on

AB 16 (Perea) Summary: Would require the Authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws. Update: Passed April 26, 2011 from Assembly Transportation committee (Ayes 12. Noes 1).

On Assembly floor

AB 31 (Beall) Summary: Related to land-use planning around high-speed rail stations, this bill would authorize the high-speed rail master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system in each participating jurisdiction. The bill would also authorize the participating jurisdictions to collaborate with the State Air Resources Board to develop incentives to encourage development while concurrently reducing greenhouse gas emissions, consistent with or pursuant to the California Global Warming Solutions Act of 2006 or another specified provision of law requiring the board to provide greenhouse gas emission reduction targets for the preparation of regional sustainable communities strategies.

Died in Assembly Local Government Committee because it was not being voted on

AB 133 (Galgiani) Summary: This bill would require federal funds made available to the state for high-speed rail purposes under the above-referenced federal acts to be available, upon appropriation, for certain work on one or more specified rail corridors approved by the Federal Railroad Administration, in a manner consistent with certain provisions of, and subject to certain conditions of, the bond act.

Died in Assembly Transportation Committee because it was not being voted on

AB 145 (Galgiani) (Coauthor: Lowenthal) Summary: This bill would create the Department of High-Speed Trains within BT&H and transfer certain of the existing powers and responsibilities of the Authority to the department and would specify additional powers and duties of the Authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program

and progress report to the Legislature. The director of the department would be appointed by the Governor, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 officers of the department who would be exempt from civil service and serve at the pleasure of the director.

On Assembly floor

AB 277 (Galgiani) (Coauthor: Senator Kehoe) Summary: This bill would require the California Research Bureau, by May 1, 2012, to develop an energy consumption profile that includes a forecast of the power needs of the high-speed rail system and an analysis of any recommendations for identifying a carbon-free baseline power supply for the system. The bureau's work would be done in consultation with the High-Speed Rail Authority, the Federal Railroad Administration, the Public Utilities Commission, the State Energy Resources Conservation and Development Commission, the United States Department of Energy, and the Legislative Analyst's Office.

In Assembly Appropriations Committee

AB 492 (Galgiani) Summary: This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.

On Assembly floor

AB 650 (Blumenfield) Summary: This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. As introduced, the bill does not mention high-speed rail. It is intended to focus on funding needs for commuter service.

Moving on to the Senate

AB 845 (Ma) Summary: This bill relates to the \$950 million in Prop 1A bond funds allocated to regional commuter rail connector services. This bill would require the guidelines adopted by the CTC to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from nonstate funds.

On the Assembly floor

AB 953 (Jones) Summary: Would require a new ridership study conducted by the Institute of Transportation Studies at the University of California at Berkeley prior to continuation of work on the ongoing environmental documents. This bill would effectively add years to the planning of the high-speed rail system and result in the state having to return federal ARRA dollars.

Died in Assembly Transportation Committee by author (canceled hearing)

AB 1092 (Lowenthal) Summary: This bill would require the authority to report biannually to the Legislature beginning March 1, 2012, on the status of the project, including overall progress, the project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule contained in the 2009 business plan, project milestones, and other related issues.

On Assembly floor

AB 1164 (Gordon) Summary: This bill would require that the five gubernatorial appointments to the Authority Board be made with the "advice and consent of the Senate."

On Assembly floor

AB 1206 (Galgiani) Summary: This bill would require the authority to describe, and adopt, a "small emerging business enterprise program" as part of contracts to be awarded by the authority relative to development and construction of the high-speed rail system.

In Assembly Appropriations Committee

SB 733 (Price) Summary: This bill and SB 735 were merged. Previously, this required only that in the business plan to be submitted on January 1, 2012, or as an addendum to that plan to be submitted as soon as possible after that date, the authority shall include a strategy for ensuring the participation of California-certified small business in contracts awarded by the authority with state or federal funds during all phases of the project. The bill now contains a requirement for the HSRA to have a strategy for working with the Employment Development Department to ensure that at least 25 percent of the project workforce at each worksite is from the local workforce. The 25 percent requirement may pose a problem if a workforce of necessary size and skill is not available for each worksite.

