

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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Transportation

Keith Millhouse, Ventura County

Transportation Commission

## MEETING OF THE

# TRANSPORTATION COMMITTEE

***Thursday, January 3, 2013  
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Board Room  
Los Angeles, CA 90017  
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email [harris-neal@scag.ca.gov](mailto:harris-neal@scag.ca.gov)

Agendas & Minutes for the Transportation Committee are also available at: [www.scag.ca.gov/committees/tc.htm](http://www.scag.ca.gov/committees/tc.htm)

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## Transportation Committee

*Members Roster – January 2013*

### Members

### Representing

<b>Chair*</b>	<b>1. Hon. Keith Millhouse</b>	<b>Moorpark</b>	<b>VCTC</b>
<b>Vice-Chair*</b>	<b>2. Hon. Alan Wapner</b>	<b>Ontario</b>	<b>SANBAG</b>
*	3. Hon. Michael D. Antonovich		Los Angeles County
*	4. Hon. Bruce Barrows	Cerritos	District 23
*	5. Hon. Glen Becerra	Simi Valley	District 46
	6. Hon. Russell Betts	Desert Hot Springs	CVAG
*	7. Hon. Stan Carroll	La Habra Heights	District 31
*	8. Hon. Mary Craton	Canyon Lake	RCTC
*	9. Hon. Gene Daniels	Paramount	District 24
	10. Hon. Steve Diels	Redondo Beach	SBCCOG
*	11. Hon. Paul Eaton	Montclair	District 9
	12. Hon. Aziz Elattar		Caltrans District 7
	13. Hon. Mario Guerra	Downey	GCCOG
*	14. Hon. Frank Gurulé	Cudahy	District 27
	15. Hon. Bert Hack	Laguna Woods	OCCOG
*	16. Hon. Matthew Harper	Huntington Beach	District 64
*	17. Hon. Carol Herrera	Diamond Bar	District 37
	18. Hon. Bill Hodge	Calexico	ICTC
*	19. Hon. Jose Huizar	Los Angeles	District 61
*	20. Hon. Jim Hyatt	Calimesa	District 3
	21. Hon. Trish Kelley	Mission Viejo	OCCOG
	22. Hon. James C. Ledford	Palmdale	North L. A. County
*	23. Hon. Michele Martinez	Santa Ana	District 16
	24. Hon. Brian McDonald		Chemehuevi Indian Tribe
	25. Hon. Ryan McEachron	Victorville	SANBAG
	26. Hon. Marsha McLean	Santa Clarita	North L. A. County
*	27. Hon. Dan Medina	Gardena	District 28
*	28. Hon. Barbara Messina	Alhambra	District 34
*	29. Hon. Leroy Mills	Cypress	District 18
*	30. Hon. Jim Morton	Lynwood	District 26
*	31. Hon. Brett Murdock	Brea	District 22
*	32. Hon. Steven Neal	Long Beach	District 29
*	33. Hon. Shawn Nelson		Orange County
*	34. Hon. Pam O'Connor	Santa Monica	District 41



## Transportation Committee

### *Members Roster – January 2013*

#### Members

#### Representing

35. Hon. Micheál O’Leary	Culver City	WSCCOG
* 36. Hon. Gary Ovitt		San Bernardino County
* 37. Hon. Bernard C. Parks	Los Angeles	District 55
* 38. Hon. Gregory Pettis	Cathedral City	District 2
* 39. Hon. Frank Quintero	Glendale	District 42
40. Hon. Teresa Real Sebastian	Monterey Park	SGVCOG
* 41. Hon. Ronald Roberts	Temecula	District 5
* 42. Hon. Mark Rutherford	Westlake Village	District 44
43. Hon. Damon Sandoval		Morongo Band of Mission Indians
44. Hon. David Spence	La Cañada/Flintridge	Arroyo-Verdugo Cities
45. Hon. Karen Spiegel	Corona	WRCOG
46. Hon. Tim Spohn	City of Industry	SGVCOG
* 47. Hon. Jeff Stone	Riverside County	Riverside County
48. Hon. Jess Talamantes	Burbank	SFVCOG
* 49. Hon. Donald Voss	La Cañada/Flintridge	District 36

\* Regional Council Member

# TRANSPORTATION COMMITTEE

## AGENDA

### JANUARY 3, 2013

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*The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.*

#### **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*(Hon. Keith Millhouse, Chair)*

**PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

#### **REVIEW AND PRIORITIZE AGENDA ITEMS**

**Time      Page No.**

#### **CONSENT CALENDAR**

##### **Approval Item**

- |   |                   |          |
|---|-------------------|----------|
| 1. <u>Minutes of the November 1, 2012 Meeting</u> | <b>Attachment</b> | <b>1</b> |
|---|-------------------|----------|

##### **Receive and File**

- |  |                   |           |
|--|-------------------|-----------|
| 2. <u>Draft California High-Speed Train Fact Sheet</u>                   | <b>Attachment</b> | <b>11</b> |
| 3. <u>Summary Report from Subcommittees</u>                              | <b>Attachment</b> | <b>13</b> |
| 4. <u>Transportation Committee (TC) Video-conferencing Pilot Program</u> | <b>Attachment</b> | <b>19</b> |

#### **ACTION ITEM**

- |   |                   |                 |           |
|---|-------------------|-----------------|-----------|
| 5. <u>Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations</u><br><i>(Philip Law, SCAG Staff)</i> | <b>Attachment</b> | <b>20 mins.</b> | <b>21</b> |
|---|-------------------|-----------------|-----------|

**Recommended Actions:** Recommend that the Regional Council: (1) Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; (2) Consider the Steering Committee recommendation regarding the Low Speed Maglev alternative; and (3) Authorize the Executive Director to finalize the AA report with the recommendations and forward to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

# TRANSPORTATION COMMITTEE

## AGENDA

### JANUARY 3, 2013

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<u>INFORMATION ITEMS</u>	<u>Time</u>	<u>Page No.</u>
6. <u>Amendment to the Joint Powers Agreement Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Rail Agency</u> <i>(Steve Fox, SCAG Staff)</i>	Attachment 10 mins.	73
7. <u>“Bike Share” Programs in the SCAG Region</u> <i>(Derek Fretheim, Chief Operating Officer, Bike Nation)</i>	Attachment 20 mins.	102

#### SUBCOMMITTEES’ REPORT

##### CHAIR’S REPORT

*(Hon. Keith Millhouse, Chair)*

##### STAFF REPORT

*(Ryan Kuo, SCAG Staff)*

##### FUTURE AGENDA ITEM(S)

Any Committee member or staff desiring to place items on a future agenda may make such a request.

##### ADJOURNMENT

*The next Transportation Committee meeting is scheduled for Thursday, February 7, 2013, at the SCAG Los Angeles Office.*

Transportation Committee  
of the  
Southern California Association of Governments

November 1, 2012

*Minutes*

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG’S OFFICE.**

The Transportation Committee (TC) held its meeting at SCAG’s office in downtown Los Angeles. The meeting was called to order by Chair Hon. Keith Millhouse, Ventura County. A quorum was present.

**Members Present:**

- |   |                       |
|---|-----------------------|
| Hon. Bruce Barrows, Cerritos                    | District 23           |
| Hon. Glen Becerra, Simi Valley                  | District 46           |
| Hon. Russell Betts, Desert Hot Springs          | CVAG                  |
| Hon. Stan Carroll, La Habra Heights             | District 31           |
| Hon. Mary Craton, Canyon Lake                   | RCTC                  |
| Hon. Gene Daniels, Paramount                    | District 24           |
| Hon. Steve Diels, Redondo Beach                 | SBCCOG                |
| Hon. Paul Eaton, Montclair                      | District 9            |
| Hon. Paul Glaab, Laguna Niguel                  | District 12           |
| Hon. Frank Gurulé, Cudahy                       | District 27           |
| Hon. Carol Herrera, Diamond Bar                 | District 37           |
| Hon. Bill Hodge, Calexico                       | ICTC                  |
| Hon. Jim Hyatt, Calimesa                        | District 3            |
| Hon. Trish Kelley, Mission Viejo                | OCCOG                 |
| Hon. Marsha McLean, Santa Clarita               | District 67           |
| Hon. Barbara Messina, Alhambra                  | District 34           |
| Hon. Keith Millhouse, Moorpark ( <i>Chair</i> ) | VCTC                  |
| Hon. Leroy Mills, Cypress                       | District 18           |
| Hon. Jim Morton                                 | Lynwood               |
| Hon. Brett Murdock, Brea                        | District 22           |
| Hon. Pam O’Connor, Santa Monica                 | District 41           |
| Hon. Micheál O’Leary, Culver City               | WCCOG                 |
| Hon. Gary Ovitt                                 | San Bernardino County |
| Hon. Greg Pettis, Cathedral City                | District 2            |
| Hon. Teresa Real Sebastian, Monterey Park       | SGVCOG                |
| Hon. Ron Roberts, Temecula                      | District 5            |
| Hon. David Spence, La Cañada-Flintridge         | Arroyo Verdugo Cities |
| Hon. Karen Spiegel, Corona                      | WRCOG                 |
| Hon. Jeff Stone                                 | Riverside County      |
| Hon. Jess Talamantes, Burbank                   | SFVCOG                |
| Hon. Don Voss, City of La Cañada-Flintridge     | District 36           |

Hon. Alan Wapner, City of Ontario (*Vice-Chair*)      SANBAG

**Members Not Present:**

Hon. Jerry Amante, Tustin	OCTA
Hon. Mike Antonovich	Los Angeles County
Hon. Mario Guerra, Downey	GCCOG
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Jose Huizar, Los Angeles	District 61
Hon. James C. Ledford	Palmdale
Hon. Michele Martinez, Santa Ana	District 16
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Ryan McEachron, Victorville	SANBAG
Hon. Dan Medina, Gardena	District 28
Hon. Steven Neal, Long Beach	District 29
Hon. Shawn Nelson	Orange County
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Frank Quintero, Glendale	District 42
Hon. Don Robinson, Banning	WRCOG
Hon. Mark Rutherford, Westlake Village	LVMCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Tim Spohn, City of Industry	SGVCOG
Aziz Elattar, Caltrans District 7	Non-voting Member

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair Hon. Keith Millhouse, Ventura County, called the meeting to order at 10:05 a.m. Vice-Chair Hon. Alan Wapner led the Committee in the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

No members of the public requested to make a comment.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no request to prioritize agenda items.

## **CONSENT CALENDAR**

### **Approval Items**

#### 1. Minutes of the October 4, 2012 Meeting

A MOTION was made (Stone) to approve the Consent Calendar. The MOTION was seconded (Glaab) and UNANIMOUSLY APPROVED. Motion passed.

## **ACTION ITEM**

#### 2. Senate Bill 535 (de León) – California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction (GHGR) Fund

Sharon Neely, SCAG Chief Deputy Executive Director, presented an update on SB 535, California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction (GHGR) Fund. SB 535 requires that the California Environmental Protection Agency (Cal/EPA) identify disadvantaged communities for investment opportunities, and that the Department of Finance allocate 25% available cap and trade monies deposited into the GHGR Fund to projects that provide benefits to disadvantaged communities, and to allocate 10% of available GHGR Fund monies to projects located within disadvantaged communities. This is an initial step in a statewide process requiring the Department of Finance to develop an investment plan with the input of the California Air Resources Board (ARB) and other stakeholders that the Legislature will consider. The legislature will receive a three-year expenditure plan from the State Director of Finance by May, 2013.

Ms. Neely noted the action of the Regional Council at its October 4, 2012 meeting approving support of the statewide Transportation Coalition principles concerning how the auctioning of cap and trade revenues should be distributed for transportation. It was further noted that both the Executive/Administration and the Legislative/Communications and Membership Committees approved the staff recommendation to continue to work with Cal/EPA, ARB, and other key stakeholders to develop better information. Ms. Neely noted that the term “disadvantaged communities” is not defined. SCAG has proposed to co-host a workshop with its member cities and Cal/EPA to seek greater clarity about how the agency will make its determination and to give local governments an opportunity to provide input for consideration. Ms. Neely noted that cities should have input into the process. Staff seeks approval to work with stakeholders to help identify “disadvantaged communities” and to support the inclusion of statewide transportation coalition principles including the adopted regional Sustainable Communities Strategy.

Hon. Don Voss, City of La Cañada-Flintridge, asked about the specific stakeholders involved. Ms. Neely stated a wide array of stakeholders will be involved, including cities and health agencies.

Hon. Russell Betts, Desert Hot Springs, asked if the definition of a “disadvantaged community” has been established. Ms. Neely stated that the term has not been defined in legislation and an effort will be put forth to include the cities’ input, as a city that is termed “disadvantaged” may experience unintended consequences. Ms. Neely stated that this

matter will be brought back to the Transportation Committee with suggested alternative definitions.

Chair Millhouse suggested that a term such as “impacted communities” is more neutral and presents less of a negative connotation than “disadvantaged communities”.

Hon. Paul Glaab, Laguna Niguel, asked if the legislation includes the cost of implementing the bill or considers impacts on businesses. Ms. Neely stated that it does not.

Hon. Micheál O’Leary, Culver City, asked if Culver City could be considered a disadvantaged community. While it may not appear disadvantaged at first, the city is located next to an oil field and experiences environmental impacts when gases are released. Ms. Neely stated that oil fields have not been included but that issue could be raised in the continuing discussions.

Hon. Teresa Real Sebastian, Monterey Park, stated that Monterey Park is next to a Superfund site and asked if this warrants inclusion. Chair Millhouse stated that the process is still in the discussion stage to identify such parameters.

A MOTION was made (Pettis) to approve the staff recommended action. The MOTION was seconded (Voss) and passed by a majority vote with one (1) in opposition (Glaab).

## **Subcommittee Reports**

### **Active Transportation Subcommittee Update**

Hon. Jeff Stone, Riverside County, presented an update on the Active Transportation Subcommittee and reported the following:

- The Subcommittee performed an initial review of the Active Transportation Fiscal Year (FY) 2012–2016 work plan. The Subcommittee and stakeholders will continue to comment on the work plan and submit a formal work plan when the Subcommittee sunsets.
- The Subcommittee reviewed two (2) programs in development:
  - Long Beach as a “Bike Friendly City,” and
  - Orange County Supervisor District Four “Strategic Bikeway Program”.

Several questions were received, mostly regarding how SCAG can work with the cities/counties to implement active transportation programs. The next meeting will be a joint meeting on November 5, 2012 with the Public Health and Sustainability Subcommittees.

### **Goods Movement Subcommittee Update**

Hon. Barbara Messina, Alhambra, presented an update on the Goods Movement Subcommittee and reported the following:

- Meetings were held on September 24 and October 29, 2012.
- The Work Plan was approved.
- Provided an update on the Comprehensive Regional Goods Movement Plan and Implementation Strategy.

- Various goods movement functions were discussed including the flexibility provided by trucking in infrastructure planning.
- Discussed the need for regulatory consistency.

### **High-Speed Rail and Transit Subcommittee Update**

Hon. Karen Spiegel, Corona, presented an update on the High-Speed Rail and Transit (HSRT) Subcommittee and reported the following:

- Held a meeting October 5, 2012 and the Work Plan was approved.
- The HSRT Subcommittee is not charged with advocating for high-speed rail but is engaged in an informational exploration of the subject free of any bias in favor or against high-speed rail.
- The next meeting will have discussions on:
  - The California High-Speed Train project,
  - The Southern California MOU,
  - Metrolink's strategic planning efforts,
  - Riverside County's future rail projects,
  - The LOSSAN Strategic Implementation Plan, and
  - Amtrak's Northeast Corridor Visioning Plan.

Ms. Spiegel introduced Michelle Boehm, the new Southern California Regional Director of the California High-Speed Rail Authority (CHSRA). Ms. Boehm stated that the CHSRA issued a revised Business Plan in 2012 which included an extensive peer review process. This revealed the need for a stronger organization with increased outreach efforts. Ms. Boehm noted that two (2) additional regional directors have been appointed, Dianna Gomez, Central Valley Regional Director, and Ben Trapolis, Northern California Regional Director. Additionally, Frank Vacca from Amtrak will join in December as Chief Program Director.

Ms. Boehm stated that a key element of the revised Business Plan is to partner to a greater degree with regional agencies to ensure that the HSR program is blended with services provided by other agencies and provides a transportation network that serves all customers and stakeholders.

Chair Millhouse asked about a reported delay in groundbreaking. Ms. Boehm stated that there was an amendment to extend the bidding due date for the design/build for the first segment to January 18, 2013; however, it is anticipated that groundbreaking will remain on schedule for June 2013. Chair Millhouse asked if the first segment built will be from Fresno to Madera with an anticipated extension to Palmdale. Ms. Boehm confirmed that the first segment will be from Fresno to Madera and that it is anticipated that construction to Palmdale will be completed in 2022.

Chair Millhouse asked about the segment from Bakersfield to Palmdale and if the rail line will go through or under the Tehachapi Mountains. Ms. Boehm stated that discussions are ongoing as to the appropriate strategy; however, bridging the Tehachapi gap is a priority. Ms. Boehm noted that a train cannot currently be taken directly from Los Angeles Union Station to Merced, and that passengers are required to exit the train and ride a bus

over the Tehachapi Mountains. One of the goals of the HSR project is to close that gap in service so passengers can access single-seat travel to Northern California.

Chair Millhouse asked about the Proposition 1A bond auction. Ms. Boehm stated that work is ongoing with the Attorney General and it is expected that a bond sale will take place in 2013. Ms. Boehm noted that there has been a limited bond sale from the \$9.95 billion Proposition 1A funding. Some funding is designated as follows: \$950 million in connectivity funds for projects including supporting Positive Train Control for Metrolink, and \$115 million for the Los Angeles Metro Regional Connector and Pacific Surfliner safety upgrades.

Hon. Leroy Mills, Cypress, asked about the current anticipated budget. Ms. Boehm stated that the revised Business Plan indicates a budget of \$68 billion.

### **Transportation Finance Subcommittee Update**

Hon. Gary Ovitt, San Bernardino County, provided an update on the Transportation Finance Subcommittee and reported the following:

- The revised Work Plan was approved at a meeting held on October 12, 2012, and includes the following deliverable: “Investigate potential mitigation measures to lessen impacts from revenue strategies included in the (2012-2035) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).”

Items to be discussed at the next meeting:

- Managing transportation system costs and strategies to expedite project delivery,
- Considering options to reduce local voter threshold for transportation funding to 55 percent, and
- Discussing the potential for multicounty funding measures for regionally significant projects such as Metrolink modernization, rail/airport connectivity and goods movement strategies.

### **INFORMATION ITEMS**

#### 3. Anticipated Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Ryan Kuo, Senior Regional Planner, presented an update on Amendment No. 1 to the 2012-2035 RTP/SCS. Mr. Kuo stated that all six of the region’s County Transportation Commissions (CTC’s) have requested an amendment to the 2012-2035 RTP/SCS to revise projects so that they can move forward in a timely manner.

It was noted that these are short-term projects that could suffer delays unless they are amended soon; therefore, this RTP/SCS amendment will be developed on an expedited schedule. Mr. Kuo stated that SCAG will receive the requested revisions from the CTCs this month, and will begin performing the analyses required by federal and state law thereafter. Mr. Kuo noted that the analyses, which include modeling reruns, are required in order to ensure that the region maintains its positive air quality conformity finding.

Mr. Kuo stated that SCAG will be conducting this work over the next few months and will return to the Transportation Committee in March or April 2013 to request the Committee's approval to release the draft 2012-2035 RTP/SCS amendment for a 30-day public review and comment period as required by law. It is anticipated that the amendment will be brought to the Transportation Committee in May or June 2013 to request a recommendation to the Regional Council to adopt Amendment No. 1 of the 2012-3035 RTP/SCS.

Hon. Steve Diels, Redondo Beach, asked which projects are being identified for the amendment process. Mr. Kuo stated the final list from the counties had not yet been received but is due on November 9, 2012.

Hon. Don Voss, City of La Cañada-Flintridge, asked if amendment requests are restricted to CTCs or if other entities may make amendment requests. Mr. Kuo stated that since CTCs hold the authority to make requests in their respective counties, amendments need to be submitted by them; however, the CTCs have been working closely with other implementing agencies such as Caltrans or local jurisdictions to submit urgent project amendment requests from those agencies as well.

Chair Millhouse reminded Committee members to ensure that their CTCs forward amendment requests soon so that federal funding will not be delayed or jeopardized and projects can be delivered in a timely fashion.

#### 4. SCAG Goods Movement Border Crossing Study

Mike Jones, Senior Regional Planner, presented a review of the recently completed SCAG Goods Movement Border Crossing Study. Mr. Jones noted that the region's goods movement infrastructure includes airports, highways, railroads, intermodal facilities, warehouses, and distribution centers. In addition to the Ports of Long Beach and Los Angeles, the international land border crossings in Imperial County are critical components of the regional goods movement system. Mr. Jones noted there are three major Ports-of-Entry (POEs) in Imperial County: Andrade-Los Algodones, Calexico West-Mexicali I, and Calexico East-Mexicali II, which serves 99% of commercial traffic moving between the SCAG region and Mexico.

Mr. Jones noted that Mexico is the United States' third largest trading partner behind China and Canada. In 2011, this represented a trade value of approximately \$460 billion. It was noted that 97% of cargo movements in this area are performed by trucks, and occur primarily between manufacturing facilities in Mexico (maquiladoras) and warehouses in the US. The movement of goods across the border is generally served by a significant amount of drayage activity.

The purpose of this project was to gather and analyze information on goods movement activities at the international land border crossings between the US and Mexico in Imperial County to assess existing and potential future infrastructure needs. Mr. Jones summarized the scope and execution of the project plan, specifically identifying the data collection methods employed, including targeted stakeholder interviews, truck-intercept surveys, and the use of GPS tracking technologies.

Mr. Jones noted that the highway system handles over 95% of goods moving across the border, while rail accounts for about 3%.

Mr. Jones noted that study results indicate that commercial vehicle delays result in approximately \$70 million in total annual output losses to Imperial County and recommended next steps include further exploration of secondary (and final origins and destinations) of freight moving across the border.

Mr. Jones introduced Mark Baza, Executive Director, Imperial County Transportation Commission. Mr. Baza noted the type of products manufactured in the Mexican maquiladoras including electronics, power tools, truck tractors, and many products sold by well-known American companies. Additionally, agriculture is a significant trade product crossing the border. Mr. Baza stated that the Calexico East – Mexicali II Port POE, which was built in 1996, has reached capacity and needs expansion. All potential financing opportunities are being reviewed, including public-private partnerships. One initiative currently being explored with SANDAG is the possibility of partnering on legislation to create toll authorities or border crossing authorities.

Hon. Barbara Messina, Alhambra, asked if support has been forthcoming from our congressional delegation. Mr. Baza noted legislation is currently being pursued at the federal level that would allow a public-private partnership to help finance border crossing infrastructure. Hon. Trish Kelley, Mission Viejo, asked if imports and exports across the border are equal. Mr. Baza noted that there is a near-equal amount of import and export activity across the border. Ms. Kelley asked about the amount of air cargo crossing the border in this area. It was noted that the amount of air cargo is less than 1% of the total.

Hon. Jim Hyatt, Calimesa, asked about the destination of the goods movement traffic entering the SCAG region. Mr. Jones noted that recent data indicates that 4% goes to Ontario and approximately 10%–20% goes to Los Angeles or Long Beach. Many of these products may be transported again once they reach the SCAG region.

## **STAFF REPORT**

Ryan Kuo, Senior Regional Planner, reported that the new locally-controlled LOSSAN draft governing documents will be sent to the member agencies for review and approval in early January. This item will be brought to the Committee and the Regional Council at the January 2013 meeting.

## **FUTURE AGENDA ITEMS**

Hon. Alan Wapner, Ontario, asked for an agenda item regarding the Aviation Task Force. Mr. Wapner stated SCAG is the appropriate place to discuss regional aviation issues and it would benefit policymakers if an Aviation Task Force is formed.

Hon. Leroy Mills, Cypress, stated it would be useful if staff could provide a one-page summary of High-Speed Rail developments. This would contain bullet points regarding an update on the latest business plan, budget, anticipated segment construction, and groundbreaking and construction timetable. It is felt that this would be useful to both the Transportation Committee and the High-Speed Rail and Transit Subcommittee.

## **ANNOUNCEMENTS**

Hon. Marsha McLean, Santa Clarita, noted that a recent Los Angeles Times article regarding the High-Speed Rail segment from Madera to Fresno indicates that a substantial number of businesses would be closed and homes displaced, and that Highway 99 would need to be modified.

## **ADJOURNMENT**

The meeting adjourned at 11:30 a.m. The next meeting of the Transportation Committee will be held on Thursday, January 3, 2013 at the SCAG Los Angeles office.



