

ANTONOVICH MOTION

Assumed within the proposed 2009 Long Range Transportation Plan (LRTP) update is a \$200 million per year investment in Los Angeles County by the federal government in the form of Federal Transit Administration (FTA) New Starts Full Funding Grant Agreements (FFGA).

This New Starts funding will complement Measure R—and possibly other sources of local funding—and leverage those new dollars with federal investment in order to complete projects like the Downtown Regional Connector and the Westside Purple Line Subway Extension from Wilshire/Western to Westwood (approximately).

To receive \$200 million per year in New Starts funding, Los Angeles County must demonstrate an unprecedented level of regional consensus and cooperation to our federal partners to ensure our County's fair share. MTA Board actions that undermine this countywide support for our federal program are counterproductive and should be avoided at all costs.

Unfortunately, MTA's staff recommendation to adopt the LRTP immediately in order to provide a level of support for the recommended federal program also endangers that same goal by putting the Board in direct conflict with the expressed desire of 75 of the County's 88 cities to defer the adoption of the LRTP until the funding and implementation schedules for the highway portion of the plan are clarified and presented in further detail. This conflict with our cities, our COGs and—ultimately—members of our federal delegation directly threatens the very regional collaboration necessary to pursue our federal New Starts program effectively.

The urgency with which to pursue federal New Starts funding must be tempered by the need to adopt a fully multi-modal and truly regional LRTP, according to the desires of 85% of the cities in the County. With the extension of SAFETEA-LU for another 18 months into 2011, the lack of Locally Preferred Alternatives for either New Starts project candidates, and the willingness of SCAG to accept RTP amendments after July 31st, 2009, a compromise is possible that gives MTA the ability to begin work toward a FFGA while also preserving our cities' desire to see a more inclusive and responsive LRTP.

I, THEREFORE, MOVE that the Board take the following actions:

- (1) Provide the CEO with the authority to pursue New Starts funding for both the Downtown Regional Connector and the Westside (Purple Line) Subway Extension as part of a linked Full Funding Grant Agreement, with the understanding that MTA's expressed position to our federal partners is that the Downtown Regional Connector (DRC) and the first segment (MOS1 – to Fairfax) of the Westside (Purple Line) Extension are to be completed concurrently by 2019.

- (2) Direct the CEO to amend the 2001 LRTP by moving the DRC and all three segments (MOS1, MOS2, MOS3) of the Westside (Purple Line) Subway Extension into the Constrained Portion of the plan with concurrent prioritization of MOS1 and DRC and without local match funding allocations that favor one project over the other.
- (3) Direct the CEO to request SCAG to make the following amendments into the 2008 RTP at the earliest date possible:
 - a. Amend the Downtown Regional Connector's status to reflect completion by 2019.
 - b. Add the third segment (MOS3) of the Purple Line subway extension – La Cienega to Westwood – to the constrained plan to reflect completion by 2036.
 - c. Any other necessary changes to reflect the Board's desire to complete MOS1 and DRC concurrently by 2019.
- (4) Present to the Board at the September meeting a full business case analysis of MOS1 and DRC that takes into account all facets of the two projects, including but not limited to:
 - a. Operational impacts on entire system
 - b. Projected ridership added to system
 - c. Cost to operate new service
 - d. Operating capital costs including rolling stock
 - e. Impact on Union Station and 7th/Metro stations
 - f. Impact on maintenance costs including access to rail facilities
 - g. Connectivity with High Speed Rail needs at and nearby Union Station
 - h. Employment densities and other relevant business/demographic statistics
 - i. Readiness for New Starts funding and all relevant timelines
 - j. Competitiveness for New Starts funding
- (5) Present to the Board at the September meeting an update on the linked FFGA strategy, including greater detail on the strategy as well as any obstacles to pursuing federal New Starts funding for both DRC and MOS1 on a concurrent schedule for opening in 2019.
- (6) Present to the Board at the September meeting strategies to leverage local investment in the Crenshaw and Foothill/Eastside Gold Line Extensions to provide extra federal funding for grade separations and to complete the remainder of the projects, respectively.
- (7) Bring back the 2009 LRTP for Board consideration by no later than the October 2009 Board meeting with the highway portion of the plan completed with subregional input.