In Senate Appropriations Committee

SB 734 (Price) Summary: This bill would require that the authority, with the assistance of the Department of General Services, prepare a small business, microbusiness, and disabled veteran business outreach and retention plan by July 31, 2012, in order to ensure that the percentage of contracts awarded meets the small business participation goals established by Executive Order S-02-06.

On Senate floor

SB 749 (Steinberg) Summary: This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the "advice and consent" of the Senate. Language nearly identical to AB 1164 (Gordon).

Died in Senate Transportation Committee by not being voted on

SB 214 (Wolk) Summary: This bill would eliminate the requirement of voter approval to create infrastructure financing districts and issuing bonds. The district would finance specified actions and projects and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer and change existing law so the district could remain in existence for 40 years instead of the current 30. The bill would also impose additional reporting requirements after the adoption of an infrastructure financing plan.

In Assembly Local Government Committee

AB 485 (Ma) Summary: This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district (transit oriented development) and require local governments that use infrastructure financing district bonds to

finance transit village development districts to use at least 20% of the revenue from those bonds to increase, improve and preserve lower and moderate-income housing; that these housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district.

In Senate Government and Finance Committee

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OLDA

AGENDA REPORT

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

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **UPDATE AND/OR ACTION REGARDING HIGH SPEED RAIL AND METROLINK ANTELOPE VALLEY LINE INFRASTRUCTURE IMPROVEMENT STRATEGIC PLAN**

At the last OLDA Board Meeting, Metro Board Member Ara Najarian, Maureen Micheline (Staff to Metro Board Member Najarian) and Michael Cano (Staff to Metro Board Member Antonovich) presented information on High Speed Rail and the "Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan motion approved by the Metro Board. As a follow up to the presentation and discussion by the OLDA Board members, OLDA staff has started to follow up on recommendations from the Board.

OLDA staff is working with other transportation agencies to examine high speed rail issues.

- 1) OLDA staff has prepared a draft letter for your approval, supporting the Antonovich/Najarian motion and development of the Strategic Plan recommended by the motion.
- 2) OLDA staff recommends supporting efforts led by Gateway Cities Council of Governments (COG) and work conducted by COG staff to create a consolidated, shared track corridor option.
- 3) Support efforts of LOSSAN to consolidate and integrate activities in the north/south rail corridor, including development of a comprehensive Business Plan.
- 4) Support efforts of Metro as it prepares the scope of work for the Antelope Valley Line Infrastructure Improvement Strategic Plan.
- 5) If requested, support efforts of cities along the proposed High Speed Rail route and help them to create a successful high speed rail plan that does not negatively impact their communities.

According to the Legislative Analyst Office (LAO) Report on High Speed Rail (May 10, 2011), the most recent cost estimate for completion of the first phase of the California High Speed rail project is roughly \$43 billion. In November, 2008, voters approved Proposition 1A which allows the state to sell \$9 billion general obligation bonds to partially fund the development and construction of the high speed rail system. In addition, the state received approximately \$3 billion from the federal government. The California High Speed Rail Authority (CHSRA) approved plans to begin construction in fall 2012 on a portion of the system costing \$5.5 billion through the Central Valley (north of Fresno to north of Bakersfield).

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The report identified a number of problems that threaten successful development of high speed rail. The LAO report recommends:

- 1) Fund only necessary administrative functions.
- 2) Seek flexibility on use of federal funds.
- 3) Reconsider where construction of the line should start.
- 4) Improve the way project decisions are made.

On May 25, 2011, Roy Kienitz, Under Secretary for Policy, United States Department of Transportation (USDOT) sent a letter to Roelof van Ark, Chief Executive Officer of the California High Speed Rail Authority responding to some of the LAO recommendations related to USDOT. Mr. Kienitz recommended that California proceed on its current course to meet USDOT deadlines. Mr. Kienitz further recommends that California does not postpone use of its matching funds as this may also jeopardize the federal funding for the project. Finally, Mr. Kienitz recommends that the State of California keep its decision to start the project in the Central Valley, comparing it to the start of the Interstate Highway System in less populated areas of Kansas and Missouri.