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Ryan Kuo, Senior Regional Planner  
Transportation Planning

**Transportation Committee Attendance Report**

**2012**

	Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented					X = Attended				= No Meeting				NM = New Member				
			IC	LA	OC	RC	SB	VC	Jan Joint Mtg.	Feb	Mar	Mar 21	GA April	May	June	July	Aug	Sept	Oct	Nov
1	Amante, Jerry	Tustin, OCTA			X					NM	X									
2	Antonovich, Michael*	Los Angeles County		X							X				X		X	X		
3	Barows, Bruce*	Cerritos		X							X	X	X		X	X	X		X	X
4	Becerra, Glen*	Simi Valley		X							X	X			X	X				X
5	Betts, Russell	CVAG				X					X	X			X		X		X	X
6	Carroll, Stan*	La Habra Heights			X						X	X	X		X		X		X	X
7	Craton, Mary	Canyon Lake				X						X	X	X		X	X		X	X
8	Daniels, Gene*	Paramount		X							X	X	X		X	X	X	X	X	X
9	Diels, Steve	Redondo Beach		X							X		X		X	X	X		X	X
10	Eaton, Paul*	Montclair		X							X	X			X					X
11	Elattar, Aziz	Caltrans - District 7																X	X	
12	Glaab, Paul*	Laguna Niguel			X							X			X					X
13	Guerra, Mario	Downey		X								X						X	X	
14	Gurulé, Frank*	Cudahy		X							X	X	X		X	X	X		X	X
15	Hack, Bert	Laguna Woods			X						X	X	X		X	X	X		X	X
16	Harper, Matthew*	Huntington Beach			X						X		X			X		X	X	
17	Herrera, Carol*	Diamond Bar		X								X	X		X	X		X	X	X
18	Hodge, Bill	Clexico, ICTC	X												NM			X	X	
19	Huizar, Jose*	Los Angeles		X																
20	Hyatt, Jim	Calimesa				X					X	X	X		X	X	X		X	X
21	Kelley, Trish	Mission Viejo			X						X		X		X	X	X		X	X
22	Ledford, James C.	Palmdale/No. LA County		X																
23	Martinez, Michele*	Santa Ana			X						X	X	X		X	X		X		
24	McDonald, Brian	Chemehuevi Indian Tribe						X												
25	McEachron, Ryan	Victorville					X				X	X								
26	McLean, Marsha*	Santa Clarita		X							X	X	X		X		X		X	X
27	Medina, Dan*	Gardena		X										NM	X		X	X		
28	Messina, Barbara*	Alhambra		X							X	X	X		X	X	X	X	X	X
29	Millhouse, Keith* (Chair)	Moorpark						X			X	X	X		X		X	X	X	
30	Mills, Leroy*	Cypress			X						X	X	X		X	X	X		X	X
31	Morton, Jim	Lynwood																	X	X
32	Murdock, Brett	Brea			X						X				X	X	X			X
33	Neal, Steven*	Long Beach		X											X	X		X		
34	Nelson, Shawn*	Orange County			X						X	X	X							
35	O'Connor, Pam*	Santa Monica		X							X	X	X		X		X	X	X	
36	O'Leary, Micheál	Culver City/WCCOG		X											NM			X	X	
37	Ovitt, Gary*	San Bernardino County						X			X	X	X		X	X	X		X	X
38	Parks, Bernard*	Los Angeles		X											X				X	
39	Pettis, Gregory*	Cathedral City				X					X	X	X						X	X
40	Quintero, Frank*	Glendale		X							X	X			X				X	
41	Real Sebastian, Teresa	Monterey Park/SGVCOG														X			X	X
42	Roberts, Ron*	Temecula				X					X	X	X		X		X		X	X
43	Robinson, Don	Banning				X					X				X					
44	Rutherford, Mark	Westlake Village		X															X	
45	Sandoval, Damon	Morongo Band of Mission Indians				X														
46	Spence, David	Flintridge/Arroyo Verdugo Cities		X							X	X	X		X		X			X
47	Spiegel, Karen	Corona/WRCOG				X					X	X	X		X		X		X	X
48	Spohn, Tim	Industry/SGVCOG		X							X	X	X		X			X	X	
49	Stone, Jeff*	Riverside				X					X	X	X			X	X		X	X
50	Talamantes, Jess	Burbank/SFVCOG		X							NM	X	X		X	X	X		X	X
51	Voss, Don*	La Cañada Flintridge		X							X	X	X		X		X		X	X
52	Wapner, Alan* (Vice-Chair)	Ontario						X			X	X	X		X	X	X		X	X
	<b>Totals</b>		<b>1</b>	<b>24</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>1</b>												

\* Regional Council Member



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

## California High-Speed Train (HST) Update

### HST SEGMENTS – CURRENT STATUS

#### Phase 1 – Initial Construction Segment (ICS)

**Merced to Fresno** – In September 2012, the Federal Railroad Administration (FRA) issued a Record of Decision that approved the alignment from Merced to Fresno, allowing construction to begin next year. This is the first section of the ICS in the San Joaquin Valley to be built. The design/build proposals for this segment are due January 18, 2013.

**Fresno to Bakersfield** – The California High-Speed Rail Authority released a Revised Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for this section in July 2012, with a 90-day public comment period that closed on October 19, 2012.

The Authority recently pushed back the completion date of these two segments (130 miles) 12 months to December 2017. This still complies with federal requirements that the federal funds be spent by September 2017.

#### Phase 1 – Segments in the SCAG Region

**Bakersfield to Palmdale** – The Draft Supplemental Alternatives Analysis (AA) was completed in February 2012. The Draft EIR/EIS will be released in the Spring of 2014.

**Palmdale to Los Angeles** – The Draft EIR/EIS is in process and is scheduled for release in the Winter of 2013.

**Los Angeles to Anaheim** – The Supplemental AA was completed in the summer of 2010. The Draft EIR/EIS will be released in the Fall of 2014.

#### Phase 2 – Segments in the SCAG Region

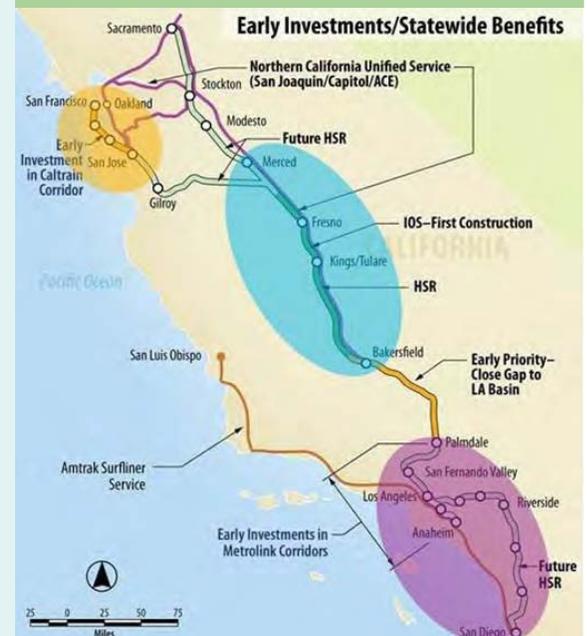
**Los Angeles to San Diego** – The Preliminary AA was completed in the spring of 2011. The Supplemental AA effort has just begun, and is not scheduled to be completed until early 2015.

### MOU AND BLENDED APPROACH

The Blended Approach involves using and improving existing passenger rail facilities in Southern California and the Bay Area (the “bookends”) to connect to the CA HST as part of a phased implementation strategy to deliver the full system while reducing costs and impacts.

The Blended Approach emerged from the debate and discussion by the Transportation Committee and Regional Council on whether to include Phase 1 of the HST in the 2012 RTP/SCS. Based on these discussions, the Authority committed to spend \$500 million in Prop 1A funds (plus \$500 million in matching funds) to improve our region’s existing passenger rail system as part of the Blended Approach. This commitment was formalized in a MOU with seven signatories representing Metrolink, SANDAG, SANBAG, SCAG, RCTC, L.A. County Metro and the Authority. A working group of these MOU agencies has been meeting regularly to develop a project list and criteria to rank those projects and to identify local match funding strategies. In July 2012, the state appropriated the \$500 million in Prop 1A funds, and the signatories have to identify match funds for the \$500 million to begin funding the top-ranked projects.

## CALIFORNIA HIGH SPEED RAIL Initial Operating System (IOS) and Phased Implementation



SOUTHERN CALIFORNIA  
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## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### CALIFORNIA HIGH-SPEED TRAIN (HST) UPDATE *Continued*

The Anaheim City Council voted on October 23, 2012 to become a signatory to the MOU, and the Authority is investigating the prospect of the City becoming incorporated in the MOU. The State College Blvd. grade separation project is in the city and is Orange County's top-rated project on the project list.

#### STAFFING

In October 2012, the Authority announced the hiring of Frank Vacca, formerly the Chief Engineer of Amtrak, as Chief Program Manager. Vacca has over 35 years of experience in commuter, inter-city and high-speed passenger rail systems.

The Authority announced in September 2012 the hiring of Michelle Boehm as the new Southern California Regional Director. In addition to Boehm, the Authority announced in August 2012 the hiring of Diana Gomez as the Central Valley Regional Director and Ben Tripousis as the Northern California Regional Director.

#### BUSINESS PLAN

The Authority's current business plan was released in April 2012. This plan incorporates the new Blended Approach and commits to early investments in the bookends (as identified in the Southern and Northern California MOUs). The plan identifies a phased implementation approach that includes the construction of the IOS from Merced to the San Fernando Valley by 2022, and the buildout of Phase 1 from San Francisco to Los Angeles/Anaheim by 2029 at a total cost of \$68 billion, down from the previous non-blended cost of \$98 billion. The plan will be updated in 2014 as required by Prop. 1A statute.

#### ECONOMIC BENEFITS

According to the Authority, the CA HST will create economic benefits throughout the state. The Phase 1 Blended System will create an average of 66,000 jobs annually for 15 years during construction, and will create 2,900 permanent jobs as it enters revenue service.

#### LITIGATION

Pending litigation includes:

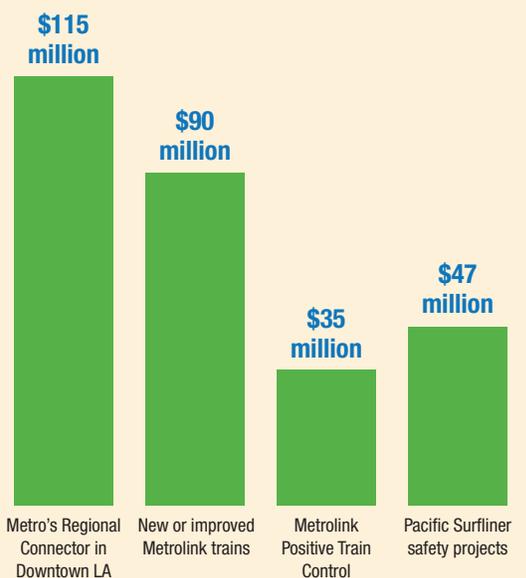
- ▶ John Tos; Aaron Fukuda and County of Kings v. California High Speed Rail Authority, Sacramento Superior Court Case No. 34-2001-00113919
- ▶ City of Chowchilla v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2012-80001166
- ▶ County of Madera v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2012-80001165
- ▶ Timeless Investments, Inc. v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2012-80001168
- ▶ Town of Atherton v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2008-80000022
- ▶ Town of Atherton v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2010-80000679

### FUNDING

\$6 billion in funding has been approved to date for the ICS. This includes \$2.7 billion in Prop. 1A funds authorized by the state legislature for FY13 and \$3.3 billion in federal grant money. The state funding relies on a state bond sale. In addition, \$286 million in Prop. 1A Interconnectivity funds and \$500 million in Prop. 1A funds for the Southern California Memorandum of Understanding (MOU) have been approved pending a bond sale for our region.

#### Prop. 1A Interconnectivity Funds

In September 2012, the California Transportation Commission (CTC) approved the release of Prop. 1A Interconnectivity funds (\$950 million statewide), of which \$286 million was allocated to four Southern California projects:



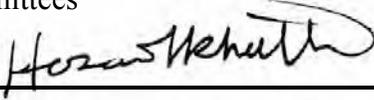
**DATE:** January 3, 2013

**TO:** Community Economic and Human Development (CEHD) Committee  
Energy Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**FROM:** Michele Martinez, Chair, Active Transportation Subcommittee  
Barbara Messina, Chair, Goods Movement Subcommittee  
Pam O' Connor, Chair, Sustainability Subcommittee  
Gary Ovitt, Chair, Transportation Finance Subcommittee  
Deborah Robertson, Chair, Public Health Subcommittee  
Karen Spiegel, Chair, High-Speed Rail and Transit Subcommittee

**BY:** Huasha Liu, Director of Land Use and Environmental Planning, 213.236.1838, [liu@scag.ca.gov](mailto:liu@scag.ca.gov)  
Rich Macias, Director of Transportation Planning, 213.236.1805, [macias@scag.ca.gov](mailto:macias@scag.ca.gov)

**SUBJECT:** Summary Report from Subcommittees

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDED ACTION:**  
For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**  
*The Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Transportation Finance, and Sustainability Subcommittees have been meeting since September 2012. Presentations by SCAG staff, industry professionals, and other stakeholders have provided background information on issues facing the region relevant to each Subcommittee to facilitate information exchange and policy development around the respective emphasis areas, and help identify regional priorities and facilitate the implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In an effort to keep all Regional Council and Policy Committee members informed, a monthly report will be provided summarizing the work and progress of the Subcommittees.*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan, Goal 1: Improve regional decision-making providing leadership and consensus building on key plans and policies.

**BACKGROUND:**  
At its April 5, 2012 meeting, the Regional Council approved the formation of Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. Charters for each Subcommittee were approved by the Regional Council in July 2012, and SCAG President Glen Becerra thereafter appointed to each of the six (6) Subcommittees both Regional Council and Policy Committee members from throughout the six SCAG counties as subcommittee members and representatives from the private sector and stakeholder groups as ex-officio members. The Active Transportation, Goods Movement, High-Speed Rail and Transit, and

# REPORT

Transportation Finance Subcommittees report to the Transportation Committee (TC). The Public Health Subcommittee reports to the Energy and Environment Committee (EEC). The Sustainability Subcommittee reports to the Community, Economic and Human Development Committee (CEHD). The Subcommittees began meeting in September 2012 with a goal of completing their discussion by February 2013 so that policy recommendations may be presented to TC, EEC and CEHD, and thereafter to the Regional Council as well as to the General Assembly as part of the annual meeting in May 2013.

The following represents a summary of the Subcommittee meetings since November 2012:

## **1. Active Transportation Subcommittee**

### 1st Meeting, October 3, 2012

The meeting was attended by Subcommittee members as well as representatives from various stakeholder organizations and sister agencies, including OCTA, Caltrans and Metro. Chair Michele Martinez reviewed the goals and objectives of the Subcommittee. The Subcommittee's Meeting Outlook, which includes its six (6) meeting objectives, was discussed and approved. The Subcommittee was provided an overview and requested comments on the Active Transportation Work Plan for the next four (4) years. The final Work Plan will be considered for adoption by the Subcommittee at its final meeting.

Two informational presentations were made. Alan Crawford, City of Long Beach Bicycle Coordinator discussed Long Beach's approach to being "the" bicycle friendly city. Charles Larwood, OCTA, discussed the Strategic Bikeway Program established in the fourth Orange County Supervisor District, which will be replicated throughout the county. These presentations showed the nexus between the SCAG regional bikeway network, county strategic bikeway programs and local implementation.

### 2nd Meeting, November 5, 2012

The meeting was a Joint Meeting of the three (3) Subcommittees: Active Transportation, Public Health, and Sustainability. Staff introduced policy frameworks that have been developed for each subcommittee. Each highlighted the following policy components: definitions, needs assessment, performance measurement, strategy, and investment. Staff elaborated on the role of Subcommittees in the development of the 2016 RTP/SCS. The meeting featured guest speakers from the Los Angeles Department of Transportation, the City of Anaheim, and the Coachella Valley Association of Governments. Guest speakers presented local projects and programs that promote active transportation, public health, and sustainability principles, and show the interrelated character of all three areas.

### 3rd Meeting, November 26, 2012

The focus of this meeting was 'first mile/last mile' strategies; including access to transit; Bike Share programs; and complete streets. Guest speakers represented the San Bernardino Associated Governments, "BikeNation" Bike Share Company, and the City of Santa Ana.

The policy framework for Active Transportation was discussed. The Subcommittee reviewed various aspects of active transportation, including the draft FY12-16 Work Plan; innovative strategies in Coachella Valley, Long Beach and Orange County; and first mile/last mile strategies. Staff will be introducing policy examples over the next few meetings for subcommittee review in preparation for the final Subcommittee Report.

## **2. Goods Movement Subcommittee**

### 1st Meeting, September 24, 2012

This meeting was intended to provide an overview of the goods movement related work accomplished to date by SCAG. Discussion focused on the specific strategies included in the 2012-2035 RTP/SCS, including an initial review of goods movement markets—particularly intra-regional truck movements or truck origins/distributions within the region. Discussion also highlighted SCAG’s recently completed Border Crossing Study including the magnitude and importance of the international land border crossings in Imperial County and data collection work completed for the study which targeted stakeholder surveys and truck intercept surveys. The Subcommittee approved the proposed Subcommittee Work Plan which includes discussion of goods movement economic impacts, strategies in the RTP, a zero and near-zero emissions technology advancement plan, and funding for goods movement projects.

### 2nd Meeting, October 29, 2012

Presentations and discussion continued to highlight key issues with market segmentation of goods movement. Michael Fischer of Cambridge Systematics provided an overview of goods movement market segmentations and additional information regarding the economics of goods movement. Dr. John Husing, Chief Economist, Inland Empire Economic Partnership, provided a presentation focusing on “International Trade and Economic Development.” Additionally, the meeting emphasized the importance of warehouse distribution activities. BJ Patterson, CEO of Pacific Mountain Logistics, provided a presentation on warehousing operation challenges. He specifically referenced both regulatory and local ordinance concerns. This meeting highlighted the various goods movement markets, and in particular emphasized the workforce/economic development potential associated with industrial development. This initial discussion was intended to better understand the warehousing industry in particular, and consider future analyses and direction to facilitate industrial development and workforce related issues. Key aspects of the presentation and discussion concerning the changing dynamics of warehousing operation and associated economic develop potential was of considerable interest to committee membership and is anticipated to be further highlighted for future direction at a later meeting.

### 3rd Meeting, December 10, 2012

The meeting focused on the environmental action plan for goods movement put forth in the 2012 RTP/SCS. SCAG staff presented information on this plan that describes rapid development and deployment of zero- and near-zero emissions technologies for goods movement. In addition, the Subcommittee heard from several of our regional partners regarding on-going efforts to advance zero emission technologies. Dr. Matt Miyasato, Assistant Deputy Executive Officer, Technology Advancement Office, South Coast Air Quality Management District (AQMD), discussed attainment challenges and ongoing AQMD technology advancement activities. Heather Tomley Assistant Director of Environmental Planning, Port of Long Beach, gave a presentation on the Ports’ Zero Emissions Road Map. Fred Silver, Vice President, CALSTART, discussed the feasibility of new technologies, funding opportunities and strategies to create conditions for alternative technology markets to develop. Finally, Frank Quon, Executive Officer, Highway Programs, Los Angeles County Metropolitan Transportation Authority (Metro), gave an update on their countywide zero emission freight collaborative. In addition to informing Subcommittee members of ongoing regional efforts to advance zero emission technologies, the presentations provided members with a better awareness of the feasibility of these technologies in the near future. Furthermore, the members learned of the

# REPORT

important role that they play as elected officials and members of SCAG governing board to show support for market development of these technologies and advocate for regulatory changes and additional funding.

### **3. High-Speed Rail & Transit Subcommittee**

#### 1st Meeting, October 5, 2012

The meeting was attended by Subcommittee members and representatives from SCAG’s partner agencies including XPressWest, Caltrans and the California High-Speed Rail Authority. Subcommittee Chair Karen Spiegel reviewed the purpose and objectives of the Subcommittee. The Subcommittee’s Work Plan and Deliverables were discussed and they were unanimously approved by the Subcommittee.

Three (3) presentations were made for informational purposes and included: 1) a regional rail update by SCAG Planner Steve Fox, 2) an overview of MAP-21 by SCAG Legislative Analyst Jeff Dunn, with particular emphasis on transit and rail, and 3) an update on Measure J by David Yale, Executive Officer at Metro. There was a good level of discussion by subcommittee members.

#### 2nd Meeting, November 9, 2012

The meeting was attended by Subcommittee members and representatives from SCAG’s partner agencies including OCTA, Caltrans and the California High-Speed Rail Authority.

The emphasis of this second meeting was on rail and the speakers provided a comprehensive and coordinated overview of rail projects and planning in our region. Presentations included: 1) an update on the CA High Speed Train project by Michelle Boehm, Southern California Regional Director; 2) an update on the Southern California High Speed Rail Memorandum of Understanding by Don Sepulveda, Executive Officer for Rail at Metro; 3) an update on Metrolink by Gray Crary, Metrolink Chief Strategic Officer; 4) an update on RCTC’s rail planning and implementation efforts by Sheldon Peterson, Riverside County Transportation Commission Rail Manager; 5) an update on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency Strategic Implementation Plan by Linda Bohlinger, HNTB Corporation; 6) an update on the 2013 California State Rail Plan by Linda Culp of the San Diego Association of Governments; and 7) an update on Amtrak’s Northeast Corridor Visioning Plan by Jonathan Hutchinson of Amtrak.

#### 3rd Meeting, December 21, 2012

The third Subcommittee meeting focused on transit and transit best practices. Items for discussion included a regional transit update, a presentation on travel behavior and transit mode choice, a presentation on smart fare media, and a discussion on first mile/last mile strategies.

### **4. Public Health Subcommittee**

#### 1st Meeting, October 1, 2012

Discussion focused on preliminary public health framework and performance measures included in the 2012–2035 RTP/SCS, including a review of technical and data limitations. Staff discussed other public health outcomes of interest and the inclusion of other health determinants in the 2016 RTP/SCS, including access to active transportation options, housing affordability, access to open space, and public safety. Staff also presented new scenario planning tools that are under development, which may provide potential public

# REPORT

health outputs that can be used in the 2016 RTP/SCS. Additionally, staff provided an update on the status of an application for a public health grant offered by the Robert Wood Johnson Foundation and Pew Charitable Trust. The grant proposal concept will assess the broader health impacts of High-Quality Transit Area (HQTA) communities in the SCAG region. The Subcommittee also reviewed and approved the proposed subcommittee Meeting Schedule.

## 2nd Meeting, November 5, 2012

This meeting was a joint meeting of the following three Subcommittees: Active Transportation, Public Health, and Sustainability. Please see above summary of second meeting of the Active Transportation Subcommittee.

## 3rd Meeting, November 28, 2012

This meeting focused more closely on specific aspects of the public health policy framework presented at the previous meeting by staff. Representatives from Physicians for Social Responsibility, Los Angeles, the American Lung Association, and the Public Health Institute presented local priorities that help define public health and healthy communities, along with suggestions on how local needs assessment can be applied at the regional level. Neil Maizlish, from the State Department of Public Health, gave a presentation on the Integrated Transport and Health Impact Modeling Tool (ITHIM), which provides integrated health impact assessment of transportation policies and scenarios through changes in physical activity, road traffic injury risk, and urban air pollution. ITHIM is being currently used in a number of studies to estimate the health impact of scenarios, compare the impact of travel patterns in different places, and model the impact of interventions. SCAG staff concluded the meeting by reviewing all components of the policy framework, including Definitions and Needs Assessment and Performance Measurement, Strategy, and Investment.

## **5. Sustainability Subcommittee**

### 1st Meeting, October 1, 2012

The first meeting was intended to provide an overview of the analytical tools available to prepare development scenarios for the 2016 RTP/SCS. Peter Calthorpe, Principal, Calthorpe and Associates, presented a case study of one such software system called “Urban Footprint.” SCAG staff presented an overview of the 2016 RTP/SCS development process, which will cover the next three and half years. Discussion focused on the availability of tools and processes to local officials, as well continuing the successful relationship established between SCAG and local cities during the development of the 2012-2035 RTP/SCS. Additionally, there was discussion about the difference between large lot and small lot single family homes and their applicability to different urban contexts. Discussion focused on the need to revive tools like redevelopment which will allow local cities to fill the financing gap between desired development and market supported development.

### 2nd Meeting, November 5, 2012

This meeting was a joint meeting of the following three (3) Subcommittees: Active Transportation, Public Health, and Sustainability. Please see above summary of second meeting of the Active Transportation Subcommittee.

### 3rd Meeting, December 11, 2012

This meeting focused on the building industry, and its role in sustainable development. Key questions discussed included the cost of infrastructure, the thresholds SCAG should use for large lot versus compact

# REPORT

lot housing, and the existing barriers to infill development. Speakers featured David Shepherd, Building Industry Association representative; Mott Smith representing the Infill Builders Association; and David Pogue of CB Richard Ellis. The speakers discussed their experience followed by a panel discussion in which they led with the Subcommittee members and staff. SCAG staff also re-introduced the Policy Framework, which included comments from Subcommittee members.

## **6. Transportation Finance Subcommittee**

### 1st Meeting, October 12, 2012

This meeting focused on an overview of the financial plan context and strategies incorporated into the 2012-2035 RTP/SCS. Staff reviewed key assumptions about inflation, construction costs, and various economic drivers that impact SCAG’s financial forecasting. Staff also reviewed the key revenue strategies and discussed potential next steps. Susan Bransen, Deputy Director of the California Transportation Commission (CTC), provided an update on the Statewide Ten-Year Needs Assessment, including a discussion of the projected shortfall and potential funding options being considered for a final report to the CTC. Cosette Stark, Director of Research and Development for the Los Angeles County Metropolitan Transportation Authority, spoke on the Measure J initiative. The Subcommittee discussed various funding options and cost efficiency measures. The Subcommittee reviewed and approved the proposed Work Plan.

### 2nd Meeting, November 16, 2012

This meeting addressed managing capital project costs and expediting project delivery. Staff provided a brief presentation reviewing project cost considerations including components of material and labor costs, trends and economic implications. Dr. Wallace Walrod, Chief Economic Advisor, Orange County Business Council, presented an initial economic analysis of the benefits of expediting project delivery. Richard Bacigalupo, Federal Relations Manager for the Orange County Transportation Authority (OCTA) provided a presentation on OCTA’s initiative, “Breaking Down Barriers,” which is intended to accelerate the creation of jobs by expediting the process of planning, funding, and constructing federally-assisted transportation projects. Subcommittee member Denny Zane, provided a presentation on the potential for lowering voter threshold requirement for local transportation measures.

### 3rd Meeting, December 21, 2012

The third meeting of the Subcommittee focused on system preservation costs, system preservation as a cost containment strategy, and potential revenue options to achieve a state of good repair. Chris Williges, Principal with System Metrics Group, provided an overview of highway system preservation efforts and an update on the status of the State Highway Operation and Protection Program (SHOPP). Margot Yapp, Vice President of Nichol Consulting Engineers, presented an overview of the California Statewide Needs Assessment of local streets and roads system preservation needs and discussed potential revenue options under consideration. Patrick DeChellis, Deputy Director, Los Angeles County Department of Public Works, lead a discussion on system preservation needs and the importance of maintaining our existing assets. Roderick Diaz, a Transportation Planning Manager with the Los Angeles County Metropolitan Transportation Authority (Metro), provided a briefing on Metro’s evaluation of transit system preservation needs and efforts to achieve a state of good repair.

### **FISCAL IMPACT:**

Funding for the Subcommittees is included in the FY 2012-2013 Budget.

### **ATTACHMENT:**

None

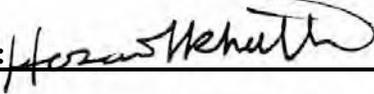


**DATE:** January 3, 2013

**TO:** Executive /Administration Committee (EAC)  
Regional Council (RC)  
Transportation Committee (TC)

**FROM:** Hasan Ikhata, Executive Director, 213-236-1944, ikhata@scag.ca.gov

**SUBJECT:** Transportation Committee (TC) Video-conferencing Pilot Program

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**EAC AND RC RECOMMENDED ACTIONS:**

- (1) Waive existing policies prohibiting member participation for Regional Council and Policy Committee meetings via video-conference for the Transportation Committee for a period of one year.
- (2) Approve video-conference protocols to satisfy the provisions of the Brown Act and to facilitate an organized meeting process.

**TC RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*This proposed pilot program allows SCAG members to participate via video-conference for regular meetings of the Transportation Committee (TC) for a one-year trial period while SCAG assesses the viability of expansion of the system to additional meetings.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

**BACKGROUND:**

In 2008, at the request of the Regional Council, SCAG began expanding its Regional Offices to develop a stronger presence in each of the six (6) SCAG counties. Intended to provide members greater opportunities for participation in various task force and subcommittee meetings via video-conference, additional satellite locations have been added throughout the region. Subsequently, SCAG has received requests to extend its video-conferencing sites to members and stakeholders wishing to participate in regular meetings of the Regional Council and Policy Committees. This proposed pilot program allows for participation via video-conference for regular meetings of the Transportation Committee for a one-year trial period. During this time, SCAG will assess the viability of expansion of video-conference participation to additional meetings.

