



San Gabriel Valley Council of Governments

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Date: October 23, 2009

To: Governing Board Delegates and Alternates

From: Nicholas T. Conway, Executive Director

Re: Metro's Adopted 2009 Long-Range Transportation Plan

On October 22, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors voted to adopt the 2009 Long-Range Transportation Plan (LRTP). The 2009 LRTP establishes an expenditure plan for the various priority projects and programs expected to be completed over the next 30 years, through FY 2040. This expenditure plan allocates approximately \$271.2 billion countywide. This figure includes new revenue that will be generated due to the passage of Measure R, which is currently estimated at \$38.4 billion over the next 30 years. Please note that the LRTP also includes a Strategic (unfunded) Plan, and the Board of Directors plans to adopt this at a future meeting as changes and additions are still being made to this list.

Below is a summary of the San Gabriel Valley's major transportation projects (rail and highway) and their status in the adopted LRTP, specifically those that are scheduled to receive additional funding in the 2009 LRTP as a result of the passage of Measure R. Please see Attachment 1 and 2 for a full listing of SGVCOG's priority transportation projects.

Rail Projects

Gold Line Foothill Extension

The Measure R expenditure plan indicates that the Gold Line Foothill Extension was slated to be eligible for funds beginning FY 2010- 2012 with completion between FY 2015-2017. The draft LRTP indicated that this project was not expected to be completed until FY 2017, and Metro was not willing to commit to funding for operating costs until FY 2017.

The San Gabriel Valley representatives on the Metro Board, including Supervisors Antonovich, Molina, and Knabe, and City of Duarte Mayor John Fasana, were successful in creating a cross-county partnership with other representatives on the Board that resulted in the accomplishment of three long-sought-after and major objectives for this project as follows:

- ✓ The Gold Line Foothill Extension project, along with several other rail projects, are now eligible to compete for any non-New Starts Federal funding that is available
- ✓ Metro has committed the funds to operate this line should it become operational prior to FY 2017
- ✓ Metro has committed the funds to operate the second segment of the Foothill Extension when it is completed

Should the Gold Line Construction Authority be able to leverage its Measure R funds with a design-build-finance public private partnership, as proposed by the Construction Authority, Phase 2A to Azusa-Citrus should be completed by FY 2013.

Regional Connector

The Regional Connector will connect the Foothill and Eastside Gold Line Extensions directly to the Long Beach (Blue) and Exposition Lines and indirectly to the Crenshaw and Green Lines. A total of \$160 million in Measure R funds are committed to this project, which is expected to have a total cost of \$1 billion if completed by 2019. The Measure R expenditure plan allocated the cost of the Regional Connector equally (20% each) between the following five subregions that will be served by this project: City of Los Angeles, Westside Cities, Gateway Cities, San Gabriel Valley and South Bay Cities. The San Gabriel Valley, which stands to benefit from this project, has a \$32 million share of this project cost through the Measure R expenditure plan. In July, the COG took action to adopt this project as its number one priority project for Federal New Starts funding.

In September, the Metro Board took action to adopt the Regional Connector, along with the Westside Subway project, as the two priority projects to compete for Federal New Starts funding. If this project is successful in competing for this funding, the goal is to complete the project by FY 2019. This would provide immediate benefit and transit connectivity to the rest of the County via the Gold Line.

Gold Line Eastside Extension

This project is newly added to the LRTP, which is intended to serve as an extension to the Gold Line Eastside LRT, which currently terminates in East Los Angeles. Last year, the COG took a position of support for the SR-60 alignment, which would traverse the southside of the San Gabriel Valley, including the cities of Monterey Park, Montebello, Rosemead, South El Monte, and El Monte, and reach a terminus at the western-most edge of the City of Industry.

At the October meeting, the Metro Board directed staff to move forward in studying both the SR-60 alignment and the Washington Blvd. route, which terminates in the City of Whittier.

The total cost for this project is estimated at \$2.49 billion. While it was originally not expected to be completed between 2033-2035, in October, the Metro Board authorized this project to pursue non-New Starts Federal Funding. This may allow this project, which will be shovel-ready in 2013, to be accelerated.

Highway Projects

The ACE Project

Initially, the ACE Project was scheduled to receive only \$109 million (26%) of its total \$400 million Measure R allocation by FY 2014, and there was no commitment as to when the balance of funds would be allocated to ACE after FY 2013-14. Additionally, the ACE Project was one of the few highway projects that was specifically identified as being ineligible for additional funding to adjust for inflation. As ACE is an on-going project, it is “shovel-ready” and would be able to utilize any funding that it received immediately, and ACE staff estimates that the entire project could be completed within the next eight years (by FY 2016-17) if funds were available. In order to address these issues, the SGVCOG requested that those Measure R projects that are ineligible for inflationary adjustments be front loaded in the 30 year financial plan.