Since the last OLDA Board meeting, OLDA staff and consultants have met with Metro, SCAG and others regarding these issues. OLDA staff is very aware of the potential implications and impacts to our project. At this time, OLDA staff recommends working very closely with Metro, SCAG and other transportation agencies and decision makers on these issues.

Regarding OLDA and High Speed Rail, based on the discussion at the last Board meeting regarding California HSR developments, and responses by US DOT to the policy recommendations contained in the report issued by the Legislative Analyst Office, it would appear the OLDA Board has two fundamental options to consider:

Option 1

OLDA, Board members, staff and consultant team are all confronting a very comprehensive and significant work program which will consume a great team of time, talent, and financial resources. In light of the fact that the CHSRA, with strong support from the US DOT will be devoting both federal and state funds to support the Central Valley segment of the HSR system, OLDA should not devote any further Board or staff time to HSR issues. Therefore, all of OLDA's resources should continue to focus on the core program and policy priorities the OLDA Board and staff have the ability to directly influence benefiting our member jurisdictions.

Option 2

In recent months, OLDA has demonstrated the regional nature and benefit of implementing a major transit investment program in the OLDA corridor. The OLDA transit investment program should be directly linked to other regional transit



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investments, including the California HSA system proposed to operate in a Southern California corridor operating from Anaheim to Palmdale via the Los Angeles Union Station. Therefore, it is in the interest of OLDA to engage in deliberations of the statewide HSR program, particularly potential implications for development and implementation of Measure R transit projects. Be aware that unless OLDA receives additional funding, this will consume resources allocated to the current OLDA program.

Based on these assumptions, below are a range of specific actions OLDA could consider associated with California HSR program.

CHSRA Program

- 1) Reconfirm support for the current CHSRA Southern California Bakersfield-Los Angeles Union Station (LAUS) alignment serving the North Los Angeles County area to Santa Clarita.
- 2) Monitor release of the CHSRA final environmental document of the Southern California segment from LAUS to Palmdale, and the associated proposed station locations.

State Treasurer

1) Recommend that the State Treasurer support inclusion of the \$950 million of intercity and commuter rail improvements included in Proposition 1A (high speed rail bond) as the highest priority expenditure of rail bond funds. (See below, support for AB 845) Note that the sale of Proposition 1A bond funds could be in direct competition with sale of Proposition 1B bond funds and the associated state bonding capacity. Proposition 1B funds are critical to maintaining the integrity of the Metro transit capital program, related directly to Measure R. There is another item on the Board agenda supporting the urgent sale by the state of Proposition 1B bonds.

State Legislature

Support the following two bills:

SB 517 (Lowenthal) (Principal coauthor: Steinberg) (Coauthor: DeSaulnier)
Summary: This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency and would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. This bill would vacate the membership of the current authority Board and provide for the appointment or reappointment of members as of January 31, 2012; those members would be required to have specified background or experience, as specified. Last week the bill passed the Senate floor.

AB 845 (Ma) Summary: This bill relates to the \$950 million in Prop 1A bond funds allocated to regional commuter rail connector services. (See above) This bill would require the guidelines adopted by the CTC to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal



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Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from nonstate funds.

SCAG

- 1) Request OLDA Board members who serve on the SCAG Regional Council to request SCAG staff to assess the implications of not including the California HSR program as part of the next Regional Transportation Plan.
- 2) Support the efforts of SCAG and its new proposed SCAG HSR sub-committee (approved last week).

Metro

- 1) Continue direct engagement with Metro staff in the "accelerated" implementation of the Antonovich/Najararian motion, "Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan" including development of a near term scope of work, complementing OLDA program and project priorities.
- 2) Monitor development of the Los Angeles County elements of the LOSSAN Corridor Business Plan. This Business Plan is likely to reflect some of the capital improvements proposed by the Gateway City COG to improve Metrolink operations and service.

Federal

Monitor Congressional actions on a federal surface transportation bill, relating to HSR rail development and other transit capital funding opportunities.

These are very important policy directives and OLDA staff would like your direction and input regarding these two options.