Although current SCAG policy prohibits the use of video-conferencing for regular meetings of the Regional Council and Policy Committees (Article VI, Section 1.11 of the SCAG Regional Council Policy Manual), the Brown Act does not, given certain requirements are met. The following protocols are recommended to satisfy the provisions of the Brown Act and to facilitate an organized meeting process:

# REPORT

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- Video-conferencing locations (including SCAG Regional Offices and satellite locations) shall be listed on the TC agenda which shall be posted at each available site.
- SCAG will provide meeting materials at each video-conference location, e.g. public comment cards, sign-in sheets, agendas and attachments.
- SCAG and/or sub-regional designee will be present at each site to coordinate and provide general meeting facilitation.
- The Committee Chair will preside over the meeting from SCAG's Main Office in Los Angeles.
- The Committee Chair will conduct a call for public comments noting each participating video-conference location by name.
- A roll call vote shall be conducted for each agenda item requiring a vote.
- Tele-conferencing will only be used as a contingency in the event of a video-connection failure.

**FISCAL IMPACT:**

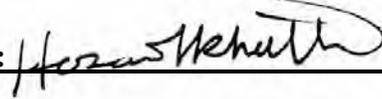
None

**ATTACHMENT:**

None

# REPORT

**DATE:** January 3, 2013  
**TO:** Transportation Committee (TC)  
**FROM:** Philip Law, Acting Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov  
**SUBJECT:** Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations

**EXECUTIVE DIRECTOR’S APPROVAL:** 

**RECOMMENDED ACTIONS:**

Recommend that the Regional Council:

- 1) Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
- 2) Consider the Steering Committee recommendation regarding the Low Speed Maglev alternative; and
- 3) Authorize the Executive Director to finalize the AA report with the recommendations approved by the Regional Council and forward the report to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

**EXECUTIVE SUMMARY:**

*SCAG staff has concluded the technical work on the PE ROW/West Santa Ana Branch Corridor AA. The staff findings are based upon an extensive analytical and outreach effort that resulted in recommendations regarding technology, stations, alignments, and phasing options to be carried forward for further study by Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases, consistent with federal and state requirements. The recommendations are summarized below and discussed in further detail in the staff report and attachments. The staff recommendations and the Steering Committee recommendations are identical, with the exception of the Low Speed Maglev alternative. Based upon the TC’s actions on January 3, 2013, the matter will be forwarded to the Regional Council in the following month for final action.*

*On October 4, 2012, Hasan Ikhata presented the study findings and staff recommendations to the TC. The TC requested that staff return with further clarification regarding the Steering Committee recommendations and the Maglev analysis methodology. The clarification is provided in this staff report and will be presented to the TC on January 3, 2013. All TC members were provided access to the full AA report via e-mail on October 9, 2012, and a reminder e-mail was sent on November 13, 2012.*

Category	Recommendations for Further Study by Metro/OCTA in Future EIR/EIS	
	Staff Recommendations	Steering Committee Recommendations
Technology Alternatives	<ul style="list-style-type: none"> <li>• No Build</li> <li>• Transportation Systems Management (TSM)</li> <li>• Light Rail Transit (LRT)</li> </ul>	<ul style="list-style-type: none"> <li>• No Build</li> <li>• Transportation Systems Management (TSM)</li> <li>• Light Rail Transit (LRT)</li> <li>• Low Speed Maglev</li> </ul>

# REPORT

<i>Category</i>	<i>Recommendations for Further Study by Metro/OCTA in Future EIR/EIS</i>	
	<i>Staff Recommendations</i>	<i>Steering Committee Recommendations</i>
<i>Stations</i>	<i>The stations that were identified in city work sessions should be carried forward, except for the Cerritos/Bloomfield station, as requested by the Steering Committee</i>	<i>The stations that were identified in city work sessions should be carried forward, except for the Cerritos/Bloomfield station, as requested by the Steering Committee</i>
<i>Northern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>West Bank 3</i></li> <li>• <i>East Bank</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>West Bank 3</i></li> <li>• <i>East Bank</i></li> </ul>
<i>Southern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>Harbor Blvd./1<sup>st</sup> St.</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Harbor Blvd./1<sup>st</sup> St.</i></li> </ul>
<i>Phasing</i>	<i>Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation</i>	<i>Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation</i>

**STRATEGIC PLAN:**

This item supports SCAG’s Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

The TC directed staff to initiate the AA study based upon discussions held during the development of the 2008 Regional Transportation Plan (RTP) regarding the use of the PE ROW in LA and Orange Counties. Subsequent to the direction from the TC, the three (3) agencies – SCAG, Metro, and OCTA – agreed to work cooperatively on the proposed study. Metro and OCTA staff participated in SCAG’s consultant procurement process and assisted with proposal reviews and consultant interviews. This inter-agency coordination remained ongoing throughout the duration of developing the AA study, through regular agency coordination meetings and advanced Metro and OCTA review of project deliverables. SCAG selected a consultant team led by AECOM, Inc., to conduct the technical work, which began in February 2010 and concluded in June 2012 at a total cost of \$1.9 million.

**Study Process**

The PE ROW is an abandoned railroad corridor that extends 20 miles from the City of Paramount to the City of Santa Ana. It is owned by Metro and OCTA, and is not currently used for mass transportation purposes. The study area extends from Downtown LA/Union Station in the north to the Santa Ana Regional Transportation Center (SARTC) in the south. The AA study assesses the feasibility of transit service on the corridor and its potential to improve mobility, provide the corridor communities with improved connections to the regional transit system, support local plans for economic development, and provide residents and workers with additional travel options. The study follows the Federal Transit Administration (FTA) guidelines for AA studies, to leave open the possibility for Metro and OCTA to pursue federal funding for the project.

SCAG staff and consultants (the project team) implemented an extensive stakeholder coordination and public participation process that included: the aforementioned agency coordination with Metro and OCTA, as well as with the Orangeline Development Authority (OLDA); two advisory committees—a Technical Advisory Committee (TAC) comprised of city and agency staff, and a Steering Committee comprised of elected officials representing the corridor cities and counties and co-chaired by Board Directors from Metro and OCTA; a total of 20 community meetings held throughout the corridor over the course of the study; a project website and electronic newsletter; presentations to neighborhood and community groups; and briefings with elected officials.

The study findings and recommendations are based upon an extensive analytical effort that involved the identification and evaluation of a wide range of technology and alignment alternatives. These alternatives were evaluated in a multi-step screening process that incorporated technical analysis and community and stakeholder input, leading to the identification of a final set of alternatives for detailed evaluation that includes No Build, TSM, and four (4) “build” alternatives: Bus Rapid Transit (BRT); Street Car; LRT; and Low Speed Maglev. For BRT, the study evaluated a street-running option and an option utilizing the high-occupancy vehicle (HOV) lanes on the I-105 and I-110 freeways. For the fixed guideway options (Street Car, LRT, and Low Speed Maglev), the study evaluated four northern connection alignments and two southern connection alignments, using various combinations of railroad rights-of-way and city streets. The northern alignments address the connection from the PE ROW in Paramount north to Union Station, while the southern alignments address the connection from the PE ROW in Santa Ana to SARTC.

The alternatives were evaluated with respect to project goals and evaluation criteria that were developed based upon input received through the public participation process and from the two advisory committees, the TAC and Steering Committee. These criteria include: stakeholder and public support; ridership; cost to build and to operate; cost-effectiveness; support for local economic development plans; and environmental effects such as noise, vibration, visual/privacy, traffic, air quality, and property acquisition. SCAG staff presented a summary of the final screening evaluation results to the TC at its May 3, 2012 meeting and again at its October 4, 2012 meeting.

As Metro and OCTA consider moving forward with this project, the AA report identifies a number of significant challenges. First, the northern connection alignments evaluated in the AA would include the construction of a new Metro Green Line station in the median of the I-105 freeway, and are proposed to use various railroad ROWs that are not currently owned by Metro. Most importantly, the San Pedro Subdivision ROW that would connect the PE ROW north towards Union Station is currently owned by the Ports of LA and Long Beach. Utilization of this railroad ROW would require provision of freight trackage, along with any new transit system, to accommodate service to the existing freight customers and provide emergency travel for the Alameda Corridor freight activity. Second, access to, and capacity constraints at, Union Station remain a significant challenge and Metro has recently begun work on a Union Station Master Plan. Third, there is limited funding secured for this project in LA County, with only \$240 million identified in Measure R. This amount is not sufficient to fund any of the build alternatives in the AA study, and the estimated shortfalls are significant—from \$1 billion for BRT to \$3 billion for LRT and up to \$9 billion for Low Speed Maglev (these figures reflect financing funding requirements).

## Methodology for Evaluating Low Speed Maglev

At its October 4, 2012 meeting, the Transportation Committee requested clarification on the methodology and process used to analyze the Low Speed Maglev alternative. The clarification is as follows. A High Speed Maglev alternative was evaluated during the initial screening phase of the AA, but the Steering Committee did not carry this alternative forward for further study due to: poor cost-effectiveness; high cost to build, operate, and ride the alternative; low ridership estimates; significant property acquisition; and the fact that the high speeds and wide station spacing did not support the corridor cities' more locally-based mobility needs and local economic revitalization and development goals. While the Steering Committee did not recommend the High Speed Maglev alternative for further study in the AA, the Steering Committee was interested in continuing to evaluate a lower-speed version of the technology due to its perceived environmental benefits, including low noise and vibration impacts. Although a Low Speed Maglev alternative was not part of the initial screening, and consequently no public input was received, the Steering Committee requested that SCAG include a Low Speed Maglev alternative in the final screening phase of the AA. On June 2, 2011, the Regional Council authorized an additional \$97,500 in funding to AECOM to provide for the additional analysis of the Low Speed Maglev alternative.

Currently, there is only one commercially deployed Low Speed Maglev system in the world—the Tobu Kyuryo (Linimo) Line, in Nagoya, Japan—and much of the information is proprietary and/or not readily available. There are also important differences between Japanese and California standards and processes, such as construction process, seismic standards, and Americans with Disabilities Act (ADA) and fire/life safety requirements. This presented a methodological challenge to the project team, because evaluating Low Speed Maglev as part of the AA final screening required readily-available information that is comparable to, or easily convertible to, U.S. labor and regulatory conditions. Additionally, it was not possible to obtain information directly from Japan due to the 2011 earthquake and tsunami. Some information on basic system characteristics and measurements was acquired from the 2009 FTA report titled “FTA Low-Speed Urban Maglev Research Program: Lessons Learned.” The key lesson reported by the FTA in this report was that conversion of the Linimo system to meet U.S. safety and ADA requirements would be very difficult, and would require fundamental design changes that would negatively impact costs.

Given these challenges, the project team developed a methodology to evaluate Low Speed Maglev using the information that was available for the Linimo system, and using additional assumptions to address the gaps in information. This methodology was vetted through the agency coordination team of Metro, OCTA, and OLDA staff. The methodology was presented to, and accepted by, Steering Committee member and Cerritos Councilmember Bruce Barrows on August 2, 2011. The methodology was also presented to, and accepted by, the TAC on July 19, 2011, and the OLDA Board on September 14, 2011. The methodology focused on the following key areas: ridership modeling, engineering and system design, capital cost, operating and maintenance (O&M) cost, engineering and system design.

For ridership modeling, Low Speed Maglev was modeled similar to LRT based on similar station spacing and average/maximum speed, with an assumed 100% aerial system. Ridership was estimated in two scenarios, assuming fares based on public and private operations.

For conceptual engineering and system design, the approach was to use available Linimo information combined with North American/Southern California aerial system design standards. At the AA conceptual level of design (3% to 5%), the lack of Maglev system details was not expected to significantly impact

system design, but would likely result in underestimated capital costs and higher contingencies due to many unknown operational system details.

Conceptual-level capital costs were developed by estimating quantities for individual line items in Standardized Cost Categories developed by FTA, and applying standardized unit costs from similar projects with recent estimates and/or bid information. In accordance with FTA guidance, contingencies were applied to reflect uncertainties due to the conceptual level of design. Consistent with recent Metro projects, an allocated contingency of 5% was applied for vehicles and up to 30% for all other cost categories, and an unallocated contingency of 10% was applied to the overall project cost. A majority of the construction elements for Low Speed Maglev are similar to other above-grade systems. The exceptions are the guideway, operating system, and vehicles. Therefore, an additional allocated contingency of 20% was applied to these three elements to reflect the unknown cost of migrating the technology to the U.S. and Southern California.

Information about the Linimo system O&M costs was not readily available, and the project team had additional concerns and difficulties as follows. It was unclear what was included in the reported Linimo O&M costs, and it was difficult to compare costs without a staffing organization chart. There are different labor structures and regulatory requirements in Japan, and Japan has a successful history of public/private partnerships, while the U.S. is still on a learning curve. Therefore, to develop O&M cost parameters, the project team referred to the Vancouver SkyTrain system, which is similar to Linimo in that it is 100% aerial with an automated, integrated power system. There are similar labor conditions and regulatory requirements, and O&M cost calculations are similar to U.S. methods. The information was also readily available. The project team also based storage and maintenance facility requirements on the SkyTrain system, and applied Metro design policies, such as those related to length of storage tracks, cross-over requirements, ADA and emergency access.

## **Recommendations**

The study recommendations are grouped into three (3) main categories: technology; stations and alignments; and project phasing. The project team developed initial recommendations based upon the technical analysis and input from public and stakeholder participation. The TAC reviewed and discussed the project team recommendations on June 12, 2012 and developed TAC recommendations to the Steering Committee (see Attachment 2). Subsequently, on June 20, 2012, the Steering Committee accepted all of the TAC recommendations, with two revisions: the Steering Committee deleted the Cerritos/Bloomfield station from further consideration, and the Steering Committee clarified that the decision on phasing within LA County would be determined upon further engineering and environmental analysis by Metro.

Staff concurs with all of the Steering Committee recommendations, with the exception of the recommendation regarding the Low Speed Maglev technology alternative. The recommendations are described below and discussed in greater detail in the attachments to the staff report.

## **Technology**

Regarding technology, the No Build and TSM alternatives are required to be carried forward. Of the remaining build alternatives, the project team recommended that only the LRT option be carried forward for further study due to its projected ridership (highest among all of the alternatives); its ability for potential interlining with the Metro rail system and use of existing facilities and operational experience; its cost-

effectiveness (best among the guideway alternatives); and its community and stakeholder support (highest among all the alternatives). The TAC and Steering Committee agreed with the project team recommendation for LRT, but recommended that the Low Speed Maglev alternative also be carried forward. The TAC and Steering Committee viewed Low Speed Maglev as an environmentally superior option that had the lowest noise, vibration, and traffic impacts among the fixed guideway alternatives and that offered a new, future-oriented technology. It should be noted that, in making this recommendation for the Low Speed Maglev alternative, neither the TAC nor the Steering Committee disputed the technical findings and evaluation results presented by the project team for the Low Speed Maglev alternative.

Staff does not concur with the Steering Committee recommendation for Low Speed Maglev, due to its unproven technology, highest cost and worst cost-effectiveness among all the alternatives, significant right-of-way impacts, and OCTA's adopted principles regarding emerging transit technologies (further discussion of OCTA's position is provided in a subsequent section of this report).

### Alignment and Stations

Regarding the horizontal alignment, the project team recommended that only the West Bank 3 option be carried forward for further study. The West Bank 3 alignment served a higher number of key cities and destinations, resulting in higher ridership, connectivity to the existing Metro rail system, and city and agency support. The TAC and Steering Committee agreed with the project team recommendations, but recommended that the East Bank alignment also be carried forward. The project team did not recommend the East Bank alignment due to the existing heavy freight and passenger rail utilization and capacity constraints. However, the TAC and Steering Committee recommended this alignment to allow for the consideration of two (2) alignment options connecting north to Union Station.

Regarding the vertical alignment, the TAC and Steering Committee also recommended that future study efforts should evaluate the LRT alternative operating in a fully grade-separated configuration.

Regarding stations, the project team recommended that the initial set of stations that were identified in working sessions with corridor cities and agencies be carried forward for further study (the stations list is included in Attachment 2). The TAC agreed with the project team recommendation, with the understanding that future study efforts may identify more precise station locations and result in the shifting, relocating, and/or adding of stations. The Steering Committee concurred, but also recommended the removal of the Cerritos/Bloomfield station from further study, based on a request by the Cerritos representative.

Staff concurs with all of the Steering Committee recommendations regarding alignments and stations.

### Phasing

Regarding phasing, the project team recommended that the LA County segment should proceed first, reflecting current funding availability and agency priorities. There are \$240 million in Measure R funding available for this corridor in LA County, and the project is included in Metro's Long Range Transportation Plan (LRTP). OCTA is currently addressing other transit priorities identified in its renewed Measure M program and LRTP. The TAC and Steering Committee agreed with the project team recommendation. The Steering Committee clarified that the Minimum Operable Segments (MOSSs) within LA County should be determined by Metro based upon more detailed engineering and environmental review work.

Staff concurs with the Steering Committee clarification regarding the phasing of MOSs within LA County.

### **OCTA Action Regarding Maglev Alternative**

At the June 20, 2012 Steering Committee meeting, the Orange County members of the committee opposed the technology recommendations and abstained from the alignment and phasing recommendations. Subsequently, the OCTA Board at its July 23, 2012 meeting took action to oppose the Steering Committee recommendations and directed OCTA staff to work with the SCAG Executive Director to remove the Low Speed Maglev option from the report's recommendation and from future follow-up studies. The OCTA Board has adopted policies and guiding principles in its LRTP regarding the evaluation and consideration of emerging and unproven transit technologies. The August 10, 2012 letter from OCTA regarding the Low Speed Maglev alternative is provided as Attachment 3 of the staff report. OCTA's position regarding the Low Speed Maglev alternative is consistent with the staff recommendation.

### **Next Steps**

Upon approval from the Transportation Committee and Regional Council, staff will finalize the AA report and forward the study findings and RC-approved recommendations to Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases consistent with federal and state requirements.

This project is included in the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as the "West Santa Ana Branch ROW Corridor" in LA County, and it is also included in Metro's LRTP and Measure R expenditure plan. The project details are as yet undefined, pending the completion of this study and potential action on a preferred strategy by Metro. The 2012 RTP may be amended in the future to reflect any Metro action that further defines the project.

### **FISCAL IMPACT:**

Consultant work on this study was completed on June 30, 2012. Contract funding was provided in the FY 12 Overall Work Program (OWP) WBS# 12-140.SCG01003.

### **ATTACHMENTS:**

1. PowerPoint Presentation: "Pacific Electric Corridor – Study Recommendations"
2. TAC Recommendations
3. August 10, 2012 OCTA Letter
4. September 19, 2012 OLDA Letter and SCAG Response
5. Support Letters

To access Draft AA Report, please visit: <http://www.scag.ca.gov/perow/project-documents.html>

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**PACIFIC ELECTRIC  
CORRIDOR**

WEST SANTA ANA BRANCH

***Pacific Electric Right-of-Way  
West Santa Ana Branch Corridor  
Alternatives Analysis***

***Study Recommendations***

Transportation Committee  
January 3, 2013



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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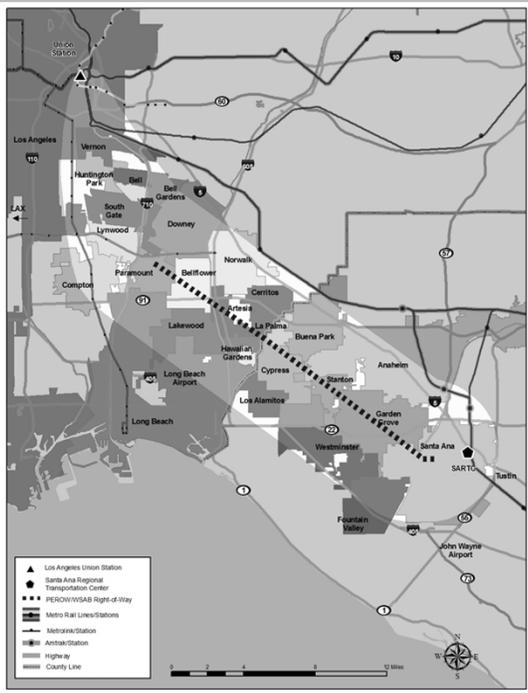


WEST SANTA ANA BRANCH

## Study Area

- Pacific Electric Right-of-Way / West Santa Ana Branch (PEROW/ WSAB) extends 20 miles from Paramount to Santa Ana, owned by Metro and OCTA
- Study evaluated alignment options to connect to: LA Union Station and Santa Ana Regional Transportation Center (SARTC)

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The map illustrates the study area for the Pacific Electric Right-of-Way / West Santa Ana Branch. It shows the proposed alignment (dashed line) extending from Los Angeles Union Station in the north to the Santa Ana Regional Transportation Center (SARTC) in the south. Key cities and transit hubs along the route include Los Angeles, Long Beach, Anaheim, and Santa Ana. Major freeways (I-5, I-10, I-405, SR-91, SR-15) and other transit lines are also depicted. A legend in the bottom left corner identifies symbols for Union Station, SARTC, the PEROW/WSAB Right-of-Way, Metro Rail Lines/Stations, Amtrak Stations, Highways, and County Lines. A scale bar and north arrow are located in the bottom right corner.





## Final Set of Alternatives



No Build



Transportation Systems Management (TSM)



Bus Rapid Transit (BRT)



Street Car



Light Rail Transit (LRT)



Low Speed Magnetically Levitated Train (Maglev)

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## BRT Alternative



Alternative defined as:

- High-capacity, high speed bus service similar to Metro Orange Line in Los Angeles County

Two options studied:

- HOV Lane-Running Option, similar to Metro Silver Line
- Street-Running Option, similar to Metro Rapid lines and planned OCTA BRT



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## BRT Alternative Alignments



### Northern Connection Area:

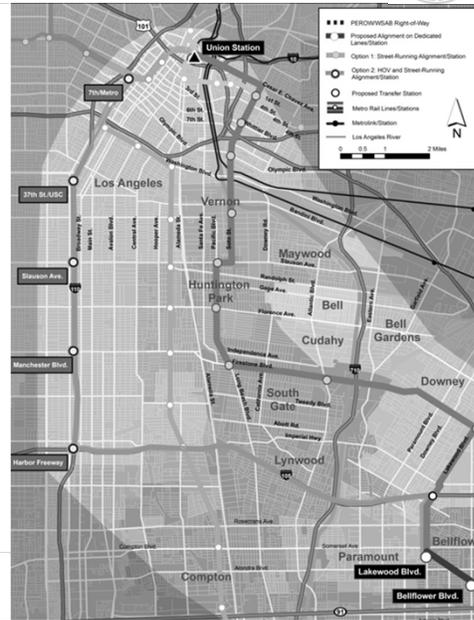
- Street service
- Transitway and freeway HOV Lane service

### PEROW/WSAB Area:

- Dedicated lane service
- Some street service

### Southern Connection Area:

- Street service



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## Guideway Alternatives



Portland Streetcar



Metro Gold Line



### Street Car

- Similar to Portland, Santa Ana
- At-grade, in street, mixed with auto traffic

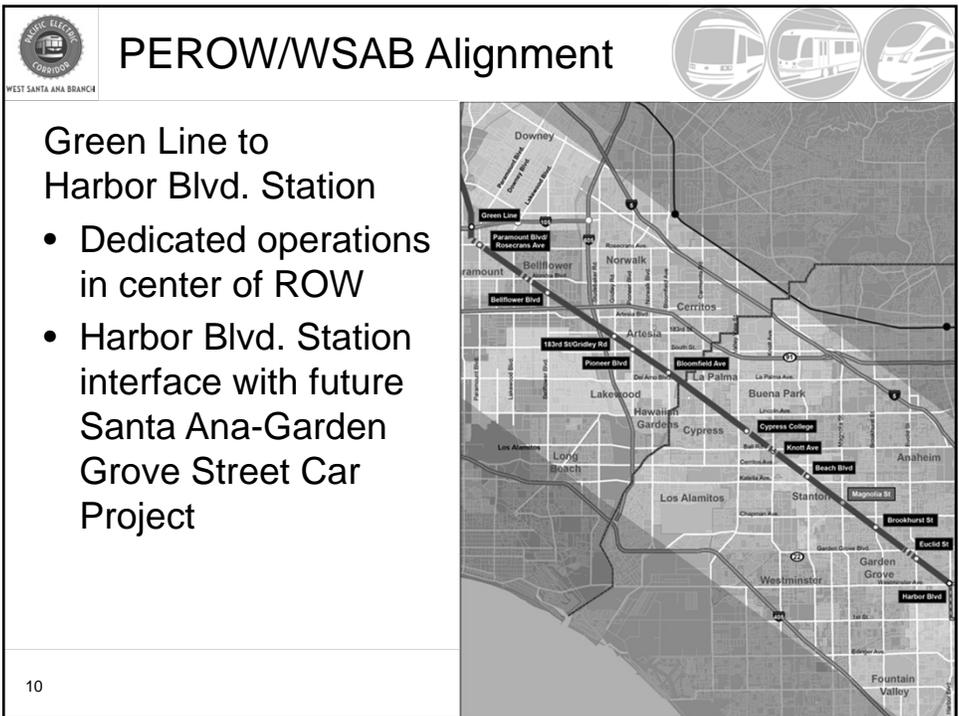
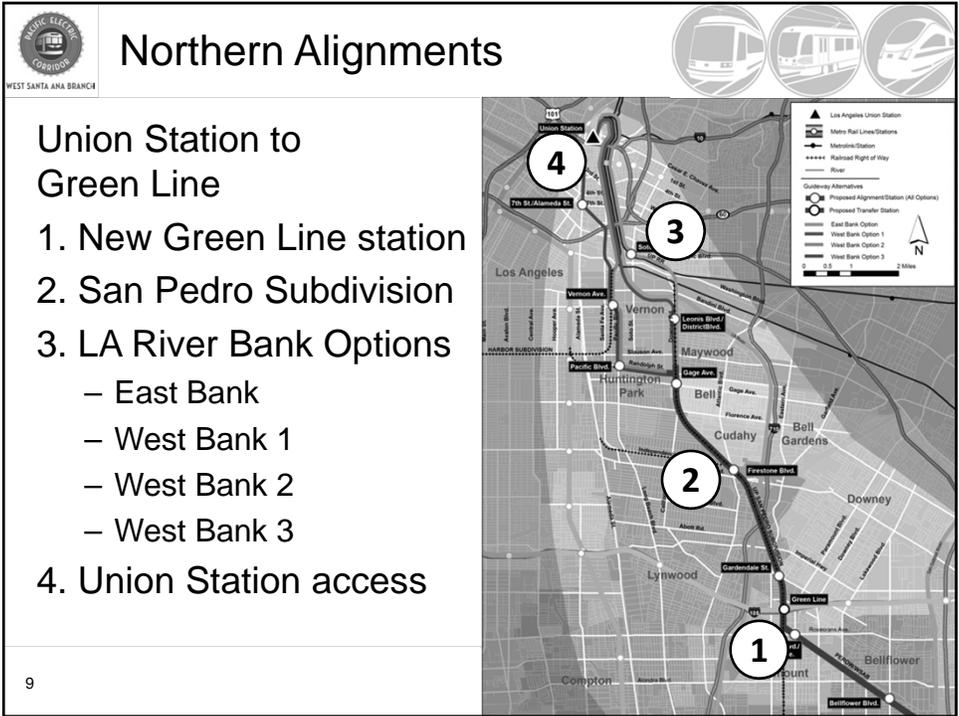
### LRT

