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**PLANNING & PROGRAMMING COMMITTEE
OCTOBER 18, 2001**

Metropolitan
Transportation
Authority

SUBJECT: AGREEMENT BETWEEN THE MTA AND THE CITY OF LOS ANGELES FOR THE EL PUEBLO TRANSPORTATION MUSEUM IMPROVEMENTS

One Gateway Plaza
Los Angeles, CA
90012-2952

ACTION: AUTHORIZE CEO OR HIS DESIGNEE TO NEGOTIATE AND EXECUTE AN IMPLEMENTATION AGREEMENT

RECOMMENDATION

Authorize the Chief Executive Officer (CEO) to negotiate and execute an agreement with the City of Los Angeles ("City") where the City, on behalf of MTA, will construct the El Pueblo Transportation Museum using City personnel and MTA will reimburse the City an amount not to exceed \$1,248,000 in Transportation Enhancement Activity (TEA) funds for such construction work.

ISSUE

In Fiscal Year 1999, the MTA applied for and received \$1,248,000 in federal TEA funds from Caltrans for the restoration and reuse of the 1903 Power Sub-Station, located in El Pueblo de Los Angeles Park, as a Transportation Museum. The City is currently restoring the El Pueblo de Los Angeles Park with City personnel. The City could incorporate the El Pueblo Transportation Museum improvements as part of their ongoing restoration work which will expedite the museum improvements. The MTA could potentially lose the TEA funds if construction of El Pueblo Transportation Museum improvements is not completed in a timely manner. MTA staff is recommending that the TEA funds be passed through to the City to construct the Transportation Museum as part of the City's ongoing restoration work.

POLICY IMPLICATIONS

The City of Los Angeles will maintain full responsibility for adhering to all federal and state TEA funding guidelines and liability to pay for all cost overruns and ineligible expenses. The improvements constructed with this grant are in the best interest of the MTA and will result in the construction of a valuable educational transportation resource for the citizens of Los Angeles County.

OPTIONS

The MTA Board has the option of not authorizing the execution of this Agreement. This option is not recommended, as it will jeopardize the ability for the MTA to implement this project in a timely manner. Without the timely implementation of this Agreement, the MTA will have to forgo the usage of these TEA funds.

FINANCIAL IMPACT

Execution of this Agreement with the City of Los Angeles will have no direct financial impact to the MTA. The City of Los Angeles will maintain all financial responsibility and management of this project, and the City of Los Angeles will combine this project with other locally funded improvements to provide the matching funds. Potentially included in the matching funds are funds previously approved by the MTA through the Call for Projects for improvements adjacent to, or inclusive of, the El Pueblo Historic Park.

BACKGROUND

El Pueblo de Los Angeles Historic Park (Olvera Street) includes the mostly vacant Los Angeles Railway Power Sub-Station (currently used for storage and maintenance). The Power Sub-Station was seismically upgraded approximately ten years ago. For the last ten years there has been an attempt to develop a museum and educational space to enhance the learning opportunities in El Pueblo. El Pueblo receives approximately 1,500,000- 2,000,000 annual visitors (approximately 2/3 of the visitors are children on educational field trips).

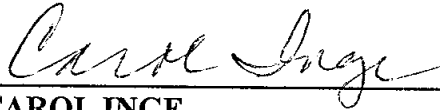
This project has been listed in the state directed El Pueblo de Los Angeles State Park Master Plan for over ten years. After several attempts were made by the El Pueblo de Los Angeles State Park personnel and local merchants to seek various funding sources, the application was brought to the attention of MTA staff in conjunction with other MTA-funded improvements on both Alameda Street and in the general area of El Pueblo. The proposed project met the qualifications of a TEA project and was forwarded in 1999 by Caltrans to their Sacramento offices for review as part of Caltrans' annual statewide TEA allocations. Caltrans deemed the reusing of the historic transit facility and the development of a transportation museum an appropriate usage of statewide TEA funds in 2001. This grant is for the renovation of the structure for the display of historic transportation systems, supporting industries and related infrastructure in the Southern California region. The museum is anticipated to be developed in consultation with the area's Unified School Districts, the Los Angeles Children's Museum and the El Pueblo business community. The museum will potentially include interactive displays of Los Angeles County's transportation providers, their areas of service and their impacts on the region's transportation systems. Costs associated with operating the facility after renovations are the responsibility of the El Pueblo de Los Angeles Historical Monument and the City of Los Angeles.

NEXT STEPS

Upon Board approval, MTA and City of Los Angeles staff will finalize and execute an agreement. Staff will also work closely with the City of Los Angeles and Caltrans to insure that the improvements are completed in a timely manner.

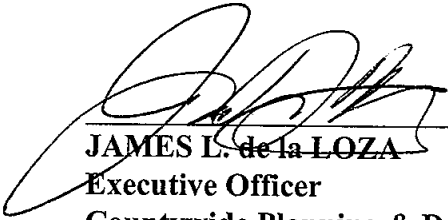
Prepared by: Robin Blair
Transportation Planning Manager

Diego Cardoso
Director of Pedestrian/Urban Environment, Transportation Linkages



CAROL INGE

**Deputy Executive Officer
Transportation Development
and Implementation**



JAMES L. de la LOZA

**Executive Officer
Countywide Planning & Development**



ALLAN G. LIPSKY

Office of the Chief Executive Officer

MOTION – Directors Roberts and Burke

It is a rare person indeed who devotes one's life to educating others. It is an even rarer individual who dedicates her life to transportation education. Such a person was Dorothy Gray, MTA's librarian, who passed away last Friday.

Since 1988, Dorothy's passion for creating a resource for the transportation industry culminated in the MTA library, one of the few libraries with the ability to catalog entries directly into the Library of Congress. Her diverse approach to education also included reaching out through various means to draw us closer together in spite of our cultural differences.

WE THEREFORE MOVE, that the MTA library be named in her memory and be called the Dorothy Peyton Gray Transportation Library.

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