RECOMMENDATION

It is recommended that the Board:

1. Review information and direct staff on appropriate action;
2. Approve letter of support for the Antonovich/Najararian Metro motion; and
3. Receive and file this report

Attachment

- Chairman
- Bruce Barrows
Councilmember
City of Cerritos
- Vice Chairman
- Frank Quintero
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James McCarthy
Caltrans, District 7

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **UPDATE AND/OR ACTION REGARDING SCAG PE ROW/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVES ANALYSIS STUDY**

SCAG has been moving forward with the Pacific Electric Corridor Alternatives Analysis. SCAG and the consultant team are finalizing Task 4.0 (the Definition of Alternatives and Initial Screening).

On June 2, 2011, SCAG approved a contract amendment of \$97,500 to the consultant team in order to assess the low-speed maglev alternative that has been selected for the final set of alternatives.

The final set of alternatives selected by the Project Steering Committee is:

1. No Build
2. Transportation System Management
3. Bus Rapid Transit
4. Street Car
5. Light Rail Transit
6. Low Speed Magnetic Levitation

SCAG is hosting open house/community meetings on Monday, June 27, 2011 from 5:30 – 7:30 pm at the South Gate Civic Center Main Hall and on Tuesday, June 28, 2011 from 5:30 – 7:30 pm at The Courtyard Center in Garden Grove, CA (see attached).

SCAG and the consulting team will be studying these alternatives and working with Metro, OCTA, OLDA and cities in the corridor in the upcoming months.

RECOMMENDATION

It is recommended that the Board:

1. Review information and direct staff on appropriate action; and
2. Receive and file this report

Attachment



WEST SANTA ANA BRANCH

COMMUNITY MEETINGS

YOU ARE INVITED

to attend an open house to receive the most up-to-date information on The Pacific Electric Right-of-Way (PE ROW) / West Santa Ana Branch Corridor Study.

SCAG encourages you to become involved with the project planning by coming to learn about progress on the project alternatives.

Ask questions, view displays, enjoy light refreshments. Everyone is welcome! Content presented at each meeting will be identical.

MONDAY, JUNE 27, 2011

5:30 – 7:30 pm

South Gate Civic Center Main Hall

8680 California Avenue, South Gate, CA 90280

TUESDAY, JUNE 28, 2011

5:30 – 7:30 pm

The Courtyard Center

12732 Main Street, Garden Grove, CA 9284

Contact Us:

For more information about the study, please visit www.pacificelectriccorridor.com or contact Philip Law, Project Manager, at (213) 236-1841 or law@scag.ca.gov.



RAMA OESTE DE SANTA ANA

REUNIONES PÚBLICAS

USTED ESTÁ INVITADO

a asistir a una reunión para recibir la información más actual sobre el estudio de Pacific Electric (PE ROW) / corredor de la rama oeste de Santa Ana.

SCAG lo alienta a participar en la planificación del proyecto viniendo a obtener más información sobre el progreso de las alternativas del proyecto. Haga preguntas, vea exhibiciones y disfrute de refrescos. ¡Están todos bienvenidos! El contenido que se presentará en cada reunión será idéntico.

LUNES, 27 DE JUNIO, 2011

5:30 – 7:30 pm

Salón principal del Centro Cívico de South Gate

8680 California Avenue, South Gate, CA 90280

MARTES, 28 DE JUNIO, 2011

5:30 – 7:30 pm

The Courtyard Center

12732 Main Street, Garden Grove, CA 92840

Comuníquese con nosotros:

Para obtener más información sobre el estudio, visite: www.pacificelectriccorridor.com o comuníquese con Philip Law, Gerente del Proyecto, llamando al (213) 236-1841 o escribiendo a law@scag.ca.gov



NHÁNH TÂY SANTA ANA

CÁC BUỔI HỌP CỘNG ĐỒNG

XIN MỜI QUÝ VỊ

đến dự buổi Tiếp Đón để được thông tin cập nhật mới nhất của Cuộc Khảo Sát Hành Lang Nhánh Quyền Sử Dụng Đường Xe Lửa Điện Thái Bình Dương (PE ROW) / Tây Santa Ana.