- Similar to Metro Blue, Green, Gold, Expo Lines
- Operates in own right-of-way

### Low Speed Maglev

- Similar to Linimo Line in Nagoya, Japan
- Must be fully grade-separated

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WEST SANTA ANA BRANCH

## Southern Alignments



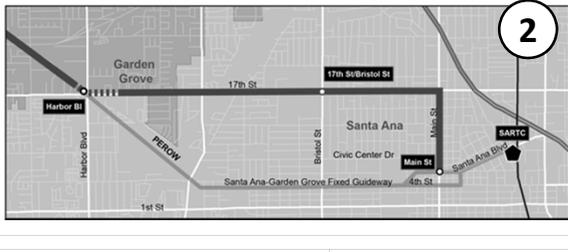
**Harbor Blvd. Station to SARTC**

1. Harbor Blvd./1<sup>st</sup> St./SARTC
2. Westminster Blvd./17<sup>th</sup> St./Main St./transfer to Santa Ana Street Car system

1



2



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WEST SANTA ANA BRANCH

## Capital Cost Methodology

**Cost to construct includes:**

- Direct costs such as guideway/tracks, operating systems, stations, vehicles, maintenance/storage facilities
- Indirect costs such as ROW acquisition, professional services

**Conceptual-level capital costs are developed based on:**

- Estimating quantities for individual line items in Standardized Cost Categories developed by FTA
- Applying standardized unit costs from similar projects with recent estimates and/or bid information
- Applying contingencies to reflect conceptual level of design
  - Allocated contingency, applied to each cost category
  - Unallocated contingency, applied to overall project cost

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## Engineering and System Design

Linimo Low Speed Maglev design information:

- Is proprietary and not readily available
- Must be converted to Southern California standards

Approach:

- Design based on available Linimo information combined with North American/Southern California aerial system design standards.
- At AA level of design (3-5%), lack of Maglev system details will not significantly impact system design, but may result in:
  - Underestimated capital costs
  - Higher contingencies

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## Contingency

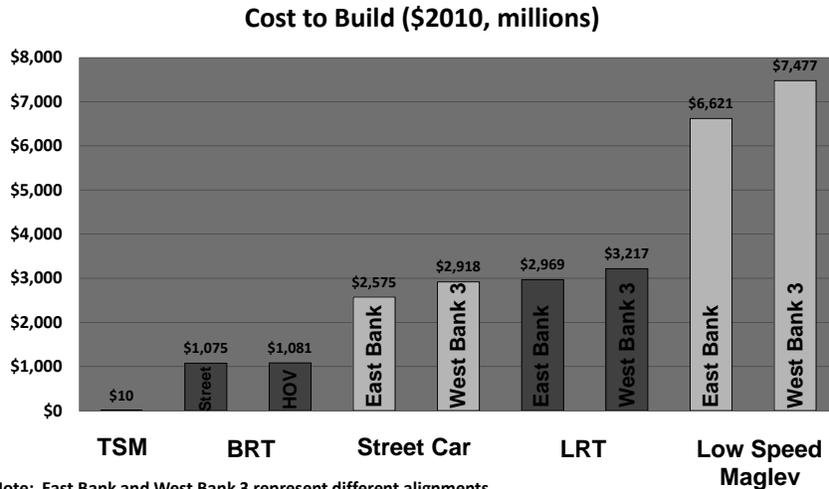
- AA cost estimates typically include high contingencies to reflect unknowns and uncertainties.
- Contingency factors used: 30 percent allocated and 10 percent unallocated (consistent with recent Metro project cost estimates).
- A majority of the construction elements for Low Speed Maglev are similar to other above-grade systems. The exceptions are the guideway, operating system, and vehicles.
- Contingency factors used for these Maglev-specific elements: an additional allocated contingency of 20 percent, reflecting the unknown cost of migrating the technology to the U.S. and Southern California.

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# Cost to Build



Note: East Bank and West Bank 3 represent different alignments evaluated for the fixed guideway alternatives.



# Funding Status

## Regional

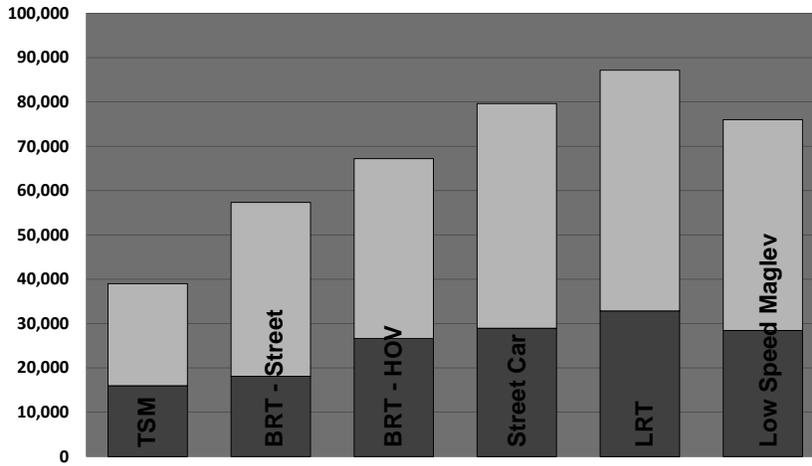
- Los Angeles County – Measure R funding = \$240 million (available FY 2015-17 to FY 2025-27)
- Orange County – currently no committed funding

## Federal

- New Starts funding – not currently in any Metro or OCTA request



## Daily Ridership Estimates



Note: Blue portion of each bar represents new transit riders.  
West Bank 3 alignment shown for Street Car, LRT, and Low Speed Maglev.

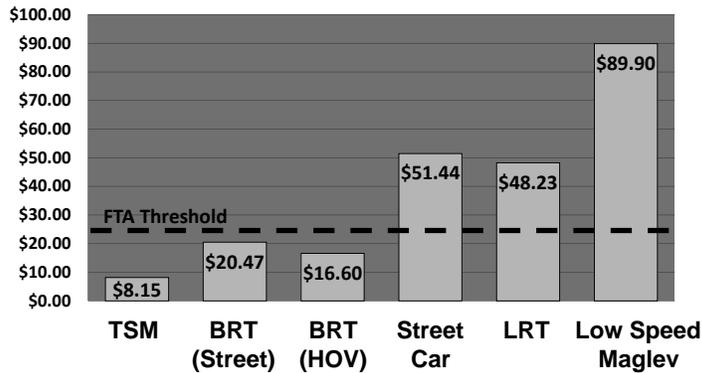
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## Cost-Effectiveness

The Cost-Effectiveness Index (CEI) compares the cost of constructing and operating each alternative to the ridership it attracts and serves.

A CEI of under \$25 is the goal when seeking federal funding.



Note: West Bank 3 alignment shown for Street Car, LRT, and Low Speed Maglev.

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## Environmental Impacts

- **Traffic:**
  - BRT, Street Car, LRT have major impacts from in-street operations
  - Low Speed Maglev has minor impacts from column placements
- **Visual & Aesthetics:**
  - Low Speed Maglev has major impacts due to elevated structure
  - LRT, Street Car have medium impacts from overhead catenary
- **Noise & Vibration:**
  - LRT has major impacts from steel wheel-on-steel rail operations
  - Low Speed Maglev and BRT have minor impacts
- **Parks, Cultural & Historic Resources:**
  - Low Speed Maglev has major impacts due to elevated structure
  - BRT, Street Car, LRT have minor impacts
- **Property Acquisition:**
  - All build alternatives require property for maintenance facility
  - Low Speed Maglev has major property impacts due to turning radius

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## Recommendations

- For further study by Metro and OCTA in future engineering/environmental phases (e.g., EIR/EIS)
- Reflect the technical evaluation, public input, and input from the two advisory committees
- TAC and Steering Committee agreed with the staff findings and technical evaluation
  - LA County members voted to add Low Speed Maglev to the recommendations
- Staff recommendations and Steering Committee recommendations are identical, with the exception of the Low Speed Maglev alternative.

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## Northern Alignment Recommendations

### Union Station to Green Line

- West Bank 3 is recommended
  - More destinations, higher ridership and city/agency support
  - Connectivity to existing Metro Rail system
- East Bank is recommended
  - Recommended by advisory committees to allow for a second alignment north to LA
- West Bank 1 and 2 are not recommended
  - West Bank 1 conflicts with high-power electrical transmission towers
  - West Bank 2 has cost and operational issues and capacity constraints



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## Southern Alignment Recommendations

### Harbor Blvd. Station to SARTC

- Harbor Blvd./1<sup>st</sup> Street is recommended
  - Higher ridership and fewer impacts
  - Direct connection to SARTC
- Westminster Blvd./17<sup>th</sup> St./Main St. is not recommended
  - Constrained street width, sensitive land uses, lower ridership
- Future studies should evaluate the most appropriate horizontal and vertical configurations to maintain street lane capacity



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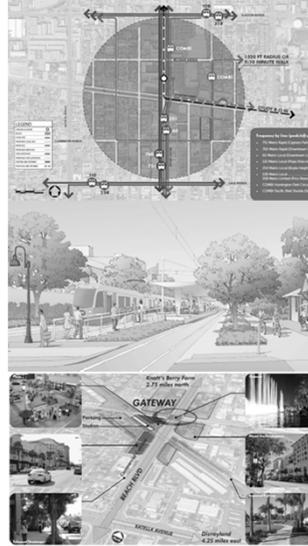
## Alignment and Station Recommendations

### Vertical Alignment:

- Future studies should evaluate fully grade-separated LRT.

### Stations:

- Carry forward station locations identified in city work sessions
- Recognize that future studies may shift, relocate, and/or add stations
- Remove Bloomfield/Cerritos station from further consideration, as requested by Steering Committee



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## Phasing Recommendations

- LA County segments are recommended to be implemented first
  - Project has Measure R funding in LA County and is in Metro Long Range Transportation Plan (LRTP)
  - Orange County has other transit priorities in Measure M and OCTA LRTP
- Within LA County, the sequencing of minimum operable segments (MOS) will be determined by Metro after further study

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## Technology Recommendations



- No Build and Transportation Systems Management are required



- BRT is not recommended
  - 2035 ridership demand exceeds capacity
  - Operates on congested highway system at northern and southern ends of ROW
  - Lack of community/stakeholder support

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## Technology Recommendations (cont.)



- Street Car is not recommended
  - Similar cost to LRT without the same capacity
  - Vehicle issues (e.g., single cars, seating vs. standee)
  - No local operator experience (new staff, facilities)



- LRT is recommended
  - Highest ridership and capacity
  - Best cost-effectiveness and highest
  - Greatest stakeholder support
  - Connectivity/interoperability with Metro LRT system
  - Traffic impacts must be balanced against benefits

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## Technology Recommendations (cont.)



- Low Speed Maglev
  - Is not recommended by staff:
    - Highest capital cost and least cost-effective
    - Significant property acquisition and visual/aesthetic impacts
    - Unproven technology and no U.S. system (lengthy/costly approval process)
  - Is recommended by Steering Committee:
    - Lowest noise, vibration, and traffic impacts
    - Lowest operating and maintenance cost

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## Recommended Action

Recommend that the Regional Council:

1. Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
2. Consider the Steering Committee recommendation regarding the Low Speed Maglev alternative; and
3. Authorize the Executive Director to finalize the AA report with the recommendations approved by the Regional Council and forward the report to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

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**PEROW/WSAB CORRIDOR AA STUDY  
TAC RECOMMENDATIONS FOR  
STEERING COMMITTEE CONSIDERATION**

The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Authority (Metro) and the Orange County Transportation Authority (OCTA), has completed an Alternatives Analysis (AA) for the former Pacific Electric Railway Corridor known as the Pacific Electric Right-of-Way (PEROW) in Orange County and the West Santa Ana Branch (WSAB) in Los Angeles County. System connections north to downtown Los Angeles and south through downtown Santa Ana were evaluated as part of this study effort. The AA study identified and assessed a full range of technology or modal options, transit system alignments, and system phasing alternatives.

Based on the technical evaluation results and stakeholder input, the following findings and project team and TAC recommendations have been developed. These recommendations are provided to the Steering Committee to review, discuss, and revise, in order to develop consensus on the recommendations to be forwarded to the SCAG Transportation Committee and Regional Council. As owners of the PEROW/WSAB right-of-way (ROW), Metro and OCTA will make the ultimate decision on whether to move forward or not with future study efforts.

**Findings**

The AA study clearly identified that development of an effective transit system is imperative to meet the future mobility needs of the Corridor residents and businesses by providing vital linkages both within the Corridor and beyond to the expanding regional rail system. The publicly-owned, 20-mile long PEROW/WSAB Corridor ROW provides Corridor communities and the region with the unique opportunity to build a new transit system connecting to the regional rail system with minimal displacement impacts and right-of-way acquisition costs. It should be noted that the Corridor right-of-way would provide approximately 60 percent of the alignment length of the identified alternatives. The key AA findings included the following:

- There is a high-level of potential transit demand in the Corridor. All of the modes increase Corridor transit ridership and attract new riders. The guideway alternatives (Street Car, LRT, and Low-Speed Magnetic Levitation) would attract and serve a significant number of new riders – people who do not currently use transit.
- The future Corridor ridership potential is so high that it exceeds the capacity that several of the modal alternatives can provide.
- While not universal, there is a significant level of city support for implementation of a future transit system as demonstrated by adopted transit-oriented plans and policies.
- There is a high level of community support for implementation of a future transit system as residents view congestion and mobility as worsening in the future.

## RECOMMENDATIONS

Recommendations regarding the technology, alternative description, and phasing options have been developed based on the technical analysis and stakeholder input and are presented for committee consideration.

### Technology/Modal Options

Through the AA process, a wide range of technology options was identified and evaluated. The following proposed recommendations have been identified for the six modal options included in the Final Set of Alternatives.

- The **No Build Alternative is required** to move forward to provide a baseline comparison in future environmental evaluation study efforts. It should be noted that in the last set of community meetings, this alternative was overwhelmingly identified as not viable as the public voiced the strong opinion that the Corridor required a transit system with connections to the regional rail system to function successfully in the future.
- The **Transportation System Management (TSM) Alternative is required** to move forward to provide a baseline comparison in future environmental evaluation study efforts. This alternative was supported by the public as a way to address the region's transportation challenges in the short term, but was not seen as providing a comprehensive long term solution. This alternative would provide additional bus transit service and capacity, but was projected to have the lowest ridership of the alternatives. The TSM Alternative would have negative impacts on traffic and air quality due to the large number of additional buses operating through the Corridor. The bus service improvements proposed in this alternative were not perceived to be attractive to new riders, nor were they viewed as permanent transportation system improvements that could support city economic development and revitalization needs and efforts. Many stakeholders did support provision of pedestrian and bicycle paths that was proposed in this alternative, which may be incorporated with the other alternatives.
- The **Bus Rapid Transit (BRT) Alternative is not recommended** for further study as this alternative would not provide sufficient capacity to accommodate future Corridor ridership demand. While this alternative has the lowest initial capital cost among the build alternatives, funding for vehicle replacement costs would have to be found every 12-15 years. This 35-mile long alternative was not perceived to be attractive for getting people out of their cars as it would operate on the same congested highway system either end of the dedicated 20-mile long PEROW/WSAB ROW, and not provide a high enough travel time savings. BRT was not viewed as being supportive of city economic development and revitalization needs and efforts, and many cities did not want this option to operate on the former Pacific Electric ROW through their communities. It should be noted that many cities did not want the ROW used for bus or BRT operations, and that street-running alignments would have to be identified through this portion of the Corridor if these modal alternatives are studied further. The cities were not supportive of BRT operations on the PEROW/WSAB ROW due to three key reasons: 1) they did not support any transit system use of the ROW; 2) they felt BRT services would work better, and integrate more closely with local bus services, on city streets; or 3) they wanted the ROW preserved for future use by a high-capacity guideway system.

- The ***Street Car Alternative is not recommended*** for further study primarily because this community-based alternative would not serve the identified more-regional Corridor trip purpose and length. It would not provide sufficient capacity to accommodate future Corridor ridership demand due to required single car operations. This option could not interline with the existing Metro rail system and facilities due to the low-floor design and different catenary requirements, as a result it would require all new facilities. This modal option's capital cost was identified to be similar to that of the LRT alternative, without providing sufficient capacity to serve forecasted ridership or connectivity with existing rail facilities.
- The ***Light Rail Transit Alternative is recommended*** for further study based on its projected ridership, which is the highest among all of the alternatives, and its ability to provide sufficient capacity for the projected Corridor demand. LRT would address the Corridor trip purpose and length, and allow for interlining with the Metro rail system and use of existing facilities and operational experience. It is the most cost-effective of the guideway alternatives, and has the highest community and stakeholder support among all of the alternatives. The resulting noise and vibration impacts could be mitigated based on long-term Metro experience and community precedence in addressing these impacts. While traffic impacts can be mitigated to a lower level of impact, there still would be impacts that may be expected to be balanced by the resulting benefits.
- The ***Low Speed Magnetic Levitation Alternative is recommended*** for further study. The TAC acknowledges that the project team did not recommend this alternative for further study primarily due to the cost and uncertainty of using an unproven technology, including the need for unknown changes to meet the federal and state regulatory setting, which would have related implementation cost and schedule impacts. In addition, this option would have the highest capital cost and the lowest cost-effectiveness when weighed against the resulting system ridership. This system must be totally grade-separated and would not allow the flexibility to meet different city vertical alignment needs related to development plans and existing city scale. Additionally, the OCTA has indicated that this option will not be considered or approved based on its adopted principles on transit technologies in its *2010 Long Range Transportation Plan*. However, the TAC does recommend this alternative for further study because it was viewed as faster, quieter, cleaner, and safer, and would cause minimal traffic impacts compared to the other alternatives. The TAC expressed the desire to continue to explore the Low Speed Maglev Alternative as it was seen as the best long-term solution to meet the Corridor's future transportation needs, and that the technology would improve and would become easier to implement in Southern California.

### **Alternative Descriptions**

Detailed descriptions for each of the modal alternatives have been developed including the following three key elements: 1) ***stations*** identified in working sessions with the Corridor cities; 2) ***vertical configuration*** or whether the option would operate in an at-grade, aerial, or a combination of the two cross-section; and 3) ***horizontal alignment*** or how the system alignment would be designed to operate through the Corridor.

## Stations

An initial set of stations was identified in working sessions with affected Corridor cities and agencies, and while future system design and station area land use planning and operational analysis may refine the location of the stations identified in Attachments A and B, the TAC confirmed the city-based location and number of stations identified in the AA study process with the understanding that any future study efforts identifying the more precise station locations may result in the shifting, relocating, and/or adding of stations.

## Vertical Alignment

While the Low Speed Maglev Alternative was designed as an entirely grade-separated system, the Light Rail Transit Alternative was conceptually designed in a combination of at-grade and grade-separated operations based on Metro's *Grade Crossing Policy for LRT*. The TAC requested that future study efforts evaluate all alternatives operating in a fully grade-separated configuration.

## Horizontal Alignment

Alignment options have been identified and studied for the three segments of the Corridor Study Area: the Northern Connection, PEROW/WSAB Corridor, and the Southern Connection areas.

**Northern Connection Area** – This portion of the Corridor Study Area extends from Los Angeles Union Station south to the Metro Green Line. Of the four alignment options studied in this section of the Corridor, the ***West Bank 3 Alternative is recommended*** for further study based on the higher number of key cities and destinations served, the resulting higher level of ridership, connectivity to the existing Metro rail system, and city/agency support. The TAC also approved the ***East Bank 1 Alternative as recommended*** for further study to allow for the consideration of two possible alignments north connecting to Los Angeles Union Station or other viable downtown Los Angeles terminus. Additional engineering, traffic, and right-of-way evaluation work is required to identify the most viable alignment and Metro rail system connections in the Little Tokyo and Union Station areas.

- The ***West Bank 1 Alternative is not recommended*** for further study as the proposed alignment along the west bank of the Los Angeles River is occupied by a system of high-power electrical transmission towers. There is insufficient room to add a transit system without negatively impacting electrical power operations.
- The ***West Bank 2 Alternative is not recommended*** for further study due to two findings. First, this alignment option would require a significant and costly structure to cross over the Redondo Junction, which is where the Alameda Corridor freight trains surface after traveling north in from the ports in a tunnel section. While initial engineering work has shown that it is possible to construct such a structure, the resulting transit system configuration may exceed current rail operational and passenger comfort standards. In addition, the proposed operation along the west bank of the Los Angeles River into Union Station is constrained by heavy activity related to the Metro Red Line storage and maintenance facility, and Metrolink and Amtrak operations.
- It should be noted that the East Bank Alternative was not recommended for further study by the Project Study Team primarily due to the heavy utilization and capacity constraints of this section of the regional freight and passenger rail system by the UPRR, Metrolink, and Amtrak, along with

the proposed use by the future CHSR system. Passenger rail operations along this alignment would negatively impact operations related to the UP and Burlington Northern-Santa Fe (BNSF) intermodal facilities.

**PEROW/WSAB Corridor** – This portion of the Corridor Study Area extends from just short of the Metro Green Line in the City of Paramount south along the 20-mile long ROW of the former Pacific Electric Railway Company to Harbor Boulevard located in the cities of Garden Grove and Santa Ana. During the AA study, a center-running alignment along the PEROW/WSAB Corridor was studied. As this alignment is owned by Metro and OCTA and has sufficient ROW width to accommodate any of the selected transit options, along with related pedestrian and bicycle facilities (except at freeway underpasses), this alignment should be studied further to define the most appropriate alignment to meet system operational and city-specific development needs.

**Southern Connection Area** – This portion of the Corridor Study Area extends from Harbor Boulevard, located in the cities of Garden Grove and Santa Ana, through the city of Santa Ana to the Santa Ana Regional Transportation Center (SARTC). Of the two alignments studied, identified with Santa Ana city staff, the Harbor Boulevard/1<sup>st</sup> Street/Santa Ana Regional Transportation Center (SARTC) provided higher ridership and fewer impacts to the city’s historic/cultural resources and sensitive land uses than the Westminster Boulevard/ 17<sup>th</sup> Street/Main Street alignment option. The **Harbor Boulevard/1<sup>st</sup> Street/SARTC alignment is recommended** for further study. Future study efforts should evaluate the most appropriate horizontal and vertical system configurations that maintain street lane capacity working closely with Santa Ana city staff.

#### **City-Specific Alignment Recommendations**

The TAC recommends that the following city-specific preferences be addressed in any future study efforts:

- The City of Huntington Park City Council has adopted a resolution requesting the relocation of the Gage Station to Florence Boulevard, and the consideration of an alternative alignment that would travel north from the Randolph Street median alignment to connect north with the Metro-owned Harbor Subdivision to avoid operations on Pacific Boulevard.
- The City of Vernon has submitted a letter requesting that an alignment through their city consider operating in an elevated configuration and avoiding use of Pacific Boulevard.
- The City of Downey will be submitting a letter concerning their preferred station location.
- A letter was received from the Little Tokyo community requesting consideration of a station serving their community to be located along the West Bank 3 alignment alternative.

#### **Phasing Options**

It is likely that a 35-mile long transit system would be built in segments known as Minimal Operable Segments (MOSS) to reflect funding availability and construction capacity issues. The **Los Angeles County segments are recommended to be constructed first** in recognition of project priorities and funding availability. Orange County is currently addressing other transit priorities identified in their

renewed Measure M program and 2010 Long Range Transportation Plan. In Los Angeles County, the two MOSs identified as providing viable operational segments were:

- **MOS 1** – This 6.9-mile segment runs between Los Angeles Union Station and the Metro Green Line, and has five stations. This segment would operate along street ROWs, the Harbor Subdivision, and the San Pedro Subdivision to a new Metro Green Line station.
- **MOS 2** – This 7.5-mile segment runs from the Metro Green Line (either from a new station located on the San Pedro Subdivision or from the existing Lakewood Boulevard Station) to the Los Angeles-Orange County Line, and has six stations. This segment would operate south along the West Santa Ana Branch ROW to the county line.

While the decision on the MOS sequencing will be based on future more detailed engineering and environmental review work, *implementation of MOS 1 first is recommended for consideration by Metro.*

Construction of MOS 1 first and then extending the system south along the WSAB ROW towards Orange County would have several advantages. First, it would provide the Corridor transit system with the vital connections to downtown Los Angeles from the start. Secondly, it would provide the northern communities, who have lost and will continue to lose jobs, with the much needed connections to the regional rail system for employment opportunities elsewhere in the region. These communities currently have a 15 percent transit mode share and providing improved transit service would build on and increase that ridership base, making the system viable from the start. In addition, constructing this section first would provide these communities with station area economic development and revitalization opportunities early in the process. The possible maintenance and storage yard facility sites are all located in this portion of the Los Angeles County section.

The major challenges related to this segment, whether constructed first or not, will be addressing the design challenges in this segment and securing use of two railroad rights-of-way for any future transportation project. Designing the portion of the system connecting north from the Metro Green Line into downtown Los Angeles must address significant challenges including: multiple freeway crossings; interfacing with freight and passenger rail operations and city street-running operations; integrating into developed residential neighborhoods and commercial and industrial areas; and minimizing impacts to the large number historic resources, including several significant bridges. Two railroad rights-of-way would require the cooperation of multiple rail agencies or possible acquisition: the San Pedro Subdivision and the Randolph Street median. The San Pedro Subdivision, which would be used to provide the connection north from the end of the PEROW/WSAB Corridor ROW in Paramount to downtown Los Angeles, is currently owned by the Ports of Long Beach and Los Angeles and the Union Pacific Railroad (UPRR) has the first right to repurchase the right-of-way. The median-running Randolph Street rail operations are now owned by UPRR for shuttling of empty rail cars to storage along the rail lines that run parallel to the Metro Blue Line.

