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AUGUST 11, 2015

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MW*
CHIEF PLANNING OFFICER

**SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR
(ATC) PROJECT FUNDING IMPACT UPDATE**

ISSUE

At the May 28, 2015 Regular Board Meeting, Director Knabe asked Staff to explain the potential funding sources listed in the Financial Impact section concerning Item 25, the Rail to River ATC Project, and to follow-up with respect to Gateway Cities Council of Government (COG) outreach efforts. Staff is reporting back to the Board in response to requests for additional information.

BACKGROUND AND DISCUSSION

Funding Sources

Potential funding sources discussed included Measure R 2% Rail Capital Improvement funds, Metro Net Toll Revenue Program funds, Proposition C 25% funds and the possible use of other eligible revenues which may be available at the time project funds are needed.

Explanations, regarding potential funding sources outlined in the May 28, 2015 Board Report, are provided below:

- Measure R 2% Rail Capital Improvements (cash or bond) was identified as a potential funding source in the May Board Report due to the ATC

Project's direct connectivity to the Metro Crenshaw/LAX station at West Boulevard and Florence Avenue. Opportunity exists to implement station area improvements, which includes First/Last Mile design integration with the ATC Project corridor. Potential connectivity to the Crenshaw/LAX station at Crenshaw Boulevard and Slauson Avenue also exists. Bus and rail operations are not eligible under this funding source.

- Metro Net Toll Revenue, as described in the 2014-15 program guidelines, provides grants to increase mobility and person throughput through a series of integrated strategies in the I-10 and I-110 corridors. This revenue source is funded by the generation of net toll revenues from the Congestion Reduction Demonstration Program (CRDP), also known as Express Lanes. Should the Express Lanes Grant Program Call for Projects become available, the possibility exists for Metro to apply for a grant for the ATC Project. Metro could seek additional funding through this source, as the ATC Project is located within the three-mile catchment area of impact due to the 110 Harbor Freeway running directly through and bisecting the ATC Project area. The ATC Project meets the goals and objectives of the CRDP. Bus and rail operations are not eligible under this funding source.
- Proposition C (Prop C) 25% identified as a potential funding source in the May Board Report, provides transit-related improvements to Freeway and State Highways and public mass transit improvements to railroad rights-of-way. Objectives of this funding program include the facilitation of transit flow by reducing single-occupancy vehicle trips and reducing the congestion on the freeway and on the arterial street network. ATC Project elements will provide direct access safety improvements between existing transit stops and the ATC facility, and provide Transportation Systems Management techniques which assist transit service, allowable under Prop C 25%. The Prop C 25% ordinance also states that transportation improvements on freeways and highways may include transitways and other improvements to facilitate and expedite flow of transit. The ATC Project may include improved accessibility to the Harbor Transitway, arterial capacity enhancements, incident management programs (bicycle and pedestrian collision reductions), park and ride lot safety improvements, and implementation of a regional bikeway. Bus and rail operations are not eligible under this funding source.

Outreach

Outreach efforts for the ATC Project have included engaging key stakeholders including the public, local representatives from the Cities of Los Angeles, Inglewood, Huntington Park, Vernon, Maywood, and Bell; and the Los Angeles County Department of Public Works and Regional Planning, California Department of Transportation (Caltrans), Southern California Air Quality

Management District (AQMD), and SCAG. A Technical Advisory Committee (TAC) was formed as part of the 2014 Feasibility Study effort and was comprised of technical staff from the jurisdictions listed above, providing community perspective, technical expertise, and coordination of current and planned city efforts.

Recent outreach efforts have included reaching out to the Gateway Cities Council of Government (COG) providing ATC Project overview, which was conducted in an informal meeting. A full COG presentation was offered, but determined to be more appropriate once the next ATC Project phase is initiated. Outreach efforts are ongoing, and will continue as the ATC Project development moves forward, and shall include engaging Councils of Government, providing a thorough community process to aid in project development efforts, help formulate design, facilitate environmental clearance activities, and alternative route analysis for full implementation of the ATC Project and/or project segments.

NEXT STEPS

Staff will continue to develop the ATC Project including identifying appropriate project implementation funding sources at the local, state, and Federal levels.

Staff will continue to engage the public in the development of the ATC Project moving forward, further solidifying partnerships with local jurisdictions through continued collaboration with community, agency, and jurisdictional stakeholders within the ATC Project area.