SCAG khuyến khích quý vị tham gia vào việc hoạch định dự án bằng cách đến họp và tìm hiểu về tiến trình của các dự án thay thế. Quý vị có thể nêu thắc mắc, duyệt qua các bảng trình bày, thử qua các món ăn nhẹ của chúng tôi. Chúng tôi xin mời tất cả mọi người! Nội dung trình bày tại các buổi họp này đều giống nhau.

THỨ HAI, NGÀY 27 THÁNG SÁU, 2011,

5:30 chiều – 7:30 tối

South Gate Civic Center Main Hall

8680 California Avenue, South Gate, CA 90280

THỨ BA, NGÀY 28 THÁNG SÁU, 2011,

5:30 chiều – 7:30 tối

The Courtyard Center

12732 Main Street, Garden Grove, CA 92840

Liên Lạc Với Chúng Tôi:

Muốn biết thêm thông tin về cuộc khảo sát và các buổi họp cộng đồng sắp tới, xin viếng thăm: www.pacificelectriccorridor.com hoặc liên lạc với Philip Law, Quản Lý Dự Án theo số (213) 236-1841 hoặc law@scag.ca.gov.

The Pacific Electric Right-of-Way / West Santa Ana Branch Corridor

The Pacific Electric Right-of-Way/West Santa Ana Branch Corridor is a railroad right-of-way that extends for 20 miles between Los Angeles and Orange Counties. The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority and the Orange County Transportation Authority, is conducting a study to explore potential transportation solutions for the corridor that could increase travel choices between the two counties.

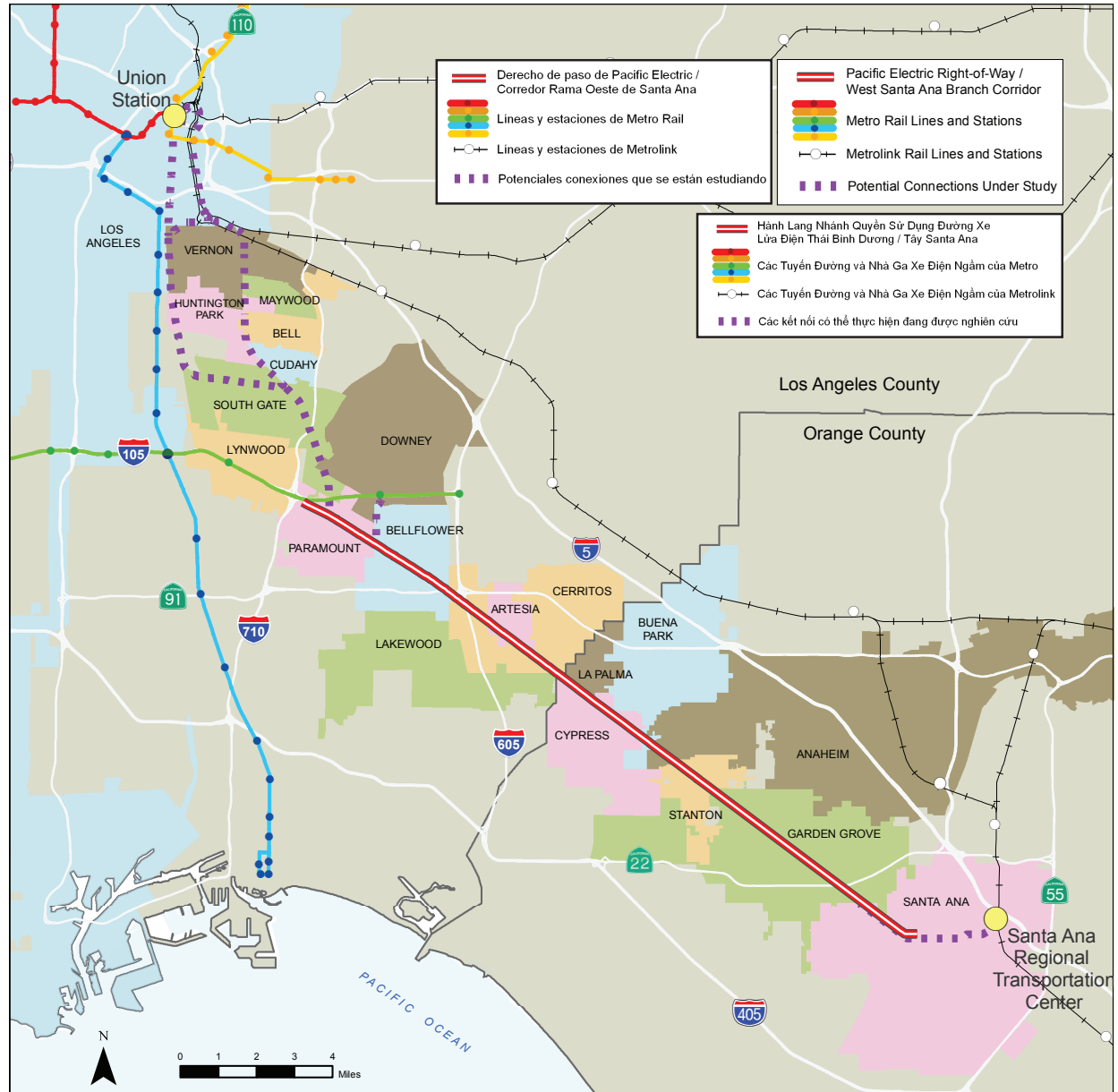
The study examines different transportation options to connect from the Pacific Electric Right-of-Way north to Downtown Los Angeles and Union Station, and south to the Santa Ana Regional Transportation Center.