While MOS 2 is projected to attract and serve more new riders, providing the important connections to downtown Los Angeles from the beginning will enhance the system's attractiveness to non-transit users. This segment also requires the construction of a system section north from the PEROW/WSAB Corridor ROW to the existing Metro Green Line Lakewood Boulevard Station in the center of Lakewood

Boulevard to provide riders with a connection to the regional rail system via the Metro Green Line until MOS 1 is constructed. When the system is extended further north using the PEROW/WSAB Corridor ROW through the City of Paramount to connect with the San Pedro Subdivision, this connection would be removed. Extending the system south to the county line could position consideration of extension of the system into Orange County as proposed local transit systems are constructed and in operation. Additionally, timing of further project development could coincide with the possible renewal of Measure M, where new transit projects could be identified and included in the program.

**Attachment A**  
**Stations Identified during the AA Study Process**  
**For the LRT Alternative**

City	East Bank Alignment Stations	West Bank 3 Alignment Stations
Los Angeles	Union Station	Union Station
	Soto St.	7 <sup>th</sup> St. /Alameda St.
Vernon	Leonis/District Blvds.	Vernon Ave.
Huntington Park		Pacific Blvd./Randolph St.
	Gage Ave. (Florence Ave.)	Gage Ave. (Florence Ave.)
South Gate	Firestone Blvd.	Firestone Blvd.
Downey	Gardendale St.	Gardendale St.
Paramount	Green Line (new)	Green Line (new)
	Paramount Blvd./Rosecrans Ave.	Paramount Blvd./Rosecrans Ave.
Bellflower	Bellflower Blvd.	Bellflower Blvd.
Cerritos	183 <sup>rd</sup> St./Gridley Rd.	183 <sup>rd</sup> St./Gridley Rd.
	Bloomfield Ave.	Bloomfield Ave.
Artesia	Pioneer Blvd.	Pioneer Blvd.
Cypress	Cypress College	Cypress College
Anaheim	Knott Ave.	Knott Ave.
Stanton	Beach Blvd.	Beach Blvd.
Garden Grove	Brookhurst St.	Brookhurst St.
	Euclid St.	Euclid St.
Garden Grove/ Santa Ana	Harbor Blvd.	Harbor Blvd.
Santa Ana	Harbor Blvd./1 <sup>st</sup> St.	Harbor Blvd./1 <sup>st</sup> St.
	1 <sup>st</sup> St./Fairview St.	1 <sup>st</sup> St./Fairview St.
	1 <sup>st</sup> St./Bristol St.	1 <sup>st</sup> St./Bristol St.
	SARTC	SARTC

**Attachment B**  
**Stations Identified during the AA Study Process**  
**For the Low Speed Maglev Alternative**

City	East Bank Alignment Stations	West Bank 3 Alignment Stations
Los Angeles	Union Station	Union Station
	Soto St.	7 <sup>th</sup> St. /Alameda St.
Vernon	Leonis/District Blvds.	Vernon Ave.
Huntington Park		Pacific Blvd./Randolph St.
	Gage Ave. (Florence Ave.)	Gage Ave. (Florence Ave.)
South Gate	Firestone Blvd.	Firestone Blvd.
Downey	Gardendale St.	Gardendale St.
Paramount	Green Line (new)	Green Line (new)
	Paramount Blvd./Rosecrans Ave.	Paramount Blvd./Rosecrans Ave.
Bellflower	Bellflower Blvd.	Bellflower Blvd.
Cerritos	183 <sup>rd</sup> St./Gridley Rd.	183 <sup>rd</sup> St./Gridley Rd.
	Bloomfield Ave.	Bloomfield Ave.
Artesia	Pioneer Blvd.	Pioneer Blvd.
Cypress	Cypress College	Cypress College
Stanton	Beach Blvd.	Beach Blvd.
Garden Grove	Brookhurst St.	Brookhurst St.
	Euclid St.	Euclid St.
Garden Grove/ Santa Ana	Harbor Blvd.	Harbor Blvd.

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## AFFILIATED AGENCIES

Orange County  
Transit District

Local Transportation  
Authority

Service Authority for  
Freeway Emergencies

Consolidated Transportation  
Service Agency

Congestion Management  
Agency

Service Authority for  
Abandoned Vehicles

August 10, 2012

Mr. Glen Becerra, President, Regional Council  
Mr. Keith Millhouse, Chairman, Transportation Committee  
Southern California Association of Governments  
818 W. Seventh Street, 12th Floor  
Los Angeles, CA 90017

**Subject: Pacific Electric Right-of-Way/West Santa Ana Branch Alternatives  
Analysis Recommendations**

Dear President Becerra and Chairman Millhouse:

The Orange County Transportation Authority (OCTA) appreciates the opportunity to be involved in the preparation of the Pacific Electric Right of Way (PE ROW)/West Santa Ana Branch Alternatives Analysis (AA) Report. As owners of the right-of-way in Orange County, OCTA has the final decision on the technology/modal options that best fits the corridor for future engineering and environmental studies.

Throughout the preparation of the AA Report, OCTA staff worked with the Southern California Association of Governments (SCAG) to identify issues and concerns as it relates to the proposed transit uses along the PE ROW. During this effort, OCTA had expressed that the low-speed magnetic levitation alternative would not be supported along the PE ROW in Orange County based on policies adopted by the OCTA Board of Directors (Board) regarding emerging transportation technologies. We believe that proven technologies with real world data on costs and operations are more prudent choices for use of public funds.

On June 20, 2012, the AA Steering Committee approved the Technical Advisory Committee recommendations for the study, which included no-build, transportation systems management, light-rail transit, and low-speed maglev alternatives. Orange County representatives on the AA Steering Committee voted against the recommendations because bus rapid transit, which was the most cost-effective alternative, was excluded from consideration.

On July 23, 2012, the OCTA Board approved OCTA staff recommendations that oppose the AA Steering Committee's actions. The Board also reaffirmed

Mr. Glen Becerra  
Mr. Keith Millhouse  
August 10, 2012  
Page 2

OCTA's "right-of-way protection" principle for the PE ROW. In addition, staff was directed to work with SCAG's Executive Director, Hasan Ikhata, to address OCTA's concerns regarding the low-speed maglev alternative for further study.

Furthermore, OCTA has identified and is actively developing a set of transportation projects as part of the Measure M2 Program that includes potential transit uses along the PE ROW, from Riatt Street to Harbor Boulevard. The cities of Garden Grove and Santa Ana have proposed a streetcar system that would use this section of the PE ROW. As part of OCTA's recommendations, the Board directed staff to continue working with Garden Grove and Santa Ana on potential uses on the PE ROW, and provide utilization options on the remaining section of the PE ROW following the completion of the environmental document. A copy of the staff report is included as an attachment.

Thank you for having OCTA participate during the preparation of the AA Report, and we look forward to working with SCAG on addressing OCTA's issues and concerns regarding the alternatives recommended for further study.

Should you have any questions, please contact Will Kempton, OCTA Chief Executive Officer, at (714) 560-5584.

Sincerely,



Paul G. Glaab  
Chairman, OCTA Board of Directors

PGG:ea  
Attachment

c: OCTA Board of Directors  
Hasan Ikhata, Executive Director, SCAG  
Alan Wapner, Vice Chair, Transportation Committee, SCAG  
Will Kempton, Chief Executive Officer, OCTA  
Art Leahy, Chief Executive Officer, Los Angeles County Metropolitan  
Transportation Authority



# OLDA

The Orangeline Development Authority (OLDA) is a joint powers authority (JPA) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient 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

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Mayor  
City of Glendale  
Commissioner  
Burbank Glendale Pasadena Airport Authority

Vice Chairman

Luis H. Marquez  
Council Member  
City of Downey

Secretary

Maria Davila  
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City of South Gate

Treasurer

Michael McCormick  
Council Member  
City of Vernon

Auditor

Scott A. Larsen  
Council Member  
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy  
Caltrans, District 7

September 19, 2012

Mr. Hasan Ikhata  
Executive Director  
Southern California Association of Governments (SCAG)  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, California 90017

Re: Letter Supporting PEROW/West Santa Ana Branch Steering Committee Recommendations

Mr. Ikhata:

This communication serves as the Orangeline Development Authority's (OLDA) response to the Southern California Association of Governments' (SCAG) recommendations related to the Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis study. At the September 12, 2012 OLDA Board meeting, the OLDA Board Members unanimously voted to support the full recommendations of the study Steering Committee and urge you to respect their decision at your October Transportation Committee meeting and include all recommended alternatives into the next phase of study.

OLDA is a Joint Powers Authority (JPA) comprised of fourteen (14) members (thirteen (13) cities and the Burbank-Glendale-Pasadena Airport Authority) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient transit system in Southern California.

SCAG recently completed work on the PE ROW/West Santa Ana Branch Alternatives Analysis which directly impacts our members. The Technical Advisory Committee (TAC) and the Steering Committee were established to assist SCAG by providing technical and policy guidance on the study. The Steering Committee, comprised of elected officials representing the corridor cities in two counties (Los Angeles and Orange), including OLDA members and member cities, worked diligently and in good faith with SCAG staff and their consultant project team to assist in guiding the study and making recommendations.

Despite a significant level of collaboration and participation from members of the Steering Committee, the final recommendations proposed by SCAG staff



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General Counsel

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Ex-Oficio

James McCarthy  
Caltrans, District 7

as part of the September 6, 2012 Transportation Committee agenda were inconsistent with those of the study Steering Committee. We understand that this item was pulled from the agenda and will be discussed at your October meeting. OLDA and its member cities were dismayed to discover that one of the Steering Committee recommendations was discarded by SCAG without further discussion or interaction with the Steering Committee members. This is particularly troubling since the Steering Committee viewed the Low Speed Maglev Alternative favorably (i.e. environmentally friendly, lower noise and vibration, etc.) and agreed that it should be forwarded along with other alternatives for further study.

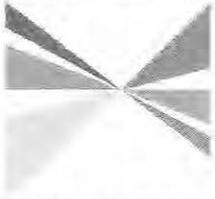
Given the level and intensity of effort by the Steering Committee, TAC, SCAG staff and its consultant project team on study issues as well as the "good-will" and team effort developed between SCAG staff (thank you to Rich Macias and Philip Law) and the corridor cities over the course of the study, OLDA believes that SCAG should reconsider its current position, and recommend that all the Steering Committee recommendations be respected and forwarded to the Los Angeles County Metropolitan Transportation Authority and Orange County Transportation Authority for further study and consideration.

If you have any questions, please contact Michael Kodama, OLDA Executive Director at 562 663-6850.

Sincerely,

Frank J. Quintero  
Chairman

C: OLDA Board Members  
Diane DuBois, Metro Board of Directors and Chair, SCAG Steering Committee  
Richard Powers, Gateway Cities COG  
Art Leahy, Metro



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Keith Millhouse, Ventura County  
Transportation Commission

October 3, 2012

Hon. Frank Quintero  
Chairman  
Orangeline Development Authority  
16401 Paramount Blvd  
Paramount, CA 90723

Dear Chairman Quintero,

Thank you for your letter dated September 19, 2012, supporting the Steering Committee recommendations related to the Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis. I appreciate the ongoing interest and participation of the Orangeline Development Authority (OLDA) and its member agencies in the PE ROW study, and the ongoing collaboration between our two agencies.

Throughout the course of the study, SCAG has fully respected the Steering Committee's input and gladly responded to requests such as the addition of Low-Speed Maglev to the final set of alternatives for evaluation. Staff included the Steering Committee recommendations in the October staff report but will ensure that we clarify further in the beginning of the report for the agenda item going to the Transportation Committee in January, 2013. Ultimately, staff's recommendations are based upon the technical merits of the study. Staff will also advise the Transportation Committee and Regional Council of the Steering Committee input, and the Regional Council will make the final decision.

I will share your letter with the Regional Council at their October 4, 2012 meeting, along with this response. Given the importance of the subject matter, I will discuss this study as an information item with the Transportation Committee on October 4, 2012. The staff recommendations for the PE ROW study will then be brought to the Transportation Committee for their action in January, 2013 and subsequently to the Regional Council for their action in February, 2013.

If you have any questions, please do not hesitate to contact me at 213-236-1944.

Sincerely,

Hasan Ikhrata  
Executive Director

cc: Regional Council

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Burbank Glendale Pasadena Airport Authority

Vice Chairman

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City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy  
Caltrans, District 7

June 15, 2012

Diane DuBois  
2<sup>nd</sup> Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

SUBJECT: OLDA LETTER OF SUPPORT REGARDING THE FINAL RECOMMENDATIONS OF THE PEROW/WASB ALTERNATIVES ANALYSIS

Dear Ms. DuBois,

The Orange Line Development Authority (OLDA) strongly supports the findings and recommendations, as modified by the Technical Advisory Committee, for the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis (PEROW/WSAB AA). The work performed by the Southern California Association of Governments (SCAG) clearly identified a set of viable project alternatives and need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

OLDA is a joint powers authority (JPA) which includes 14 members from Cerritos to Santa Clarita. OLDA strongly supports moving forward with the required next steps which include: further refinement and analysis of the recommended transit alternatives, preliminary engineering, and preliminary environmental scoping prior to the preparation of an Environmental Impact Study/Environmental Impact Report (EIS/EIR) to define the final preferred project alternative on the Los Angeles County corridor segments.

Sincerely,

Frank Quintero  
Chairman of the Board of Directors

# The City of Bellflower

*Families. Businesses. Futures.*

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org



June 19, 2012

Honorable Diane DuBois, Co-Chair  
PE ROW Alternatives Analysis Steering Committee  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

## **Re: Pacific Electric Right of Way (PE ROW) Corridor Alternatives Analysis**

Dear Ms. DuBois :

The City of Bellflower has closely followed and actively participated in the PE ROW Alternatives Analysis over the past two years. We appreciate the support of the Southern California Association of Governments (SCAG) in bringing this study to fruition. We have long worked to see the corridor put to its best use to benefit the adjacent Cities. The Analysis has been a positive step in that direction.

As the Steering Committee approaches its final meeting, the City of Bellflower wishes to express its support for the following conclusions:

We strongly support the findings and recommendations, as modified by the Technical Advisory Committee, for the PE ROW Alternatives Analysis. The work performed by SCAG and its consulting team clearly identified the need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

The study further identified a set of viable project alternatives. The City of Bellflower urges further study of alternatives that best promise to meet our ultimate goals:

- maximize travel speed, to the extent consistent with meeting both regional and local travel needs
- minimize environmental impacts
- minimize noise
- minimize vibration

For reasons of travel speed, traffic and pedestrian safety, traffic congestion and stormwater quality, we specifically request further study of an elevated guideway *for all alternatives* through our City.

**Page 1 of 2**

> Dan Koops  
Mayor

Raymond Dunton  
Mayor Pro Tem

Randy Bomgaars  
Council Member

Scott A. Larsen  
Council Member

Sonny Santa Ines  
Council Member

**Honorable Diane DuBois**  
**June 19, 2012**  
**Page 2 of 2**

Finally, we reaffirm our support for a station at Bellflower Blvd. A Bellflower Blvd. Station would be consistent with our long standing transit oriented development vision, policies and plans for our Town Center area. In addition, it was a historic stop on the PE West Santa Ana Branch is a part of our transportation heritage, now honored by the restored PE Depot.

We look forward to continuing to work with you and our neighbors in the next phase of this project.

Sincerely,



Dan Koops  
Mayor

cc: Philip Law, SCAG Corridors Program Manager  
Bellflower City Council Members  
Jeffrey L. Stewart, City Manger

Doc 260764



# CITY OF CERRITOS<sup>SM</sup>

CIVIC CENTER • 18125 BLOOMFIELD AVENUE  
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130  
PHONE: (562) 916-1310 • FAX: (562) 468-1095  
RESIDENCE PHONE: (562) 924-6582  
E-mail: jimedwards123@aol.com  
WWW.CERRITOS.US



OFFICE OF THE MAYOR  
**JIM EDWARDS**

June 22, 2012

Ms. Diane DuBois, 2nd Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Ms. DuBois:

**SUBJECT: LETTER OF SUPPORT REGARDING PEROW FINAL RECOMMENDATIONS**

The City of Cerritos strongly supports the findings and recommendations, as modified by the Technical Advisory and Steering Committees, for the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis. The work performed by the Southern California Association of Governments clearly identified a set of viable project alternatives and the need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

Cerritos strongly supports moving forward with the required next steps which include: further refinement and analysis of the recommended transit technology alternatives; further refinement and analysis of the recommended guideway horizontal and vertical alignments; further refinement and analysis of the recommended station locations; and preliminary environmental scoping to define the final preferred project alternative on the Los Angeles County corridor segments.

Sincerely,

Jim Edwards  
MAYOR



# CITY OF CUDAHY CALIFORNIA

*Incorporated November 10, 1960*

P.O. Box 1007  
5220 Santa Ana Street  
Cudahy, California 90201-6024  
(323) 773-5143  
Fax: (323) 771-2072

June 20, 2012

Diane DuBois  
2nd Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

SUBJECT: OLDA LETTER OF SUPPORT REGARDING THE FINAL  
RECOMMENDATIONS OF THE PEROW/WASB ALTERNATIVES ANALYSIS

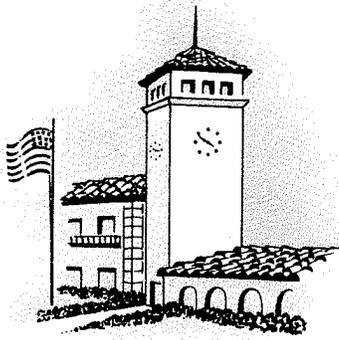
Dear Ms. DuBois,

The City of Cudahy strongly supports the findings and recommendations, as modified by the Technical Advisory Committee, for the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis (PEROW/WSABAA). The work performed by the Southern California Association of Governments (SCAG) clearly identified a set of viable project alternatives and need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

The City of Cudahy is a member of The Orange Line Development Authority. OLDA is a joint powers authority (JPA) which includes 14 members from Cerritos to Santa Clarita. OLDA strongly supports moving forward with the required next steps which include: further refinement and analysis of the recommended transit alternatives, preliminary engineering, and preliminary environmental scoping prior to the preparation of an Environmental Impact Study/Environmental Impact Report (EIS/EIR) to define the final preferred project alternative on the Los Angeles County corridor segments.

Sincerely,

David M. Silva, Mayor



City of  
**HUNTINGTON PARK** California

**ANDY MOLINA**  
MAYOR

**ELBA GUERRERO**  
VICE MAYOR

**OFELIA HERNANDEZ**  
Council Member

**MARIO GOMEZ**  
Council Member

**ROSA E. PEREZ**  
Council Member

May 17, 2012

Hasan Ikhata  
Executive Director  
Southern California Association  
of Governments (SCAG)  
818 West 7th Street, 12th Floor  
Los Angeles, California 90017

RE: City of Huntington Park Preferred Alignment Alternative for Northern Connection  
Area of the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor

To Whom It May Concern:

The City of Huntington Park is excited to be a part of the proposed Pacific Electric Right-of-Way (PEROW) / West Santa Ana Branch (WSAB) Corridor examined in the Alternatives Analysis (AA) Report. As an affected community, the City understands the importance of being involved in the decision-making process and of providing input to the Southern California Association of Governments (SCAG) regarding the proposed alternatives and the findings of the AA Report. Therefore, at a regularly scheduled City Council meeting held May 7, 2012, the Huntington Park City Council considered the alignment alternatives for the Northern Connection Area of the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor to formally identify a preferred alternative for the City's constituents. After review and discussion, the City Council selected the Light Rail Transit (LRT) West Bank Alternative 3, with a few modifications, as the City's preferred alignment alternative.

The Council reached this conclusion by focusing on the Northern Connection Area of the project and recognized that this alternative has the potential to provide the most opportunities for economic development, support of existing activity centers, and optimal connectivity with existing public transit systems. The East Bank Alternative and West Bank Alternative 1 alignments only have one station stop within the City of Huntington Park and travel only along an outlying corridor of the City. Based on this, it was concluded that these alternatives would not be preferred for the community. In contrast, the second station proposed in West Bank Alternative 2 and West Bank Alternative 3 presents an important desirable component for the community, particularly because of its close proximity to the City's downtown.

*"The City of Perfect Balance"*

6550 Miles Avenue, Huntington Park, CA 90255-4393  
Office (323) 584-6221 • Fax (323) 584-6361 [www.huntingtonpark.org](http://www.huntingtonpark.org)

Although West Bank Alternative 2 and West Bank Alternative 3 have identical alignments within the City, the Council realizes the importance of considering local and regional benefits and access to activity centers outside the City's limits as the alignment travels into downtown Los Angeles. In an effort to further narrow the City's preferred alternative and provide more direct input to SCAG, the City Council compared these two alternatives and noted that the major differences lay in the alignment path and number of stations. In short, Alternative 3 presented greater community and regional benefits, which included, but are not limited to, increased mobility and transit accessibility, connectivity, and utility as well as economic development opportunities. Therefore, Alternative 3 is the preferred City alignment with the recommended modifications and general comments below. The recommended modifications are made in an effort to optimize the local benefits of Alternative 3 and are based on site surveys taking into account the existing built environment, connections to existing transit, and existing traffic and land use patterns.

1. Recommended modifications (see attached map):
  - Relocate the Salt Lake Avenue station from Gage Avenue to south of Florence Avenue
  - Relocate the Pacific Boulevard station north of Randolph Street to an in-line location along the existing rail track within the Randolph Street right-of-way
  - Eliminate the northerly segment on Pacific Boulevard by continuing the alignment west along Randolph Street railroad right-of-way for connection to the Harbor Subdivision heading north to Union Station
2. General comments:
  - Incorporation of mitigation measures relating to noise, aesthetics, safety, traffic and circulation impacts
    - Implementation of quiet zones (for train bells/horns)
    - Incorporation of decorative elements (e.g. wrought iron work), screening, landscaping, etc., particularly near sensitive receptors
    - Synchronization of train travel with existing traffic signal timing
    - Completion of a traffic circulation/management plan during peak activity hours especially near schools and east/west traffic across Pacific Boulevard

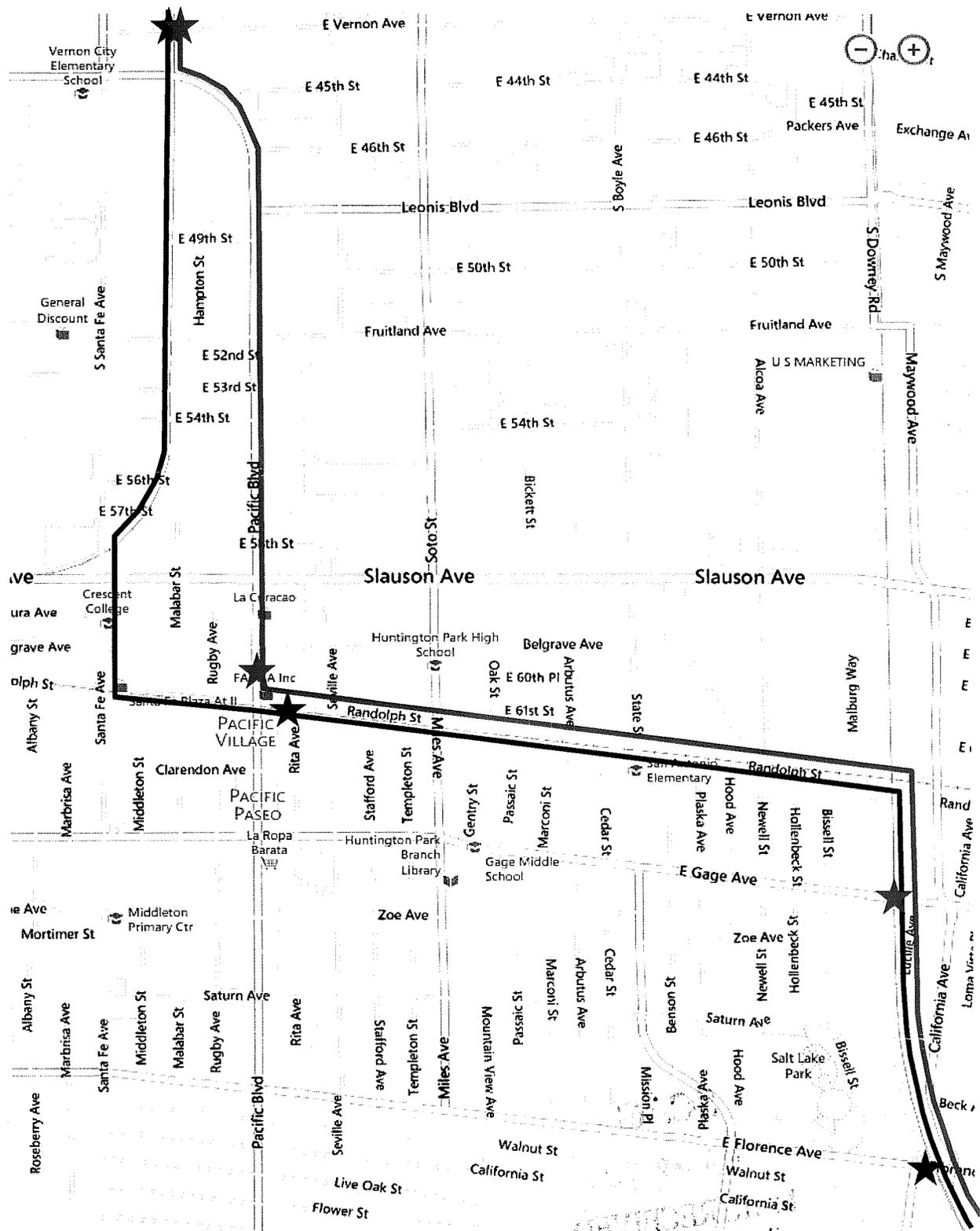
Our community is committed and highly enthusiastic about being involved in the input process as the project moves forward. The Huntington Park City Council hopes that the information herein is considered as the alternatives are further analyzed. Should you have any questions, please contact Mr. Jack Wong, Interim Community Development Director, at (323) 584-6300.

Sincerely,  
CITY OF HUNTINGTON PARK



Andy Molina  
Mayor

Attachment  
cc: Philip Law, Project Manager



-  West Bank Alternative 3 as Proposed in AA Report – Line and Station Stops
-  West Bank Alternative 3 with Recommended Modifications – Line and Station Stops

# City Recommended Alternative with Modifications



# City of South Gate

8650 CALIFORNIA AVENUE • SOUTH GATE, CA 90280-3075 • (323) 563-9543  
www.cityofsouthgate.org FAX (323) 569-2678

W.H. (BILL) DE WITT, Mayor  
GIL HURTADO, Vice Mayor  
MARIA DAVILA, Council Member  
HENRY C. GONZALEZ, Council Member  
JORGE MORALES, Council Member

June 19, 2012

Diane DuBois  
2<sup>nd</sup> Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012-2952

**SUBJECT: SUPPORT OF THE FINAL RECOMMENDATIONS OF THE PACIFIC ELECTRIC RIGHT OF WAY/WEST SANTA ANA BRANCH ALTERNATIVES ANALYSIS**

Dear Ms. DuBois:

As Mayor of the City of South Gate and as South Gate Council Member/OLDA Board Member, respectively, we strongly support the findings and recommendations, as modified by the Technical Advisory Committee, for the Pacific Electric Right of Way/West Santa Ana Branch Alternative Analysis (PEROW/WSABAA). The work performed by the Southern California Association of Governments (SCAG) clearly identified a set of viable project alternatives and need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

The City of South Gate adopted a General Plan Update in 2009 in anticipation of this project and is now in the process of a corresponding Zoning Update and two Specific Plans that are intended to lay the foundation for the use of PEROW/WASBAA as a regional future development and transit corridor economic development opportunity.