El derecho de paso de Pacific Electric/corredor de la rama oeste de Santa Ana es un derecho de paso de ferrocarril que recorre 20 millas entre los condados de Los Angeles y Orange. La Asociación de Gobiernos del Sur de California (Southern California Association of Governments) (SCAG, por sus siglas en inglés), en coordinación con las Autoridades de Transporte Metropolitano del Condado de Los Angeles (Los Angeles County Metropolitan Transportation Authority) y las Autoridades de Transporte del Condado de Orange (Orange County Transportation Authority), está realizando un estudio para explorar posibles soluciones de transporte a lo largo de dicho corredor que aumentarían las opciones de viaje entre los dos condados.

El estudio examina diferentes opciones de transporte para conectar el derecho de paso de Pacific Electric al Norte, hacia la zona centro de Los Angeles y Union Station, y hacia el Sur hasta el Centro de Transporte Regional de Santa Ana.

Hành Lang Nhánh Quyền Sử Dụng Đường Xe Lửa Điện Thái Bình Dương / Tây Santa Ana (Pacific Electric Right-of-Way/ West Santa Ana Branch Corridor) là đường xe lửa được quyền sử dụng trải dài khoảng 20 dặm giữa các quận của Los Angeles và Quận Cam (Orange). Hiệp Hội Chính Quyền Miền Nam California (Southern California Association of Governments, hay SCAG), phối hợp với Cơ Quan Vận Chuyển Vùng Nội Đô Quận Los Angeles (Los Angeles County Metropolitan Transportation Authority) và Cơ Quan Vận Chuyển Quận Cam (Orange County Transportation Authority), đang thực hiện cuộc khảo sát để giải quyết các vấn đề vận chuyển có thể gặp cho hành lang nhằm gia tăng lựa chọn di chuyển giữa hai quận.

Cuộc khảo sát giám định các lựa chọn vận chuyển khác nhau để kết nối từ bắc Pacific Electric Right-of-Way đến Nội Đô Los Angeles và Union Station, và nam đến Santa Ana Regional Transportation Center.



Sources: SCAG, TeleAtlas

O:\jobs\4293\Pacific Electric ROW West Santa Ana Branch Corridor\mxd



AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **UPDATE AND/OR ACTION REGARDING BOB HOPE AIRPORT GROUND ACCESS STUDY**

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
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- Burbank-Glendale-Pasadena Airport Authority

Earlier this year, OLDA entered into a Memorandum of Understanding (MOU) with the Burbank-Glendale-Pasadena Airport Authority ("Airport Authority") to be its project manager for a multimodal ground access study.

Mr. Mark Hardymont of the Airport Authority will make a presentation regarding the current status of these efforts.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and provide direction to staff; and/or
2. Receive and file this report

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AGENDA REPORT

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TO: Members of the Orangeline Development Authority

FROM: Michael Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **APPROVAL OF OLDA CONTRACT LABOR CONSULTING SERVICES**

Contracts for many of the Orangeline Development Authority (OLDA) contract labor staff are expiring at the end of June. The team that OLDA has put together in the past two years is a very cohesive unit.

In order to continue work on OLDA and the various grant projects, including the Caltrans Environmental Justice Grant, Bob Hope Airport Ground Access Study, Transportation Land Use Grant activities, it is recommended that OLDA approve contracts for the following OLDA Contract Staff members effective July 1, 2011 through June 30, 2012.

Fiscal Impact

These services have been approved as part of the budget for the upcoming fiscal year. It is projected that most of these contracts will be paid out of the OLDA grant funds. Approximately 15% to 25%, will be paid under the OLDA Other Administrative expenditures.

Karen Heit	\$36,000
Trisha Murakawa	\$54,000
Robert Huddy	\$48,000
Denise Van Stratten	\$24,000
Alan Huynh	\$24,000
Total	\$186,000

RECOMMENDATION

It is recommended that the Board:

1. Approve OLDA Contract Labor Consulting Services
2. Direct staff to prepare Service Agreements for the period July 1, 2011 to June 30, 2012 for amounts not to exceed that which is listed above; and
3. Receive and file this report

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TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **APPROVAL OF CRITERIA FOR CERRITOS TRANSPORTATION AND LAND USE GRANT**

The Transportation and Land Use Grant (TLU) effort began last year. The purpose of the Grant is to examine transportation and land use issues along the Orangeline corridor in Los Angeles and Orange County. Tasks include the study of the alignment, right-of-way and station locations.

To date, OLDA has engaged its staff and consultants in a preliminary effort to identify corridor-wide opportunities that has resulted in the development of recommendations for a transit oriented corridor. Staff now proposes to begin a new approach that takes advantage of some recent developments and to enhance member efforts at creating plans for individual stations along the corridor. Currently, OLDA is working on the following efforts in the corridor:

1. South Gate Huntington Park Caltrans Environmental Justice Grant that will engage the public and deal with transportation outreach, equity and delivery issues. There are companion items on this agenda that concern this effort.
2. The Bob Hope Airport Authority staff is working with OLDA to begin a ground access study.
3. OLDA is working with SCAG, Metro and OCTA on an alternative analysis looking at the OLDA Corridor from Los Angeles Union Station to Orange County.
4. The Cities of Bellflower, Cerritos, South Gate and Santa Clarita have been approved to receive SCAG COMPASS funds.
5. Metro is developing a scope of work to analyze the Metrolink Antelope Valley Line and related rail development opportunities in the corridor.

Since the start of the TLU, other agencies have begun to accelerate efforts to move the project forward along the corridor. The TLU is in the first phase of a growing effort to implement the Orangeline project.

To build upon this effort, OLDA staff discussed project options and potential station analysis issues with Ron Bates, City Manager Representative, Ian Pari, City of Santa Clarita, Art Gallucci, City Manager of Cerritos and Torrey Contreras of the City of Cerritos. The recommendation is to spend the remaining TLU funds to help OLDA members advance on complimentary efforts at station locations. This approach will help fill in any gaps in the efforts noted above and will not duplicate those efforts.

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OLDA

Item 13

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City of Glendale
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City of Maywood
City of Paramount
City of Santa Clarita
City of South Gate
City of Vernon
Burbank-Glendale-Pasadena
Airport Authority

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The recommendation is to select 3 to 5 station locations for further analysis. Each member city may apply and it will require a local member 20% match. Total funds available are approximately \$180,000.

To achieve this goal the following proposed criteria and procedure will apply:

1. Members will apply to use funds by 6/29/11.
2. The applicants will submit in a proposal letter defining the purpose of their proposed project, how it relates to the existing grant, proposed scope, total cost, timing and a commitment of a 20% local fund match.
3. If three to five cities apply, the projects will be accepted, provided they meet grant purposes.
4. If more than five cities apply, the Executive Director and City Manager Representative will appoint a committee to evaluate proposals.
5. OLDA will release a Request for Proposal (see next agenda item) for professional consultant services.