South Gate is a founding member of the Orange Line Development Authority (OLDA) which includes 14 City members from Cerritos to Santa Clarita. We strongly support moving forward with the required next steps which include: further refinement and analysis of the recommended transit alternatives, preliminary engineering, and

*June 19, 2012*  
*Diane DuBois*  
*Page 2 of 2*

preliminary environmental scoping prior to the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to define the final preferred project alternative on the Los Angeles County corridor segments.

Thank you for your time and consideration. Please feel free to contact us at 323/563-9543, if you have any questions.

Sincerely,



W.H. (Bill) DeWitt  
Mayor



Maria Davila  
Council Member/OLDA Board Member



4305 Santa Fe Avenue, Vernon, California 90058  
Telephone (323) 583-8811

June 19, 2012

S-7a

Diane DuBois  
2<sup>nd</sup> Vice Chair  
Los Angeles County Metropolitan Authority  
One Gateway Plaza  
Los Angeles, Ca 90012-2952

Phillip Law  
Southern California Association of Governments  
818 W. 7<sup>th</sup> St., 12<sup>th</sup> Floor  
Los Angeles, Ca 90017

RE: Preferred Alternatives for the PEROW/WSAB Alternative Analysis

Dear Ms. DuBois and Mr. Law:

The City of Vernon has reviewed the TAC recommendations for the alternatives to be carried forward to the next phase of the study Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis Study. The City appreciates the effort that the Southern California Association of Government's (SCAG) staff and its consulting team have performed in conducting the study. The City Council at its June 19, 2012 meeting unanimously voted to endorse the TAC recommendations a copy of which is attached herewith.

In particular, the City of Vernon believes that the Light Rail Transit Alternative and Low Speed Magnetic Levitation be approved for further study along with the No Build and Transportation System Management (TSM) Alternatives. Additionally, the City of Vernon recommends that the West Bank 3 and East Bank alternatives be further studied along with an alternative alignment that would travel west of Santa Fe Avenue from Randolph Street to the Metro owned Harbor Subdivision thereby avoiding the use of Pacific Boulevard. Lastly, the City of Vernon recommends that a grade separated alignment be studied in any City requesting this option. The City of Vernon specifically request that this option be studied within our community.

The City of Vernon appreciates the opportunity to provide these recommendations and strongly urges SCAG and Metro concur with these findings and move forward with the required

June 19, 2012

Page 2

next steps including further refinements of the recommended alternatives, preliminary engineering and environmental analysis.

Sincerely,

A handwritten signature in black ink, appearing to read "William Davis", written over a horizontal line.

William Davis  
Mayor Pro Tem

SKW  
Enclosure

# Central City East Association

CCEA

Business Improvement Districts

- Arts District
- Los Angeles Downtown Industrial District



## Board of Directors

October 11, 2011

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Young's Market Company

Diane DuBois  
Second Vice Chair  
Metro Board of Directors  
One Gateway Plaza  
Los Angeles, CA 90012

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Los Angeles Cold Storage

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Mark Shinbane  
Ore-Cal Corporation

### Hasan Ikhmeta

Executive Director  
Southern California Association of Governments (SCAG)  
818 W. 7<sup>th</sup> St., 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Ernest Doizaki  
American Fish and Seafood

Richard Gardner  
LA Wholesale Produce Market

Donald Kanner  
City Seafoods

Howard Klein  
Ocean Beauty Seafood

Matt Klein  
Factory Arts Complex

Michael Tansey  
Peterson/Tansey

Richard Meruelo  
Alameda Produce Market Inc.

William Shinbane  
Ore-Cal Corporation

Alexander Palermo  
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*Chairman Emeritus*  
Charlie Woo  
Mega Toys

**Executive Director**  
Estela Lopez

**Managing Director**  
Raquel King

**Director of Operations**  
Steve Keyser

**Deputy Director of Operations**  
Fred Faustino

**Executive Assistant**  
Herlinda Chico

Dear Ms. DuBois and Mr. Ikhmeta:

For nearly 25 years, Central City East Association (CCEA) has served as the principal voice and advocate of eastern Downtown Los Angeles. We are a 501(c)(6) not-for-profit business organization that also administers the Arts District and Downtown Industrial Business Improvement Districts (BIDs). Through these two BIDs, we represent 97 blocks made up of 1,063 property owners, 1,275 businesses, and 12,500 employees. We provide maintenance, security, marketing and economic development advocacy to our members in the eastern half of Downtown Los Angeles. Maps of our districts are attached.

CCEA has been following the efforts of the Southern California Association of Governments (SCAG), Metro and other regional transportation leaders to examine potential for new streetcar, light rail or low-speed maglev service along the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor. CCEA strongly supports **West Bank Alternative 3**, which would include a station at 7<sup>th</sup> & Alameda.

A station at 7<sup>th</sup> & Alameda would help serve many different area constituencies, and would undoubtedly be catalytic to the revitalization of the area. The station would serve the growing Arts District resident population, the Central City East resident population, and the existing industrial and wholesale employment base of Central City East – all of which are woefully underserved by existing transit options. This station would also provide an opportunity for improved pedestrian and transit connections to the Blue and Red Line (7<sup>th</sup> & Metro station), the Regional Connector (2<sup>nd</sup> & Central), the Los Angeles Greyhound Station at 7<sup>th</sup> & Alameda.

Many of the area's employees already come from Gateway Cities southeast of Los Angeles. New service would expand opportunities for Los Angeles residents to seek employment to the south, and for Gateway Cities' residents to seek employment to the north. It would link residential, commercial and industrial areas of each city to provide efficient and cost-effective transportation alternatives to driving, thereby reducing

pollution and environmental impacts on neighboring communities, most of which experience significant environmental justice concerns.

A station at 7<sup>th</sup> & Alameda provides Los Angeles and Orange County residents with equal access to both the Greyhound Station and Union Station, providing more options for consumers. New circulars on both 7<sup>th</sup> and Alameda could provide the new line with connectivity to Metro's existing Red, Blue, Gold and future lines. Current commuters from South LA and Long Beach cannot easily reach industrial and wholesale jobs in Central City East, as it is too far east of the Blue Line Terminus 7<sup>th</sup> & Flower to be practical or efficient; therefore, most employees from these areas still drive to work, creating congestion and pollution along the 710, 110 and 5 freeway corridors.

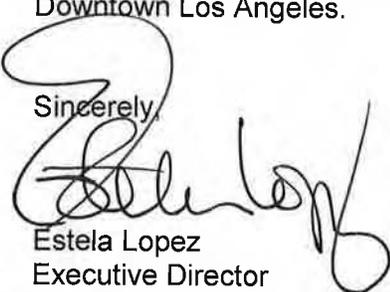
Lastly, CCEA would argue that a station at 7<sup>th</sup> & Alameda truly would pay for itself in economic impact. Valuable industrial land in this area has seen no significant private investment in job-creating uses for more than fifteen years. The current generation of users are unable to expand, and are being driven gradually from the area by parcelization, land acquisition costs, crumbling infrastructure, antiquated building stock and continually evolving technologies that change the time, place and manner in which these companies do business in order to remain competitive and profitable.

Public investment in new infrastructure, however, is key to a new generation of lighter industrial and creative uses that can create a new generation of quality jobs and stem the tide of incremental marginalization of our scarce industrial land. Forces are aligning that could bring a significant influx of new investment to the area. The Regional Connector project will bring a new station to 2<sup>nd</sup> & Central, approximately a half-mile from 7<sup>th</sup> & Alameda. The High Speed Rail (HSP) project is moving forward and would bring additional service to the area. While only theoretical for now, there is the possibility of extending Metro's Red Line into the Arts District with a station near 2<sup>nd</sup> and Santa Fe. And just this year, the Community Redevelopment Agency of Los Angeles (CRA/LA), with substantial support from CCEA, was successful in obtaining nearly \$3.8 million (with a secure \$3.3 million CRA/LA match) through Metro's Call for Projects in order to improve Alameda between 7<sup>th</sup> Street and the 10 freeway, enhancing goods movement through turning radii, upgrading signals, adding lighting and signage, removing old railroad tracks, improving storm drains and eliminating hazards.

We are very excited, therefore, about the many possibilities for investment in the area's infrastructure. When we ask our members what government can do to help the private sector, the overwhelming response is "*fix the infrastructure!*"

We believe that **West Bank Alternative 3** provides an exciting opportunity not only to improve Southern California rail service while alleviating the negative environmental impacts of automobile travel, but also an opportunity to drive the vision for a new, vibrant, job-rich future for eastern Downtown Los Angeles.

Sincerely,

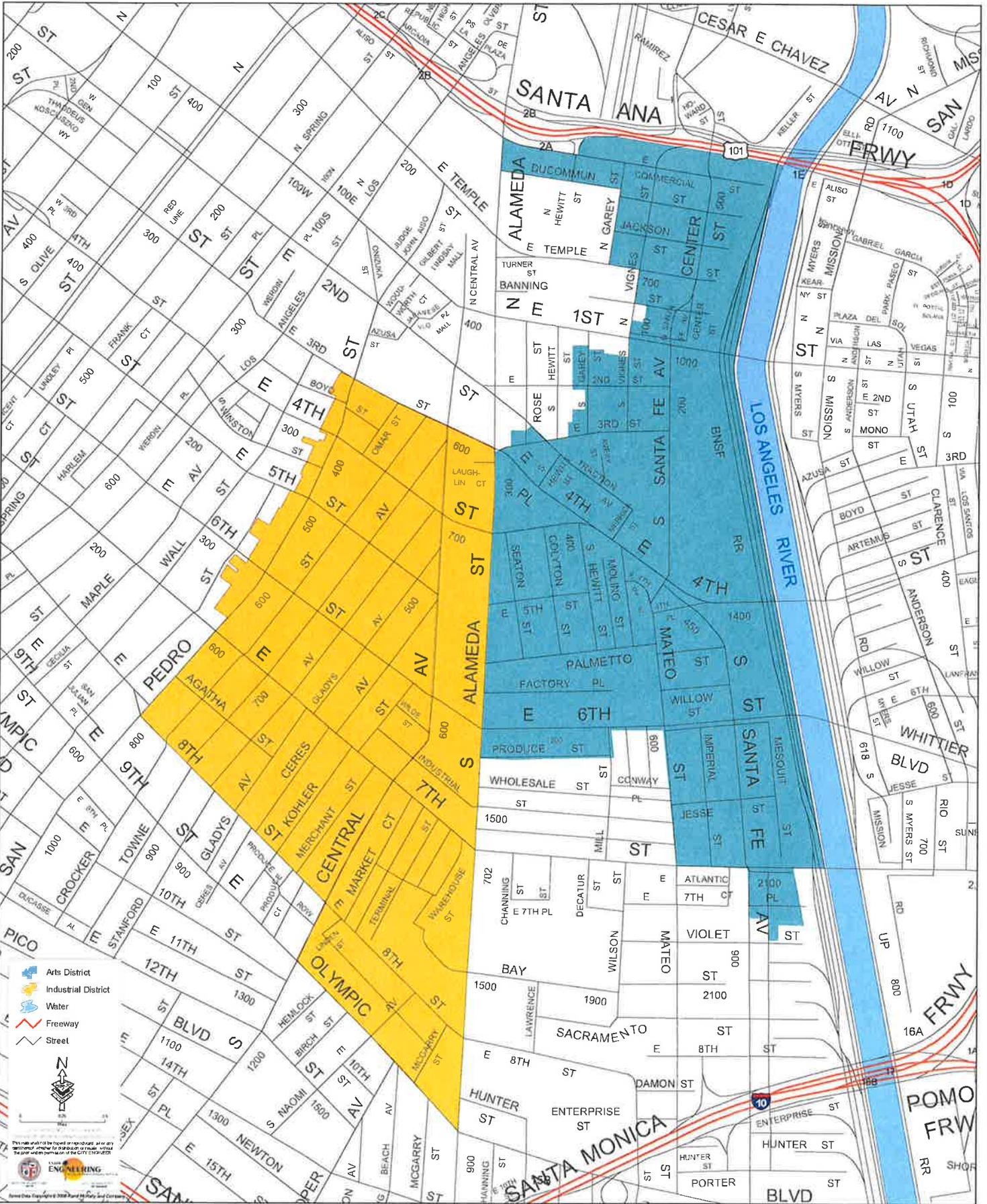


Estela Lopez  
Executive Director

- cc. The Honorable Antonio Villaraigosa, Mayor  
The Honorable José Huizar, Councilmember, 14<sup>th</sup> District  
The Honorable Jan Perry, Councilmember, 9<sup>th</sup> District  
Martha Welbourne, Executive Director, Countywide Planning, Metro  
Renee Berlin, Executive Officer, Transportation Development & Implementation, Metro  
Karen Heit, Transportation Deputy, Metro  
Philip Law, Corridors Program Manager, SCAG

# Downtown Industrial District & Arts District Business Improvement Districts managed by CCEA

City of Los Angeles



**Legend:**

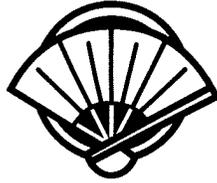
- Arts District
- Industrial District
- Water
- Freeway
- Street

**Scale:** 0 to 1000 feet

**North Arrow**

**City of Los Angeles Engineering**

This map and its contents are the property of the City of Los Angeles. No part of this map may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the City of Los Angeles.



**Little Tokyo  
Business Association**

February 27, 2012

Hasan Ikhata  
Southern California Association of Governments  
818 West 7th Street, 12th Floor  
Los Angeles, CA 90017

Re: Pacific Electric Right-of-Way/West Santa Ana Branch

The Little Tokyo Business Association and Little Tokyo BID is aware that SCAG is leading a study and working with the Los Angeles County Metropolitan Transportation Authority (MTA), Orange County Transportation Authority (OCTA) and the Orangeline Development Authority (OLDA) on the Pacific Electric Right-of-Way/West Santa Ana Branch Alternative Analysis. We understand that the Alternative Analysis is looking at options for accessing Los Angeles Union Station in Downtown Los Angeles and that one of the alternatives (West Bank #3) proposes a route through Little Tokyo. We want you to know that **we support the West Bank #3 option, providing that you add a transit station to serve Little Tokyo at 1<sup>st</sup> and Alameda.**

The Little Tokyo Station will link our community with populations in Gateway Cities and in Orange County. It provides access to a historical cultural resource, shopping, dining, entertainment and religious activities. A Little Tokyo Station can create economic vitality and much needed job opportunities in the station area.

If West Bank #3 is your preferred alternative, we believe that you can design an underground station at this location to enhance travel options to and from Little Tokyo. The station should be designed to be either part of or to provide seamless connections to existing and planned rail stations (Gold Line and Regional Connector) at 1<sup>st</sup> and Alameda. Please carefully examine station design and rail transit operational issues so that it enhances and supports the economic vitality of our community while supporting other access options (including vehicle, bike and pedestrian) to destinations in the station area. We also would like you to develop a construction mitigation program that ties these projects together and minimizes potential negative impacts. This is important to reduce disruptions as you build the system.

In conclusion, we applaud your efforts and encourage you to select West Bank #3 Alternative with a station at Little Tokyo. We want to work with you as you explore project options. Thank you for your consideration of our request and taking our comments into consideration as you develop alternatives for this project. This is an exciting opportunity and we want to be part of this project.

Sincerely,

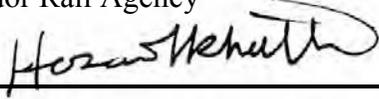
Wilson Liu, President

**DATE:** January 3, 2013

**TO:** Transportation Committee (TC)  
Regional Council (RC)

**FROM:** Hasan Ikhata, Executive Director; 213-236-1944; Ikhata@scag.ca.gov

**SUBJECT:** Amendment to the Joint Powers Agreement Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Rail Agency

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**TC RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**RC RECOMMENDED ACTION:**  
Adopt Resolution No. 13-545-1, approving the 2013 Amendment to the Joint Powers Agreement (JPA) Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Rail Agency.

**EXECUTIVE SUMMARY:**  
*The LOSSAN Corridor Rail Agency is seeking to amend its JPA to reflect the transfer of management of the Pacific Surfliner service from Caltrans to local control. Under the amendment, SCAG would continue its role as an ex-officio member of the LOSSAN Board. The Regional Council approved in concept the development of this local control governance at its November 3, 2011 meeting.*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**  
The 351-mile long LOSSAN rail corridor traverses six (6) counties from San Diego to San Luis Obispo. Amtrak's Pacific Surfliner service runs on the corridor as well as Metrolink, the North County Transit District's Coaster service and freight service by Union Pacific and Burlington Northern Santa Fe. The LOSSAN Corridor Rail Agency was formed in 1989 in order to increase ridership, revenue, capacity, reliability and safety on the corridor between Los Angeles Union Station and San Diego. In 2002, the agency expanded to include the entire Pacific Surfliner corridor north to San Luis Obispo.

The LOSSAN Corridor Rail Agency is currently governed by a Board of Directors whose members are:

- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- San Diego Association of Governments (SANDAG)
- San Diego Metropolitan Transit System (MTS)
- San Luis Obispo Council of Governments (SLOCOG)

# REPORT

- Santa Barbara County Association of Governments (SBCAG)
- Ventura County Transportation Commission (VCTC)
- California High-Speed Rail Authority (CHSRA – ex-officio member)
- National Railroad Passenger Corporation (Amtrak – ex-officio member)
- Riverside County Transportation Commission (RCTC – ex-officio member)
- Southern California Association of Governments (SCAG – ex-officio member)

Amtrak's Pacific Surfliner is the designated intercity passenger rail service in the corridor, and the Caltrans Division of Rail (DOR) provides administration and management for the Pacific Surfliner. Both Amtrak and DOR currently provide operating subsidies for the Pacific Surfliner. At the direction of the LOSSAN Board, the LOSSAN Chief Executive Officers (CEOs) group examined changes to the LOSSAN governance structure that would enhance the LOSSAN Board's ability to implement speed, service and marketing improvements, especially in light of upcoming changes to federal operating subsidies per Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the Southern California High-Speed Rail Memorandum of Understanding (MOU) improvements. The LOSSAN CEOs group proposed a new JPA structure wherein the LOSSAN Corridor Rail Agency would have direct control of Amtrak operations, similar to Northern California's Capital Corridor Joint Powers Authority for Amtrak Capital Corridor Service.

The benefits of local management of passenger rail service in the LOSSAN corridor include:

- More efficient resource allocation related to service expansion, frequencies, and schedules;
- A unified voice at the State and Federal level when advocating on passenger rail issues, including funding for capital improvements;
- Consolidated services such as fares, ticketing, marketing, and passenger information systems;
- Coordinated capital improvement prioritization; and
- More focused oversight of on-time performance, schedule integration, mechanical issues, and customer service.

In August 2011, the LOSSAN Board unanimously approved the recommendation of the LOSSAN CEOs group to move forward and develop a governance initiative that would assume local control of the state-supported Amtrak Pacific Surfliner service. The Regional Council approved in concept the development of this local control governance at its November 3, 2011 meeting.

Over the last year, the LOSSAN partners developed a statute bill to implement the new locally-controlled JPA. SB 1225 was authored by State Senator Alex Padilla and introduced into the 2012 legislative session in February, 2012. It was approved by the state legislature in August, 2012 and signed in to law by Governor Brown in September, 2012. (A companion bill for local control of the Amtrak San Joaquin service in the San Joaquin Valley was also signed in to law.) SB 1225 provides a timetable for DOR to transfer management of the Pacific Surfliner to the new locally-controlled JPA by June, 2015, if not sooner, by means of an Interagency Transfer Agreement (ITA). More importantly, it specifies that funding and levels of service will remain at least at the same levels for the initial three-year period from the ITA's effective date of execution.

# REPORT

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DOR will continue to provide a supportive role in the corridor and coordinate on aspects such as statewide planning and connectivity, feeder bus service, and equipment acquisition and coordination. DOR will transition from being a voting member to an ex-officio member.

At its October 15, 2012 meeting, the LOSSAN Board of Directors approved the amended JPA for distribution to its member agencies for approval. All agencies, both voting and ex-officio, must approve these amendments for the local-control process to proceed. The following is a summary of the major changes to the LOSSAN JPA (please also see Attachments):

- Changes to voting and ex-officio membership. Specifically, Caltrans is transferred from a voting member to an ex-officio member. RCTC is transferred from an ex-officio member to a voting member. SCAG will continue to be an ex-officio member.
- Identifies supermajority voting as eight of ten votes, including at least one affirmative vote from each of four regions in the LOSSAN corridor for the following items: (1) legislation; (2) JPA amendments in terms of membership and voting; (3) bylaws changes; (4) service reductions; and (5) cost sharing formulas.
- Identifies SANDAG as the Transitional Managing Agency to continue to provide administrative staff support to the LOSSAN agency from when the JPA is approved to when a Managing Agency is selected. (An RFP is scheduled to go out in January with selection of the first managing agency in April 2013.)
- Includes details on the roles and responsibilities of the managing agency and the managing director, who will be appointed by the LOSSAN Board and will lead the administrative duties of the LOSSAN agency. Other duties of the managing agency include project development, budgeting and finance, business plan development, marketing, and fare policy.
- Includes additional purposes of the LOSSAN agency to administer and manage the operations of the corridor intercity passenger rail service as authorized in SB 1225.
- Includes details on the relationship between the LOSSAN corridor's commuter rail services in terms of (1) overall coordination and (2) exclusions for existing agreements, ownership rights, funding sources, and other aspects of commuter rail service.

## **FISCAL IMPACT:**

As an ex-officio member of the LOSSAN Corridor Rail Agency, SCAG will incur no additional costs as a result of this amended JPA. Staff work related to this project is included in the Overall Work Program under Work Element No. 13-140.SCG00121.02, Regional High Speed Transport Program.

## **ATTACHMENTS:**

1. SCAG Proposed Resolution No. 13-545-1
2. October 26, 2012 Letter from LOSSAN Board Chair
3. 2013 Amendment to the JPA Concerning the LOSSAN Corridor Rail Agency

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**RESOLUTION NO. 13-545-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS APPROVING THE  
2013 AMENDMENT TO THE JOINT POWERS AGREEMENT  
CONCERNING THE LOS ANGELES –SAN DIEGO-SAN LUIS OBISPO  
(LOSSAN) CORRIDOR RAIL AGENCY**

**WHEREAS**, the Southern California Association of Governments (“SCAG”) which is the Metropolitan Planning Organization (MPO), pursuant to 23 U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for the six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial; and

**WHEREAS**, the 351-mile long LOSSAN rail corridor traverses six counties from San Diego to San Luis Obispo. Formed in 1989, the LOSSAN Rail Agency was established to increase ridership, revenue, capacity, reliability and safety on the corridor between Los Angeles Union Station and San Diego; and

**WHEREAS**, Amtrak’s Pacific Surfliner is the designated intercity passenger rail service in the corridor, and the California Department of Transportation (Caltrans) Division of Rail (DOR) provides administration and management for the Pacific Surfliner; and

**WHEREAS**, the Board of Directors of the LOSSAN Corridor Rail Agency includes members from several agencies including Caltrans, the San Diego Association of Governments (SANDAG) and SCAG. SCAG serves as an ex-officio member; and

**WHEREAS**, in August 2011, the LOSSAN Board unanimously approved the recommendation of the LOSSAN CEOs group to move forward and develop a governance initiative that would assume local control of the state-supported Amtrak Pacific Surfliner service; and

**WHEREAS**, Senate Bill 1225 (Padilla) was the resulting legislative bill which provides for a new locally-controlled governance structure for the LOSSAN Corridor and transfer of management of the Pacific Surfliner to the new locally-controlled joint powers authority (JPA); and

**WHEREAS**, SB 1225 became law in September 2012 and provides a timetable for DOR to transfer management of the Pacific Surfliner to the new locally-controlled JPA by June 2015, if not sooner, by means of an Interagency Transfer Agreement (ITA); and

**WHEREAS**, as the ITA is being developed, the LOSSAN Board has distributed to its members for approval a certain 2013 Amendment to the existing JPA concerning the LOSSAN Corridor Rail Agency (LOSSAN JPA) to allow for a proper transition and has requested that all members, including SCAG, approve the 2013 Amendment to the LOSSAN JPA in a timely manner; and

**WHEREAS**, SCAG staff has reviewed the proposed 2013 Amendment to the LOSSAN JPA and found it to be acceptable. Major changes to the LOSSAN JPA included as part of the 2013 Amendment include the following: (1) changes to voting and ex-officio membership (e.g., Caltrans is transferred from a voting member to an ex-officio member and Riverside County Transportation Commission (RCTC) is transferred from an ex-officio member to a voting member; SCAG will continue to be an ex-officio member; (2) identification of SANDAG as the Transitional Managing Agency to continue to provide administrative staff support to the LOSSAN agency from when the JPA is approved to when a Managing Agency is selected; and (3) provisions regarding the additional purposes of the LOSSAN agency to administer and manage the operations of the corridor intercity passenger rail service as authorized in SB 1225.

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of Southern California Association of Governments as follows:

1. That the Regional Council hereby authorizes SCAG to approve the proposed 2013 Amendment to the LOSSAN JPA in substantial form as it is presented in the January 3, 2013 staff report.
2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute the 2013 Amendment to the LOSSAN JPA and submit to the LOSSAN Board of Directors.

**APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at a regular meeting this 3rd day of January, 2013.

[SIGNATURES ON THE FOLLOWING PAGE]

---

Hon. Glen T. Becerra  
President, SCAG  
Councilmember, City of Simi Valley

Attested by:

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Hasan Ikhata  
Executive Director

Approved as to Form:

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Joann Africa  
Chief Counsel

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Los Angeles · San Diego · San Luis Obispo  
Rail Corridor Agency



October 26, 2012

TO: LOSSAN Member Agencies

FROM: LOSSAN Board of Directors

SUBJECT: REQUEST YOUR GOVERNING BOARD APPROVAL BY RESOLUTION OF THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY 2013 AMENDMENT TO THE JOINT POWERS AGREEMENT

MEMBER AGENCIES:

California Department of  
Transportation  
Los Angeles County Metropolitan  
Transportation Authority  
North San Diego County  
Transit District  
Orange County  
Transportation Authority  
San Diego  
Association of Governments  
San Diego Metropolitan  
Transit System  
San Luis Obispo  
Council of Governments  
Santa Barbara County  
Association of Governments  
Ventura County  
Transportation Commission

EX-OFFICIO MEMBERS:

Amtrak  
California High-Speed Rail Authority  
Riverside County  
Transportation Commission  
Southern California  
Association of Governments

ADDITIONAL TECHNICAL ADVISORY  
COMMITTEE MEMBERS:

BNSF Railway  
California Public Utilities Commission  
Southern California  
Regional Rail Authority  
Union Pacific

STAFFED BY:

SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  
Phone: (619) 699-1900  
Fax: (619) 699-1905  
www.lossan.org

Dear LOSSAN Members:

At our October 15, 2012 meeting, the LOSSAN Board of Directors approved the amended Joint Powers Agreement (JPA) for distribution to our member agencies for their approval.