As part of the process, OLDA and the selected members will execute an agreement.

FISCAL IMPACT

The approval of criteria does not have a current fiscal impact. Any impact will occur in the future. Please see the companion item on this agenda for a discussion of the fiscal impact.

RECOMMENDATION

It is recommended that the Board:

1. Approve procedure and criteria;
2. Direct staff to review applications and make recommendations for funding to the OLDA Board; and
3. Receive and file this report.



AGENDA REPORT

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TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **APPROVAL TO DEVELOP AND RELEASE REQUEST FOR PROPOSAL FOR PROFESSIONAL CONSULTING SERVICES FOR TRANSPORTATION AND LAND USE GRANT**

OLDA staff recommends approval to release a Request for Proposals (RFP) for the Transportation and Land Use Grant (TLU) in an amount of approximately \$210,000.

Release of the RFP enables OLDA to enter into a Professional Services Agreement and provide professional consulting services to help members use existing resources available for station analysis along the OLDA corridor.

FISCAL IMPACT

OLDA will incur the costs of developing and releasing the RFP, but will be reimbursed from grant administration funds. Local match for the services will be provided by participating cities. While OLDA has limited reserves and relies upon membership fees and grant funds, OLDA staff believes that membership fees can be used to cover anticipated shortfalls while waiting for grant reimbursement from the MTA.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information;
2. Direct staff to develop and release and RFP for Professional Consulting Services; and
3. Receive and file this report.

Chairman

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TO: Members of the Orangeline Development Authority

FROM: Karen Z. Heit, Deputy Executive Director

DATE: June 8, 2011

SUBJECT: **APPROVAL TO RELEASE TASK ORDER TO THE OLDA SOQ LIST TO RESPOND TO TASK ORDER FOR A CONSULTANT TO PROVIDE TRANSPORTATION PLANNING, PROJECT MANAGEMENT AND SUPPORT SERVICES FOR GRANTS**

The Orangeline Development Authority (OLDA) will be facing deadlines on various projects. OLDA staff has issued purchase orders to augment staff and prepare work products and develop grant applications. OLDA staff would like to send out a request for services to respond to a Task Order to provide additional Transportation Planning, Project Management and Support Services to support OLDA staff efforts on planning grants and to assist with potential grant applications. OLDA will use the pre-qualified firms from the Statement of Qualifications (SOQ) List, established in early 2010 and ask them respond to this Task Order.

RECOMMENDATION

It is recommended that the Board:

1. Direct staff to send out request for services;
2. Direct staff to recommend consultant(s) to the OLDA Board; and
3. Receive and file this report.

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AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **LIST OF CITIES/AGENCIES FOR THIRD AMENDED JOINT EXERCISE OF POWERS AGREEMENT (JEPA)**

Staff has been asked to bring back before the OLDA Board of Directors the list of members, non-members and agencies that may join OLDA in the future for another review and discussion.

RECOMMENDATION

It is recommended that the Board:

1. Review and discuss the list of cities/agencies as presented in the Third Amended Joint Exercise of Powers Agreement (JEPA);
2. Direct staff take appropriate action if needed; and/or
3. Receive and file this report

Attachment

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Vice Chairman

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EXHIBIT A

Burbank-Glendale-Pasadena
Airport Authority
City of Anaheim
City of Artesia
City of Bell
City of Bell Gardens
City of Bellflower
City of Buena Park
City of Burbank
City of Cerritos
City of Commerce
City of Compton
City of Cudahy
City of Cypress
City of Downey
City of Fullerton
City of Garden Grove
City of Glendale
City of Hawaiian Gardens
City of Huntington Beach
City of Huntington Park
City of Irvine
City of La Habra
City of La Mirada

City of La Palma
City of Lakewood
City of Lancaster
City of Long Beach
City of Los Alamitos
City of Los Angeles
City of Lynwood
City of Maywood
City of Norwalk
City of Orange
City of Palmdale
City of Paramount
City of San Fernando
City of Santa Ana
City of Santa Clarita
City of Santa Fe Springs
City of Seal Beach
City of South Gate
City of Stanton
City of Tustin
City of Vernon
City of Westminster
County of Los Angeles
County of Orange