The Board requests that your Governing Board action approve by resolution the enclosed amended JPA.

Overall, the amendments to the JPA center around new authorities related to local management of the state-support Amtrak Pacific Surfliner intercity passenger rail service as outlined in Senate Bill 1225 (SB 1225, Padilla) which was passed and signed by the Governor last month. Attached are both a clean copy and a copy with the proposed changes highlighted in "tracked changes".

Some points regarding this approval process:

- All agencies, both current voting and ex-officio members which are listed on page one of the JPA, must approve these amendments.
- Also per SB 1225, the last agency cannot approve the amended JPA before January 2, 2013. However the Board did discuss the goal of having all member agencies approve by the January 2013 LOSSAN board meeting, which will take place in the latter half of the month.
- To clarify, the only action needed by your Governing Board is on the amended JPA. There is a companion bylaws document that the LOSSAN Board of Directors is required to take action on, but this action must be after the new JPA becomes effective.

You may find the following points useful in developing your staff reports:

- In 2009, LOSSAN member agencies signed a Memorandum of Understanding (MOU) to work cooperatively on a new vision for the corridor. As a result, the LOSSAN Board of Directors defined this vision as one that is predicated on opening new markets for passenger rail through new services, better coordination between our existing services, and an improved customer experience. This new vision became the basis for a 21-month effort to develop the *LOSSAN Corridorwide Strategic Implementation Plan*, which laid out the business case for this new vision as well as called for institutional changes necessary for implementation. (The plan was approved by the Board in April 2012 and is available at [www.lossan.org](http://www.lossan.org).)
- In January 2012, the Board voted to approve the introduction of a spot bill and unanimously approved draft legislative language at their March 2012 meeting detailing institutional changes and specifically authorization to transfer the authority for Amtrak's Pacific Surfliner intercity service from Caltrans to the LOSSAN agency. This language was patterned after SB 457 (Kelly, 1996), which set the ground work for the Capital Corridor Joint Powers Authority (CCJPA) in northern California. Senator Alex Padilla (D-20<sup>th</sup>) agreed to be the author.
- Throughout of this legislative process, a few aspects of SB 1225 have been key to all LOSSAN members and by working together as a corridor, these key aspects remained in the final version of the bill:

The bill is permissive. For transfer of authority to be initiated, LOSSAN is required to amend the JPA and also to enter into an Interagency Transfer Agreement (ITA) with the State. LOSSAN can elect not to complete these conditions, they are not mandated in SB 1225.

State funding continues. The state annually appropriates Public Transportation Account funds for the operating, maintenance, and minor capital needs of the Pacific Surfliner, Capitol Corridor, and San Joaquin services. For FY 2013, this totaled \$90 million, which has been the same level of funding for the past four years.

- Provisions in SB 1225 say the LOSSAN JPA or members *may* augment state funds to pay for service *but they are not required to* (Section 3(c)).
- SB 1225 also specifies that funding will be available for the initial three-year period of the ITA for at the least the same level as of the effective date of the ITA (Section 2(b)(5)). Furthermore, because the ITA will be signed in either 2014 or 2015, this takes out the uncertainty of taking action on the ITA while not knowing the state's intentions regarding new federal mandates that will require the state to fund 100 percent, up from the current 70 percent, of the subsidy for Surfliner service. The state will be required to address this change in 2013.
- Although it is always difficult to predict what will happen in Sacramento, we can draw upon the past 15-years of the Capitol Corridor service between the Bay Area and Sacramento which is overseen by CCJPA. In each of those 15 years, some being very difficult at the state level in terms of maintaining state transit funds, no local funds have been used or required to fund intercity service.

Level of service is preserved. In addition to funding levels, there are provisions that address a continued level of service in the corridor, which was another concern of member agencies when the process started. Specifically, SB 1225 states that the level of service shall not be less than levels at the effective date of the ITA (Section 5(c)).

State/Local Partnerships. The LOSSAN Board of Directors continues to support a role for Caltrans in the corridor and is supportive of provisions in SB 1225 in terms of continued coordination on aspects such as statewide connectivity, feeder bus service, and equipment coordination. Caltrans will continue to participate at the Board level as an ex-officio member per Section 5.2.4 of the JPA.

- Member agencies, through proposed amendments to the JPA, have specified certain provisions related to existing funds and agreements that are not impacted by the decision to amend the JPA. These are outlined in Section 6 of the amended JPA.
- There also are provisions for supermajority voting on specific items where eight of 10 votes would be required and ensuring that all regions along the corridor are represented (Section 17 of the amended JPA).
- Lastly, staff plans to use the existing ITA between the Capitol Corridor and State as a starting point for the LOSSAN corridor ITA, which includes additional safeguards should the state eliminate support for intercity rail services.
- Enclosed is a summary of the major changes between the current JPA and the amended version, for your information.

Should you need assistance with a draft resolution or any of the materials, please feel free to contact Linda Culp, SANDAG Staff to LOSSAN, at (619) 699-6957 or [linda.culp@sandag.org](mailto:linda.culp@sandag.org). As always, please let me know if you have any questions or concerns at (760) 250-4681.

On behalf of the LOSSAN Board of Directors, I want to thank you for the time and attention paid over the past couple of years and specifically since June in terms of review and edits to the JPA by your staffs, Chief Executive Officers, and Board representative(s). We have a lot of work ahead of us but this corridor deserves our best efforts.

Sincerely,



HONORABLE JOE KELLEJIAN  
Chair

Enclosures

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2013 AMENDMENT TO THE  
**JOINT POWERS AGREEMENT**  
**CONCERNING THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO CORRIDOR**  
**RAIL AGENCY**

**INTRODUCTION**

This Agreement is made and entered into in the State of California by and among the LOSSAN Agency Governing Board and the following public agencies that are parties of this Agreement:

Los Angeles County Metropolitan Transportation Authority;

Orange County Transportation Authority;

Riverside County Transportation Commission;

North County Transit District;

San Diego Metropolitan Transit System;

California Department of Transportation;

Southern California Association of Governments;

San Diego Association of Governments;

Ventura County Transportation Commission;

Santa Barbara County Association of Governments;

San Luis Obispo Council of Governments;

National Railroad Passenger Corporation;

California High-Speed Rail Authority;

**RECITALS**

WHEREAS, some, but not all of the parties to this Agreement had entered into that certain joint exercise of powers agreement to establish the Los Angeles-San Diego Corridor Rail Agency (Agency), effective February 6, 1989, but desire to amend and restate such existing joint exercise of powers agreement as provided herein; and

WHEREAS, the parties to this Agreement recognize the need for a public agency to oversee increases in the level of intercity passenger rail service in the travel corridor between San Diego,

Los Angeles and San Luis Obispo, and improvements to the facilities that will ensure reduced travel times and that will aid the joint operation of freight and passenger service in the Corridor; and

WHEREAS, the Los Angeles-San Diego State Rail Corridor Study Group created pursuant to Senate Bill 1095 (Chapter 1313, Statutes of 1985) analyzed the feasibility of increasing the level of intercity passenger service in the corridor and instituting commuter rail service from San Clemente to Union Station in Los Angeles and from Oceanside to San Diego; identified and recommended improvements to track and right-of-way to accommodate the higher levels of service; and recommended the creation of a joint exercise of powers agency to oversee the implementation of additional intercity rail passenger service and the necessary track improvements; and

WHEREAS, rail service on the coast corridor has been extended to Ventura, Santa Barbara, and San Luis Obispo Counties; and

WHEREAS, the parties to this Agreement believe that the joint exercise of their powers will provide an organization capable of implementing the recommendations contained in both the State Rail Corridor Study Group's June 1987 report entitled, *Los Angeles-San Diego State Rail Corridor Study*, and the April 2012 *LOSSAN Corridorwide Strategic Implementation Plan* and assist related efforts to coordinate corridor rail services and to improve corridor services and facilities; and

WHEREAS, each party to this Agreement is authorized to contract with each other for the joint exercise of any common power under Article I, Chapter 5, Division 7, Title 1 of the Government Code of the State of California; and

WHEREAS, an act to amend Sections 14031.8, 14070.2, 14070.4, and 14070.6 of, and to add Section 14070.7 to, and to repeal and add Article 5.2 (commencing with Section 14072) of Chapter 1 of Part 5 of Division 3 of Title 2 of, the Government Code, relating to transportation and known as the Intercity Passenger Rail Act of 2012 (SB 1225), authorized expansion of the authority of the LOSSAN Corridor Rail Agency, through an amendment to the existing Joint Exercise of Powers Agreement; and

WHEREAS, SB 1225 authorizes the Agency, beginning on June 30, 2014, to enter into an Interagency Transfer Agreement with the State of California, with an initial term of three years (Initial Term) commencing with the transfer of the responsibilities for administering state-funded intercity rail passenger service in the LOSSAN Corridor from the State to the Agency; and

WHEREAS, the Agency will, through the Interagency Transfer Agreement, succeed to the State's current agreement with Amtrak for the operation of the LOSSAN Corridor Rail Service and may initiate changes in said agreement or, in the future, may, through a competitive solicitation process, contract with Amtrak, or other organizations not precluded by State or Federal law to provide passenger rail services, to operate the rail service; and

WHEREAS, the Agency may contract with one of its Member Agencies, Associate Agencies or any commuter rail agency which uses the same facilities to provide commuter rail services as are used by the intercity passenger rail corridor service, called the Managing Agency, to provide all necessary administrative support to the Agency in order to prepare and negotiate the Interagency Transfer Agreement and to perform the Agency's duties and responsibilities during the Initial Term of the Interagency Transfer Agreement; and

WHEREAS, the Agency will initiate a process for selection of a Managing Agency which shall begin upon the effective date of the Agreement as amended per SB 1225 and shall continue during a transition period (Transition Period) until such time as a Managing Agency is selected and contracts with the Agency to serve in that capacity as called for in Section 8.0 below; and

WHEREAS, at the conclusion of the Initial Term, the Agency may, through procedures that it determines, select a Managing Agency, for a subsequent three year term to continue to administer the rail service under the direction of the Agency; and

WHEREAS, the Managing Agency shall produce a business plan (Business Plan) for approval by the Agency for each of the initial three years of operation of the service which shall describe the methods by which the Agency will administer rail service and seek to increase ridership in the LOSSAN Corridor and which shall be updated and submitted by the Agency to the Secretary of the Business, Transportation and Housing Agency by April 1 of each year; and

WHEREAS, there are three previous amendments to this JPA, effective 2001, 2010, and 2011;

NOW THEREFORE, in consideration of the recitals, the parties to this Agreement agree to the following:

## 1.0 DEFINITIONS

- 1.1 **Agency** means the Los Angeles-San Diego-San Luis Obispo Corridor Rail Agency.
- 1.2 **Governing Board** or Board means the Board of Directors of the Agency.
- 1.3 **LOSSAN** is the acronym for Los Angeles-San Diego-San Luis Obispo.
- 1.4 **Voting member agencies (Member Agency)** mean Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Diego Metropolitan Transit System, North County Transit District, San Diego Association of Governments, Ventura County Transportation Commission, Santa Barbara County Association of Governments, and San Luis Obispo Council of Governments.
- 1.5 **Ex-officio non-voting associate agencies (Associate Agency)** mean the Southern California Association of Governments, the National Railroad Passenger

Corporation (Amtrak), California High-Speed Rail Authority and the California Department of Transportation.

- 1.6 **LOSSAN Corridor Rail Service** means Pacific Surfliner intercity passenger rail service that operates on the LOSSAN Corridor, which is a 351 mile long intercity and commuter rail corridor, stretching from San Diego in the south, up the coast to Orange County, Los Angeles County, Ventura County, and Santa Barbara County to San Luis Obispo County.
- 1.7 **Regional Transportation Planning Agency** means an entity authorized to prepare a regional transportation plan pursuant to Government Code Section 65080.
- 1.8 **Corridor City** means a city adjacent to the LOSSAN Corridor right-of-way.
- 1.9 **LOSSAN Regions** are defined as North Region: Ventura County, Santa Barbara County and San Luis Obispo County; Central Region: Los Angeles County; South Region: San Diego County; South Central Region: Orange County and Riverside County.
- 1.10 **Fiscal Year** means from July 1 to and including the following June 30.
- 1.11 **California State Rail Plan** is prepared every two years by the California Department of Transportation as an examination of passenger and freight rail transportation in California, in accordance with Section 14036 of the Government Code.
- 1.12 **Member Agency** shall mean each of those voting governmental entities set forth in paragraph 1.4 to this Agreement that have executed this Agreement and that have not withdrawn from the Agency.
- 1.13 **Business Plan** shall mean the business plan to be submitted by the Agency to the Secretary of the Business, Transportation and Housing Agency covering the initial three year term of the Agreement as mandated by Section 14070.4(b) and updated and submitted annually thereafter.
- 1.14 **Interagency Transfer Agreement** shall mean the agreement provided for in Section 14070.2(a) whereby the State of California will transfer all responsibility for administering the LOSSAN Corridor Rail Service to the Agency.
- 1.15 **Interim Workplan** shall mean the workplan proposed for the period commencing with the execution of the Managing Agency contract called for in Section 12.0 and ending with the then current fiscal year.
- 1.16 **Initial Term** shall mean the period that begins with the transfer of responsibilities from the California Department of Transportation to the Agency and continues for a three-year period.

- 1.17 **Managing Agency** means the Member Agency or Associate Agency or any commuter rail agency which uses the same facilities to provide commuter rail services as are used by the intercity passenger rail corridor service that has been selected by the Agency and has contracted with the Agency to provide all necessary administrative support to the Agency in order to prepare and assist in negotiating the Interagency Transfer Agreement, and to perform the Agency's duties and responsibilities during the Initial Term of the Interagency Transfer Agreement and any subsequent terms.
- 1.18 **Managing Director** means the director of LOSSAN Agency who is an employee of the Managing Agency. The Managing Director reports to and serves at the pleasure of the Governing Board.
- 1.19 **Transition Period** means the time period beginning with the effective date of the 2013 amendment to this Agreement in or around January 2013 and continuing until the effective date of a contract between the Agency and the Managing Agency to provide Managing Agency services to the Agency as called for in Section 12.0 below.

## 2.0 CREATION OF AGENCY

There is hereby created an organization to be known as the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, hereafter Agency, which shall be a public entity separate and apart from any member agency. The Agency shall be governed by the terms of this Joint Powers Agreement and any Bylaws passed and adopted by its Governing Board.

## 3.0 PURPOSES

The specific purposes for the creation of the Agency and the exercise of common powers are as follows:

- 3.1 Administer and manage the operations of the LOSSAN Corridor Rail Service as part of the California Passenger Rail System.
- 3.2 Plan, program, and fund improvements for intercity rail passenger services and facilities in the LOSSAN Corridor, including the acquisition or leasing of right-of-way, stations and station sites; the leasing or acquisition of equipment; and related activities.
- 3.3 Negotiate for and accept funds to be expended for the purpose of providing and improving intercity rail passenger services and activities.
- 3.4 Review and comment on facility, service, and operational plans and programs of the agency or agencies operating commuter rail service in the LOSSAN Corridor.

- 3.5 Coordinate facility, service, and operational plans and programs with other organizations, providing rail passenger service in the Southern California Region or with whom the Agency may share common facilities, including the agency or agencies operating commuter rail service in the LOSSAN Corridor, the BNSF Railway and Union Pacific or their successor corporations, the National Railroad Passenger Corporation (Amtrak), California Department of Transportation and the California High Speed Rail Authority.
- 3.6 Advocate before local, regional, state, and federal officials and agencies for improvements to services and facilities for the corridor.

#### **4.0 POWERS OF THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO CORRIDOR RAIL AGENCY**

As may be necessary for the accomplishment of the purposes of this Agreement, the Agency shall have the power in its own name to undertake the following:

- 4.1 To exercise in the manner provided by this Agreement the powers common to each of the voting members and necessary to the accomplishment of the purposes of this Agreement.
- 4.2 To make and enter into contracts.
- 4.3 To negotiate and approve an Interagency Transfer Agreement whereby the State of California will transfer all responsibility for administering the LOSSAN Corridor Rail Service, including associated feeder bus service, to the Agency.
- 4.4 To employ agents and employees.
- 4.5 To contract for the services deemed necessary to meet the purposes of the Agency.
- 4.6 To acquire, by lease, purchase, or lease-purchase, and to hold and dispose of real and personal property necessary to carry out the purposes of this Agreement.
- 4.7 To construct, manage, and maintain facilities and services.
- 4.8 To sue and be sued in its own name.
- 4.9 To incur debts, liabilities, or obligations. However, the debts, liabilities, and obligations of the Agency shall not constitute any debt, liability, or obligation of any of the Member Agencies that are parties to this Agreement.
- 4.10 To apply for and accept grants for financial aid pursuant to any applicable state or federal statutes.
- 4.11 To exercise any of the powers set forth in Section 6508 of the Government Code. In exercising these powers, the Agency is subject to the restrictions upon the

manner of exercising the powers of the Los Angeles County Metropolitan Transportation Authority or its successor agency.

- 4.12 To develop procedures for selecting a Managing Agency and to select such a Managing Agency.
- 4.13 To exercise such other powers and to engage in such other activities as are authorized by law and approved by the Governing Board.
- 4.14 All powers of the Agency shall be exercised by the Governing Board.

## **5.0 GOVERNING BOARD OF THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO CORRIDOR RAIL AGENCY**

The composition of the membership of the Governing Board shall be as follows:

### **5.1 Voting Members of the Governing Board (Member Agencies)**

The Governing Board shall be selected and composed as follows and each member agency's appointee(s) shall have one vote unless otherwise noted:

- 5.1.1. Two members appointed by the Los Angeles County Metropolitan Transportation Authority; one from its own membership or former membership, and one from its own membership, former membership or selected by the Authority from a LOSSAN Corridor city.
- 5.1.2. Two members appointed by the Orange County Transportation Authority selected from its own membership or former membership.
- 5.1.3. A member appointed by the Riverside County Transportation Commission selected from its own membership or former membership.
- 5.1.4. A member appointed by the San Diego Metropolitan Transit System selected from its own membership or former membership.
- 5.1.5. A member appointed by the North County Transit District selected from its own membership or former membership.
- 5.1.6. A member appointed by the San Diego Association of Governments selected from its own membership or former membership.
- 5.1.7. While three members of the Governing Board shall represent San Diego County (San Diego Metropolitan Transit System, North County Transit District, and San Diego Association of Governments), these three members shall have a total of two votes. This voting procedure shall be

specified by separate agreement among the three San Diego County member agencies.

5.1.8. A member appointed by the Ventura County Transportation Commission selected from its own membership or former membership.

5.1.9. A member appointed by the Santa Barbara County Association of Governments selected from its own membership or former membership.

5.1.10. A member appointed by the San Luis Obispo Council of Governments selected from its own membership or former membership.

5.1.11. Each voting member agency may appoint alternates to serve in the absence of the regular appointee.

## 5.2 Ex-Officio Members of the Governing Board (Associate Agencies)

5.2.1. The Southern California Association of Governments shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the Governing Board.

5.2.2. The National Railroad Passenger Corporation (Amtrak) shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board, preferably from its Board of Directors.

5.2.3. California High-Speed Rail Authority shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board, preferably from its Board of Directors.

5.2.4. The California Department of Transportation (Caltrans) shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board.

5.2.5. Each ex-officio member may appoint alternates to serve in the absence of the regular appointee.

## **6.0 RELATIONSHIP OF THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO CORRIDOR RAIL AGENCY TO EXISTING AND FUTURE COMMUTER RAIL AGENCIES**

6.1 The Agency will endeavor to ensure that there is coordination between itself and any commuter rail agency which uses the same facilities to provide commuter rail services as are used by the intercity passenger rail corridor service.

6.2 The parties to this agreement acknowledge and confirm that nothing contained in this Joint Powers Agreement shall abrogate or diminish any then current

ownership rights, access and use agreements, funding sources and allocation, operating rights and agreements of any party. The Agency acknowledges and shall respect at all times the precedence established based on the aforementioned and shall not seek or support regulatory or legislative changes or remedies that would materially reduce any then current agreement or right, unless otherwise agreed to by the affected Member Agencies.

- 6.3 The parties further agree that the scope of this Joint Powers Agreement is limited to intercity rail service as defined in Department of Transportation regulations. Accordingly, the Agency shall recognize at all times the governing authority of parties that operate services other than intercity rail service and shall not seek or support any regulatory or legislative changes or remedies that would abrogate, diminish, and or materially change the roles and responsibilities of such parties with respect to such services, unless otherwise agreed to by the affected Member Agencies.
- 6.4 No party shall be obligated to incur new costs or liabilities relating to commuter and intercity operations other than from its own operations. Enhanced coordination of service shall consider impacts to existing passenger rail service.

## **7.0 AGENCY MANAGEMENT DURING THE TRANSITION PERIOD**

The Intercity Passenger Rail Act of 2012 (SB 1225) authorized the Agency to reconstitute itself with an amended joint powers agreement. Only the Agency operating under the amended joint powers agreement, and not the Agency existing on January 1, 2013, may exercise jurisdiction over intercity rail services on the LOSSAN corridor under an Interagency Transfer Agreement.

This Agreement reconstitutes the Agency as anticipated by SB 1225 and establishes significant duties for a Managing Agency who will be selected by, and enter into a contract with, the Agency. One significant duty of the Managing Agency is to assist the Agency in preparing and negotiating an Interagency Transfer Agreement which will allow the transfer of intercity rail services on the LOSSAN corridor from the State of California to the Agency beginning as soon as June 30, 2014.

During the Transition Period between the effective date of this Agreement as amended per SB 1225 and the effective date of a contract between the Agency and the Managing Agency, the San Diego Association of Governments will serve as the Transitional Managing Agency. During the Transition Period, the San Diego Association of Governments will provide professional staff assistance to the Agency at a level no greater than it provided during the first half of the fiscal year 2012-2013. Whenever this Agreement establishes duties or appointments for the Managing Agency or its officers, those duties or appointments will be the responsibility of the Transitional Managing Agency and its officers during the Transition Period, but only to the extent such duties correspond with the past practice of the Transitional Managing Agency and the Agency or as otherwise required by law.

## 8.0 MANAGING AGENCY

Subject to the policy direction and control of the Governing Board, and subject further to the terms, conditions and requirements of its contract with the Agency, the Managing Agency shall begin service upon the effective date of its contract and continue through the Initial Term and in that capacity shall provide all necessary administrative support to the Agency.

The Managing Director, to be appointed by the Governing Board, shall be an employee of the Managing Agency and an officer of the Agency and shall lead the administrative support duties for the LOSSAN Corridor Rail Service. Employees of the Managing Agency who have as their responsibility the support of the LOSSAN Corridor Rail Service shall report to the Managing Director. The Managing Director shall solicit the input and participation of the other agencies and endeavor to achieve consensus while providing administrative support to the Agency.

The Managing Agency staff dedicated to serve the LOSSAN Corridor Rail Service and under the supervision of the Managing Director, as well as the shared Managing Agency administrative support staff, will perform the following duties regarding the administrative support of the Agency:

- 8.1 Negotiate and recommend the award of all necessary agreements for the Agency, including but not limited to an Interagency Transfer Agreement, agreements for the provision of passenger rail services, and use of tracks and other facilities, subject to approval by the Governing Board;
- 8.2 Manage all agreements entered into by the Agency;
- 8.3 Implement projects contained in the approved capital budget unless the administration of particular capital projects is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the Governing Board;
- 8.4 Provide for the maintenance and management of such property as may be owned or controlled by the Agency unless the administration of that property is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the Governing Board;
- 8.5 Provide a risk management program to cover the Governing Board and each of the agencies in the performance of their duties pursuant to this Agreement, and seek appropriate insurance coverage to implement such risk management program;
- 8.6 Seek, obtain and administer grants, subject to the provisions of Section 9.0 below;
- 8.7 Develop and implement marketing programs;
- 8.8 Prepare and submit financial reports;

- 8.9 Prepare for approval by the Governing Board the Business Plan;
- 8.10 Report regularly to the Governing Board regarding LOSSAN Corridor issues;
- 8.11 Recommend changes in LOSSAN Corridor Rail Service fares and the collection of fares to the Agency;
- 8.12 Recommend changes in scheduling and levels of service to the Agency;
- 8.13 Prepare and implement changes in scheduling and fares, subject to required public involvement;
- 8.14 Prepare capital and operating budgets for presentation to the Agency;
- 8.15 Facilitate interaction with other entities involved in operation, construction and renovation of the LOSSAN Corridor Rail Service; and
- 8.16 Negotiate with any other public or private transportation providers as necessary to ensure coordinated service with the LOSSAN Corridor Rail Service.

## **9.0 SOLICITATION OF GRANTS**

The Managing Agency shall pursue any and all sources of funding for the Agency; provided, however, that neither the Managing Agency, on behalf of the Agency, nor the Governing Board shall apply for Transportation Development Act Funds as defined in Chapter 4, Part 11, Division 10 of the California Public Utilities Code or for any conflicting funding that any Member Agency is also an applicant or approving Member Agency for without the express consent of that Member Agency.

## **10.0 BUDGET AND FUNDING**

- 10.1 The Managing Agency shall prepare and submit to the Governing Board for approval within thirty days of the effective date of its contract with the Agency the Interim Workplan, which shall include recommendations for start-up funding needs and sources of funding therefor.
- 10.2 The Managing Agency shall prepare and submit to the Governing Board for approval a preliminary operating and capital budget for the succeeding fiscal year by April 1 of each year which is consistent with the prior Business Plan submitted. Upon receipt of an annual allocation from the State, the Agency shall by resolution adopt a final budget at the next regularly scheduled meeting of the Governing Board. The fiscal year shall be July 1 of each year to and including the following June 30. The budget shall include separate components for Managing Agency administration costs, operations, and capital costs anticipated to be incurred by the Agency during the fiscal year. The annual budget resolution shall set forth the authority of the Managing Agency to make capital and

operating expenditures during the fiscal year, subject to such policy guidelines as the Governing Board may establish.

- 10.3 It is the intent of the Agency to fully fund the annual budget from State and other non-Agency funding sources, such as fares and other operating revenues. The Agency shall not operate at a deficit.
- 10.4 No funding, debt, or financial obligation is created against any agency solely as a consequence of executing this Agreement and no funding, debt, or financial obligation approved by the Governing Board and/or incurred by the Agency shall be binding against a Member Agency unless and until ratified by that Member Agency's governing body.

## **11.0 LIABILITY OF AGENCY, OFFICERS AND EMPLOYEES**

The debts, liabilities, and obligations of the Agency shall not be the debts, liabilities and obligations of any of the Member Agencies, the Managing Agency or any of their respective members, officers, directors, employees or agents. Any obligations incurred by any bonds issued by the Agency as set forth in Section 4.9 above shall not constitute general obligations of the Agency but shall be payable solely from the moneys pledged to the repayment of such obligations or the repayment of principal or interest on such bonds under the terms of the resolution, indenture, trust agreement, contract or other instrument pursuant to which the obligation is incurred or the bonds are issued. The Agency and the Managing Agency, their directors, officers, employees, staff and agents shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this Agreement. No agency or Agency member, officer, director or employee shall be responsible for any action taken or omitted by any other agency or Governing Board member, officer, director or employee. The Agency shall indemnify, defend and hold harmless the Governing Board, the individual Member Agencies, their members, officers, directors, employees and agents from and against any and all liability, loss, damage, expenses, costs (including, without limitation, costs and fees of litigation or arbitration) of every nature, arising out of any act or omission related to this Agreement, except such loss or damage which was caused by the willful misconduct of the Governing Board or any individual member agency. The Agency's duty to indemnify each Member Agency shall survive that member agency's withdrawal from the Agency.

## **12.0 SERVICES BY MANAGING AGENCY**

Subject to the provisions of Section 8 above, the Agency shall enter into a formal contract with the Managing Agency for the services it will perform pursuant to this Agreement, and the compensation for such services.

## **13.0 EFFECTIVE DATE OF AGREEMENT**

This Agreement shall take effect upon its execution by the Chairs of the Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation

Authority, the Riverside County Transportation Commission, the San Diego Metropolitan Transit System, the North County Transit District, the San Diego Association of Governments, the Ventura County Transportation Commission, the Santa Barbara County Association of Governments and the President of the San Luis Obispo Council of Governments, pursuant to resolutions of each body authorizing such execution and shall remain in full force and effect until dissolved pursuant to the provisions herein, however, in no event shall the Agreement become effective prior to January 2, 2013.

#### **14.0 OFFICERS AND APPOINTEES OF THE GOVERNING BOARD AND THE AGENCY**

14.1 The officers of the Governing Board, selected from among its voting membership, shall be a Chair and Vice-Chair. The term of office shall be one year.

14.2 The officers of the Agency shall be:

14.2.1. The Treasurer of the Managing Agency, designated by a majority of a quorum of the Governing Board, may serve as the Treasurer of the Agency. The Treasurer shall be the depository of funds and have custody of all funds of the Agency from whatever source.

14.2.2. The Auditor of the Managing Agency, designated by a majority of a quorum of the Governing Board, may serve as the Auditor-Controller of the Agency. The Auditor-Controller shall draw warrants or check-warrants against the funds of the Agency in the Treasury when the demands are approved by the Governing Board of Directors or such other persons as may be specifically designated for the purpose in the Bylaws.

14.2.3. The Managing Director shall be an employee of the Managing Agency and serve at the pleasure of the Governing Board. The Governing Board shall appoint such a Managing Director by a majority vote of a quorum of the Governing Board. The Agency shall obtain an official bond in an amount determined by the Governing Board guaranteeing faithful performance of the Managing Director's duties. Pursuant to the LOSSAN Agency Bylaws, and pursuant to the terms, conditions and requirements of the contract with the Managing Agency, the Managing Director will have the authority to hire and fire employees consistent with the Managing Agency personnel policies, recommend personnel classifications, oversee the assignments and other personal actions for the Managing Agency employees designated to support the LOSSAN Corridor Rail Service. The Managing Director will also recommend to the Governing Board the Managing Agency contractors to the LOSSAN Corridor Rail Service and will direct their activities.

14.2.4. The Auditor-Controller and the Treasurer shall comply with all duties imposed under Article 1, Chapter 5, Division 7, Title I, of the California Government Code commencing with Section 6500.

14.2.5. Upon providing reasonable notice, any agency shall have the right to review any records maintained by the Managing Agency or the Managing Agency's Auditor-Controller and/or Treasurer relating to the performance of their duties pursuant to this Agreement.

## **15.0 FUNDING FOR THE AGENCY**

In addition to any funds derived from grants provided for in Section 4.10 of this Agreement, the voting member agencies shall consider, through their agency's budgetary process, contribution of funds necessary to carry out the purposes and powers of the Agency, consistent with the Agency's adopted budget and any cost sharing formula adopted by the voting member agencies.

## **16.0 QUORUM**

At least five of the voting member agencies of the Governing Board, including at least one voting member from each of the LOSSAN Regions shall constitute a quorum for the transaction of business and all official acts of the Agency.

## **17.0 VOTING**

17.1 A supermajority vote requires eight (8) affirmative votes of the voting membership of the Governing Board, which includes at least one vote of the voting membership from each of the LOSSAN Regions.

17.2 Topics that require a supermajority vote (eight (8) affirmative votes of the voting membership of the Governing Board which includes at least one vote from each of the LOSSAN Regions), include:

17.2.1. Recommending changes to the LOSSAN Agency legislation;

17.2.2. Recommending amendments to the Joint Powers Agreement regarding membership of the LOSSAN Agency Governing Board;

17.2.3. Recommending amendments to the Joint Powers Agreement regarding voting structure of the LOSSAN Agency Governing Board;

17.2.4. Approval and changes to the LOSSAN Agency Bylaws;

17.2.5. Reduction of LOSSAN Corridor Rail service; and

17.2.6. Establishment of or changes to cost sharing formulas.

17.3 All other topics require a majority vote of a quorum of the Governing Board at any regular, adjourned or special meeting where a quorum has been constituted for the transaction of business.

## **18.0 RALPH M. BROWN ACT**

All meetings of the Agency shall be called, noticed, held, and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the California Government Code).

## **19.0 FILING WITH SECRETARY OF STATE**

As required by Section 6503.5 of the California Government Code, an appropriate notice of this Agreement shall be filed with the Secretary of State within thirty days of its effective date.

## **20.0 BYLAWS**

The Governing Board may adopt and amend from time to time Bylaws as may be required for the conduct of its meetings and the orderly operation of the Agency.

## **21.0 COMMITTEES**

The Governing Board shall create the following committees:

21.1 The Governing Board shall form a Technical Advisory Committee (TAC) to review on behalf of the Governing Board technical issues associated with the improvements in passenger rail service and related facilities in the LOSSAN Corridor, including stations and rights-of-way, the coordination of public mass transit services and facilities, the coordination of passenger and freight services in the Corridor and other technical matters. The membership of the Committee is authorized in the Bylaws.

21.2 The Governing Board shall form an Executive Committee. There shall be a maximum of four (4) voting members including the Chair, Vice-Chair and Past Chair if available or one person appointed by the Governing Board with the Managing Director serving as a non-voting member. Among these members, there shall be at least one member from the LOSSAN North Region. The Executive Committee will meet as needed.

21.3 The Governing Board shall form other committees as are necessary.

## **22.0 COOPERATION WITH OTHER AGENCIES**

22.1 In order to conserve fiscal resources, the Governing Board shall take actions to ensure that the technical expertise, results of previous analysis related to passenger rail service in the LOSSAN Corridor, information bases, and other

data available from member and other relevant agencies shall, to the extent feasible, be fully utilized.

- 22.2 In order to ensure that improvements to intercity rail passenger services and facilities are consistent with the California State Rail Plan, the Agency shall submit an annual plan or program for expenditures in the Corridor prior to the beginning of each fiscal year to the California Department of Transportation. In order to coordinate improvements with the LOSSAN Corridor's Regional Transportation Planning Agencies (RTPAs), this annual plan or program for expenditures shall be submitted to the Southern California Association of Governments, San Diego Association of Governments, Santa Barbara County Association of Governments and San Luis Obispo Council of Governments. Each RTPA shall determine whether or not the annual plan or program is consistent with the Regional Transportation Plan for its area of jurisdiction. The Agency shall submit an annual plan or program for expenditures in the Corridor to Amtrak, for its review when developing its Strategic Guidance and Three-Year Financial Plan.

## **23.0 WITHDRAWAL BY MEMBER OR ASSOCIATE AGENCY**

- 23.1 Notwithstanding any other provision of this Agreement, any Member Agency or Associate Agency may withdraw from the Agency by giving ninety (90) days advance written notice to the Governing Board. Any withdrawal from the Authority will also constitute withdrawal from the Governing Board.
- 23.2 The rights and obligations of any agency so withdrawing from the Agency and the Governing Board shall be determined by negotiation between the Governing Board and the withdrawing member agency. In the event that the Governing Board and the withdrawing Member Agency or Associate Agency cannot agree upon the rights and obligations of the withdrawing Member Agency, such rights and obligations shall be determined by arbitration pursuant to Section 28.0, below.

## **24.0 DURATION OF AGREEMENT AND TERMINATION**

This Agreement shall continue in full force and effect until such time as the Member or Associate Agencies and the Governing Board determine that it is in the public interest to dissolve the Agency. Notwithstanding the foregoing, any of the Member or Associate Agencies may exercise its prerogative to terminate its membership in the Agency as set forth in Section 23.0, above. Upon termination of this Agreement by mutual consent of all the Member and Associate Agencies, all assets, liabilities and equity of the Governing Board shall be distributed in accordance with the provisions of the Interagency Transfer Agreement and any other agreements authorized by the Governing Board governing such distribution, and any remaining money or assets in possession of the Agency after the payment of all liabilities, costs, expenses, and charges validly incurred under this Agreement shall be returned to the Member or Associate Agencies in proportion to their contributions, if any, determined as of the time of termination.

## 25.0 NOTICE

Addresses of the parties to the Agreement for the purpose of formal communications among the signatories:

Los Angeles County Metropolitan Transportation Authority  
1 Gateway Plaza  
Los Angeles, CA 90012-2952  
(213) 922-3041

Orange County Transportation Authority  
550 S. Main St.  
P.O. Box 14184  
Orange, CA 92863-1584  
(714) 560-6282

Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
P.O. Box 12008  
Riverside CA 92502-2208  
(951) 787-7141

North County Transit District  
810 Mission Avenue  
Oceanside, CA 92054  
(760) 967-2828

San Diego Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101  
(619) 231-1466

California Department of Transportation  
P.O. Box 942874  
Sacramento, CA 94274-0001  
(916) 323-0742

Southern California Association of Governments  
818 W 7<sup>th</sup> Street, 12 Floor  
Los Angeles, CA 90017-3435  
(213) 236-1800

San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101  
(619) 595-5300

Ventura County Transportation Commission  
950 County Square Avenue, Suite 207  
Ventura CA 93003  
(805) 642-1591

Santa Barbara County Association of Governments  
260 North San Antonio Road, Suite B  
Santa Barbara CA 93110  
(805) 961-8900

San Luis Obispo Council of Governments  
1114 Marsh Street  
San Luis Obispo, CA 93401  
(805) 781-4219

National Railroad Passenger Corporation (Amtrak)  
510 Water Street, 5<sup>th</sup> Floor  
Oakland CA 94607  
(510) 238-4300

California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento CA 95814  
(916) 324-1541

## **26.0 AUDIT**

The Agency shall provide for the accountability of all funds and shall provide for an annual audit pursuant to Section 6506 of the Government Code.

## **27.0 AMENDMENTS TO THE AGREEMENT**

This Agreement may be amended at any time by approval of the boards of all voting Member Agencies.

## **28.0 ARBITRATION**

28.1 In the event of a dispute between the Agency, the Managing Agency, Member Agency or any other agency, which cannot be satisfactorily resolved by those parties, said dispute shall be submitted to arbitration by a panel of three arbitrators who shall conduct the arbitration pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by each of the disputants, the third arbitrator to be appointed by mutual consent of the other two arbitrators. The arbitration panel shall resolve the dispute in accordance with the terms of this Agreement, and such resolution shall be final and binding upon the parties. Each party shall bear

its own costs of arbitration, including reasonable attorney's fees. The cost of the third arbitrator shall be divided equally between the disputants.

28.2 Unless otherwise agreed by the disputants, only disputes regarding a disputant's rights and obligations arising under the terms of: (i) this Agreement, or (ii) any other agreement between the disputants in which this arbitration provision is incorporated by reference shall be subject to arbitration pursuant to Section 30.1, above.

### **29.0 CONFLICT OF INTEREST CODE**

The Agency by resolution shall adopt a conflict of interest code as required by law.

### **30.0 SUCCESSOR STATUTES**

All statutes cited herein shall be deemed to include amendments and/or successor statutes to the cited statutes as they presently exist.

### **31.0 AGREEMENT, COMPLETE**

This Agreement constitutes the full and complete Agreement of the parties. This Agreement shall supersede the Joint Powers Agreement to establish the Los Angeles - San Diego Rail Corridor Agency dated February 6, 1989 and subsequent amendments adopted prior to the dates indicated below.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by authorized officials on the dates indicated below.

### **32.0 COUNTERPARTS**

This Agreement may be executed in counterparts, each of which shall constitute an original and all of which together shall constitute one and the same agreement.

[AGENCY NAME HERE]

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Chair

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Date

I HEREBY CERTIFY that the attached is a true and correct copy of the original document approved by the Board of Directors:

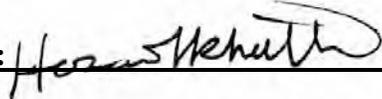
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Clerk of the Board

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Date

**DATE:** January 3, 2013  
**TO:** Transportation Committee (TC)  
**FROM:** Alan Thompson, Senior Regional Planner (213) 236-1940 thompson@scag.ca.gov  
**SUBJECT:** Bike Share Programs in the SCAG Region

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**

*Derek Fretheim, Chief Operations Officer, BikeNation, will give a presentation on the concept of "Bike Share" programs as a first mile/last mile strategy, and how it is being implemented in Southern California.*

**STRATEGIC PLAN:**

This item supports SCAG Strategic Goal 1; Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Strategy 3: Establish initiatives which bolster the ability and skills of the Regional Council and SCAG staff to understand, articulate and utilize emerging ideas, policies and trends.

**BACKGROUND:**

Bike Share is a term used to describe a self-service bicycle rental service where customers rent bicycles from kiosks for short periods of time and short distances (usually less than 300 meters) and return them to other kiosks. Initially started in Paris as the Velo-Lib, the most current form of Bike Share has spread to 30 cities in the United States, most recently in Anaheim.

As the SCAG region gains new residents and densifies, Bike Share offers an attractive option to the automobile for short distance trips. These trips can easily be for first mile/last mile purposes, extending the reach of transit. It can also be used in place of Dash/Taxis for short distance trips on college campuses or urban or downtown areas. Bike Share can also be used in recreational areas, such as beach cities, where parking is difficult and/or expensive. The goal of Bike Share is to reduce trips too long for walking, but too short for automobiles, and to reduce travel time.

Capital Bikeshare in Washington D.C. is operated by Alta Bicycle Share. As an example of Bike Share's potential, Capital Bikeshare launched in 2010 with 1,100 bikes at 114 stations throughout Arlington, Virginia and the District of Columbia. The system has expanded to 1,670 bikes at 175 stations, and 19,000 members, making it the largest in the country. The largest bike sharing program in the world is in Hangzhou, China with nearly 61,000 bicycles.

In Capital Bikeshare's 2011 Member Survey, more than 41 percent of users reported a reduction of car trips and 523 less miles driven per year after becoming a Capital Bikeshare member. This translates into avoiding release of 487.7 pounds of carbon dioxide into the atmosphere per user. In its first year, the system's members saved more than 1,632 tons of carbon dioxide by replacing car trips with bike trips. By reducing

# REPORT

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our dependency on driving and oil, Bike Shares can have a significant environmental benefit (source: Erin Gustafson, Sierra Club).

The University of California, Irvine introduced Zotwheels, an automated Bike Share program for its campus, the first in Southern California. BikeNation, a Bike Share company, has entered the Southern California market in Anaheim and partnered with various cities/communities in the SCAG region to establish additional bike sharing programs, including programs in Fullerton, Downtown Los Angeles, Long Beach, Hollywood, Venice, and Westwood.

Advertising revenue is the primary support for most programs. Several European cities (Lyon, Paris, London, Barcelona, Stockholm and Oslo) have signed contracts with private advertising agencies (JCDecaux in Brussels, Lyon, Paris, Seville and Dublin; Clear Channel in Stockholm, Oslo, Barcelona, Perpignan and Zaragoza) that supply each city with thousands of bicycles free of charge or for a minor fee. In return, the agencies are allowed to advertise both on the bikes and in other select locations in the city. Capital Bike Share in Washington D.C. is a taxpayer- supported program.

The major challenge of implementing Bike Share in a large metropolitan region such as ours is the need for coordination between neighboring cities, particularly if they have different vendors providing Bike Share services. Policy considerations could include requiring compatibility of systems, allowing users to drop-off bikes at competing facilities, allowing one access card for multiple vendors, and one billing system from a user's perspective.

**FISCAL IMPACT:**

No Fiscal Impact. Project is not funded through SCAG.

**ATTACHMENT:**

Bike Share Presentation



# BIKE NATION

WESTWOOD

VENICE

FULLERTON

ANAHEIM

DOWNTOWN LA

LONG BEACH

HOLLYWOOD



[www.bikenationusa.com](http://www.bikenationusa.com)

 /BikeNationUSA

 @BikeNationUSA

800.980.7942



# BIKE NATION



## What is a Bicycle Sharing System?

A bicycle share system, or bike share, is a self-service rental system where individuals can rent and return a bicycle anywhere within a network of stations.



### Bicycle Sharing System Elements

- A kiosk-based system of bikes that are affordable, clean and simple to use
- Usage fees are incentivized for high-turnover and rides of 30 minutes or less to incur no usage fees
- Where you want it: modular, portable, wirelessly connected and solar powered
- Easy access: regular users can purchase a subscription and receive an RFID key; daily users and tourists can purchase a 24-hour pass
- Bicycles can be accessed at kiosk stations located within a few blocks of each other
- Stations are located in close proximity for quick trips where users live, work and go to school



[www.bikenationusa.com](http://www.bikenationusa.com)

 /BikeNationUSA

 @BikeNationUSA

800.980.7942



## Why is the Popularity of Bike Share Spreading?

### Simplicity

Users register for access, then “Rent, Ride, Return”, and repeat the process at their leisure.



### Ease Of Access

Regular users can purchase a subscription and daily users can buy a day pass via credit card at any kiosk without long term commitment.



### Ride Anytime

24-7 access to the bicycles provides customers with convenient transportation at times not available via public transit.



### Convenient Locations

Bike share stations are located near popular destinations such as employment centers, commercial districts, tourist attractions, colleges and universities and transit stops.

### Quick Turnover

First 30 minutes are free of usage charge to increase bicycle circulation and frequency of rides.



## Who is Bike Nation?

Incorporated in 2009, Bike Nation provides privately funded public bike sharing systems to cities, agencies and other entities. The company is a leader in the bike share industry by providing fourth generation technology and bikes. Bike Nation strives to offer an affordable user-friendly and healthy alternative to polluting forms of transportation. The company is headquartered in Tustin, California.



### Bike Nation is State-of-the-Art

- All Bike Nation bike share stations are manufactured in the U.S.
- Bike Nation bicycles are manufactured in the U.S. and assembled in southern California.
- Bike Nation monetizes its investment through a combined advertising – sponsorship, membership driven business model.
- Bike Nation’s community planners work with City staff to develop an integrated and connected community-based transportation system. Our systems become part of the overall transportation fabric.



## How Bike Share Works



### It's That Simple!

1. Register online or at any Bike Nation kiosk.
2. Pick up a bicycle at the nearest station.
3. Pedal away to commute, explore, exercise or just for fun!
4. Return the bike to any station.
5. Repeat the process as much as you like!



### Transactions:

Bike Nation kiosks only use debit or credit cards to complete transactions. Individuals who do not have a credit card can pay by prepaid Bike Nation debit card.



## Bike Nation's Technology



Bike Nation develops and owns all it's intellectual property. The software is developed internally, by Bike Nation staff thereby giving us greater control and flexibility. We control 100% of the manufacturing of bike share stations and bicycles.

### Bike Nation has various built-in convenience features

- Bike Share stations utilizes proven kiosk architecture, originally developed in 1997, that has gone through several generations of enhancements.
- Bicycles utilize Airless Tires and Chainless Shaft Drivetrains.
- Kiosks are modular, portable, wirelessly connected and solar powered.
- Kiosks and bicycles are equipped with RFID for logistical balancing and identification.
- Kiosks and system is mobile device ready for convenient user interaction with maps, way finding to additional stations, and overall functionality.
- Bikes are fitted with active GPS devices that record a users trip time and distance





## Member Benefits

### Member RFID Key Card

Personal key card allows Annual Members the ability to bypass the kiosk and rent bikes directly from the dock, making rentals even simpler.



### Mobile Application

System users can find stations, available bikes/docks and view metrics on their mobile phone.



### System Website

To create public awareness as well as provide system specific information, Bike Nation creates a community website that displays useful information for users. The website provides Members with a DASHBOARD where they can view personalized data such as distances ridden, trips taken, carbon reduction and money saved.



## Kiosk

### 4<sup>th</sup> Generation Modular Kiosk System

A plug and play system that is portable, expandable and is easy to install, remove, replace, repair and relocate.



### A Ground Up High-Grade Industrial Design

Designed from the ground up specifically for heavy urban use as a public system, with custom components which optimizes reliability, durability and function. Sturdy enough for any climate.



### Uniform Interface

All operating systems within the kiosks are identical, making the process of renting seamless regardless of location and system. Time-tested software proven to be extremely reliable and easy to use.

### Solar Powered and Wireless Communication

No wires, no emissions, no excavation and no power lines! Reduces associated costs and installation times. Solar power produces zero emissions and promotes sustainable equipment infrastructure.



### Made In America!

Bike Nation Kiosks are designed and manufactured in Southern California with American Components!





## Bicycle

### Built for Safety and Low Maintenance

Airless tires and chainless drive shafts enhance user safety and lower maintenance costs. Our bike's step through frame features a low center of gravity for maximum stability. Additionally, the active front/rear lighting and retro-reflective paint ensure that our users will have the safest ride possible.



### Built for Comfort

Adjustable seat height and ergonomic frame geometry accommodate a wide range of rider sizes and provide maximum rider comfort.



### Built to Last

The bicycle is designed to the highest industrial standards

- Tamper-proof seat, wheels, handle-bars and drive train
- Puncture-resistant, airless tires with reflective sidewalls
- Patented Shaft-Drive technology requiring no chain
- Aluminum frame durability – rustproof and lightweight
- A variety of safety features incorporated into the design



### Made in USA

- Designed, powder-coated and assembled in the U.S.
- Buy American Certified.



## Docking Stations

### Modular Units

Plug and play setup capabilities allows rental stations to be tailored to each location's specifications for a perfect fit.



### Expandable

Docking stations are easy to install, remove, replace, relocate and repair, allowing for infinite possibilities in high-demand areas.



### Secure Bicycle Storage

Docking stations lock on to bicycles by the frame and front wheel, providing excellent bicycle security!



### Easy Access

Subscribers can waive their Bike Nation RFID key card to take a bike and be on their way in less than five seconds.





## Membership Rates & Usage Fees

The cost to use Bike Nation is the combination of a one-time membership fee and the incurred trip fees after the initial thirty minutes. We have modeled our system to be cost-effective for users to take short trips, and utilize the system throughout the day.



### Subscription Prices

24-Hour	\$6.00
72-Hour	\$12.00
7-Day	\$25.00
30-Day	\$35.00
1-Year	\$75.00
Senior/Student	\$50.00



### Trip Fees

<b>0-30 Minutes</b>	<b>No Charge</b>
31-60 Minutes	\$1.50
60-90 Minutes	\$4.50
Each additional ½ hr.	+ \$6.00

The usage fees are designed to encourage users to return their rented bicycle within the first 30 minutes, making the same bicycle available for another customer.



## Social Benefits

- All Bike Nation is Buy America compliant. The Bike Share stations are completely manufactured and assembled in Santa Ana, CA. Our bikes are manufactured in the US and assembled in Tustin, CA.
- Bike Nation provides a first mile/last mile transportation solution that is typically difficult for transportation agencies to address, enhanced overall mobility around the Region and increased access to the Regional transportation system.
- There are numerous societal benefits associated with bicycling that increase quality of life: improved air quality, increased physical activity, increased economic activity from bicyclist shoppers, decreased traffic congestion, and an increased sense of community within bike friendly areas.
- Bike Nation, through its community bicycle ambassador program, provides educational services to aid the community in both maintenance and safe cycling practices; in doing so we help create and support bicycle programs in the immediate and surrounding areas.
- Bike Nation develops community-based outreach programs and regularly participates in community events to build awareness and grow system usage.





## Environmental Benefits

Bike Nation bike share systems are perfectly aligned with the Region's Sustainable Communities Strategies Initiative. Bike sharing also increases the convenience, reliability, safety and speed of the Region's transportation system, making it a perfect solution to first/last mile challenges. Consider that:



- The World Watch Institute found that 90% of emissions in a 7-mile trip are generated in the first mile before engine warms up.
- 67% of all trips in a metropolitan area are less than 3 miles, as are 56% of all auto trips.
- 32% of all taxi trips are less than one mile.
- Rides under 2 miles are often quicker to take by bike, and running errands by bike saves both time and the environment.



### Such trips can be replaced by a Bike Nation bicycle in under 25 minutes

By providing the Bike Nation System to communities, we can effectively reduce the number of daily automobile trips taken. Both Air Quality and Congestion-based regulations demand a reduction in pollutants and traffic, but this is a difficult objective with a steadily increasing population.



- Bike Nation's bikes are equipped with active GPS devices and record time and trip distance. This data is converted into emission (carbon) reduction, calorie burn, and energy savings.



## Unique Differentiators

- Bike Nation is a US owned and operated bike share company based in Orange County and the only provider that offers a privately funded bike share program without any government funding or operating subsidies.



- The Bike Nation system is Buy America compliant, our kiosks and bicycles are Made in America with American materials and labor.



- Bike Nation controls all facets of the bike share system; manufacturing of stations, development of software and manufacturing bicycles.

- Bike Nation's bike share program is powered through solar energy with special purpose American made batteries that provide back up power and system security.

- Bike Nation software is designed to analyze ride data including calculating carbon offset credits.

- Proprietary software for backend practices and customized system analytics that assist with load balancing, maintenance, and determining daily usage patterns per station, helping our Street Team with rebalancing and improving operational efficiency.



- Universal Membership allowing seamless interoperability between all community bike share programs.

- All Bike Nation bicycles utilize airless tires and a chainless shaft-driven drive-train.

## Bike Nation Bike Share Station



[www.bikenationusa.com](http://www.bikenationusa.com)

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