As a result of the COG's request, the adopted LRTP provided for ACE to receive its entire Measure R allocation (\$400 million) during the first phase of Measure R's 30 year program according to the following schedule:

- FY 2009-10: \$42 million
- FY 2010-11: \$50 million
- FY 2011-12: \$50 million
- FY 2012-13: \$50 million
- FY 2013-14: \$50 million
- FY 2014-15: \$50 million
- FY 2015-16: \$50 million
- FY 2016-17: \$58 million

The inclusion of this dedicated funding stream for the ACE Project represents a significant benefit to the San Gabriel Valley and ACE. The schedule of payment cannot be increased any further since it is predicated on Metro's projected internal cash flows. It is important to note the last payment under Measure R coincides with the final year of the COG's adopted schedule for completion of the ACE project, which was a key point in Metro's willingness to advance the funding in this sequence. The COG has now secured the lofty goal, established in 2007, of securing \$1.4 billion in funding to support the implementation of the ACE Project.

210 Soundwalls

Under the Measure R expenditure plan, the Arroyo Verdugo subregion was allocated \$170 million for "highway operational improvements." That subregion, specifically the City of La Canada Flintridge, was attempting to use a portion of this funding to build soundwalls along the I-210 corridor, but was informed by Metro staff that this was not an eligible activity under highway operation improvements as it does not mitigate congestion. However, under a separate heading, the Measure R expenditure plan allocates \$250 million for Countywide soundwall construction. In order to address La Canada's needs, the SGVCOG representatives advocated for changes in the LRTP to allow the Arroyo Verdugo subregion to use its "operational improvement" funding for the 210 soundwall project. The amount would not change, but this flexibility would allow the funds to be used most effectively to address the needs of the community. This change was approved in the adopted LRTP.

710 Tunnel

As a result of the Measure R subcommittee discussions, the adopted LRTP front loaded a portion of the \$780 million in funds that are identified for the 710 tunnel gap closure. This allocation would provide \$156 million over the next ten years, or 20% of the project's \$780 million allocation, as follows:

- FY 2010-11: \$9 million
- FY 2011-12: \$17 million
- FY 2012-13: \$16 million
- FY 2013-14: \$14 million
- FY 2014-15: \$20 million

- FY 2015-16: \$20 million
- FY 2016-17: \$20 million
- FY 2017-18: \$20 million
- FY 2018-19: \$20 million

This cash flow should be sufficient to support funding for the environmental work required once the Caltrans/Metro Geotechnical feasibility study is completed this fall. Additionally, Metro legal staff has confirmed that the San Gabriel Valley may retain balance of the \$780 million 710 tunnel allocation for other projects in our region in the event that a public-private partnership (PPP) is used for the 710 tunnel construction.

In response to Governor Schwarzenegger’s veto of SB 545 (Cedillo), Supervisors Antonovich and Molina, along with Los Angeles Mayor Villaraigosa, successfully passed a motion that clarified in the Metro LRTP that the 710 gap closure project be defined as a tunnel project. Metro staff’s project definition—the 710 North Extension—left unclear whether or not the project could be interpreted as a surface project, instead of a tunnel project as was presented on the Metro Measure R ballot language to the voters of Los Angeles County last November.

Subregional Funding

Previously, San Gabriel Valley’s representatives have expressed concern over the need to retain all Measure R funding within each subregion. For example, there is the possibility that the \$780 million allocated to the 710 tunnel may not be used, either as a result of the current legal challenge related to the inclusion of this project in the ballot language or the possibility of completing this project through a PPP. Should either of these scenarios occur, it is unclear where the \$780 million will be allocated. In order to maintain subregional equity, the COG requested that all funds shown in Measure R by subregion will remain in those subregions regardless of the projects’ funding eligibility or cost. This policy is essential to the San Gabriel Valley’s ability to maintain our “fair share” of funding in this 30 year program. Metro legal counsel has concurred that this policy is allowable under the Measure R program.

On behalf of the San Gabriel Valley Council of Governments and our member agencies, we extend our heartfelt appreciation to Supervisors Antonovich, Molina, and Knabe and City of Duarte Mayor John Fasana and their staff for their efforts to secure funding for important San Gabriel Valley transportation projects. Additionally, we would like to thank Supervisor Mark Ridley-Thomas for his leadership and commitment to this new cross-County partnership. This is an exciting time as the adopted LRTP represents a major advancement both for the County as a whole and for our projects here in the San Gabriel Valley. .

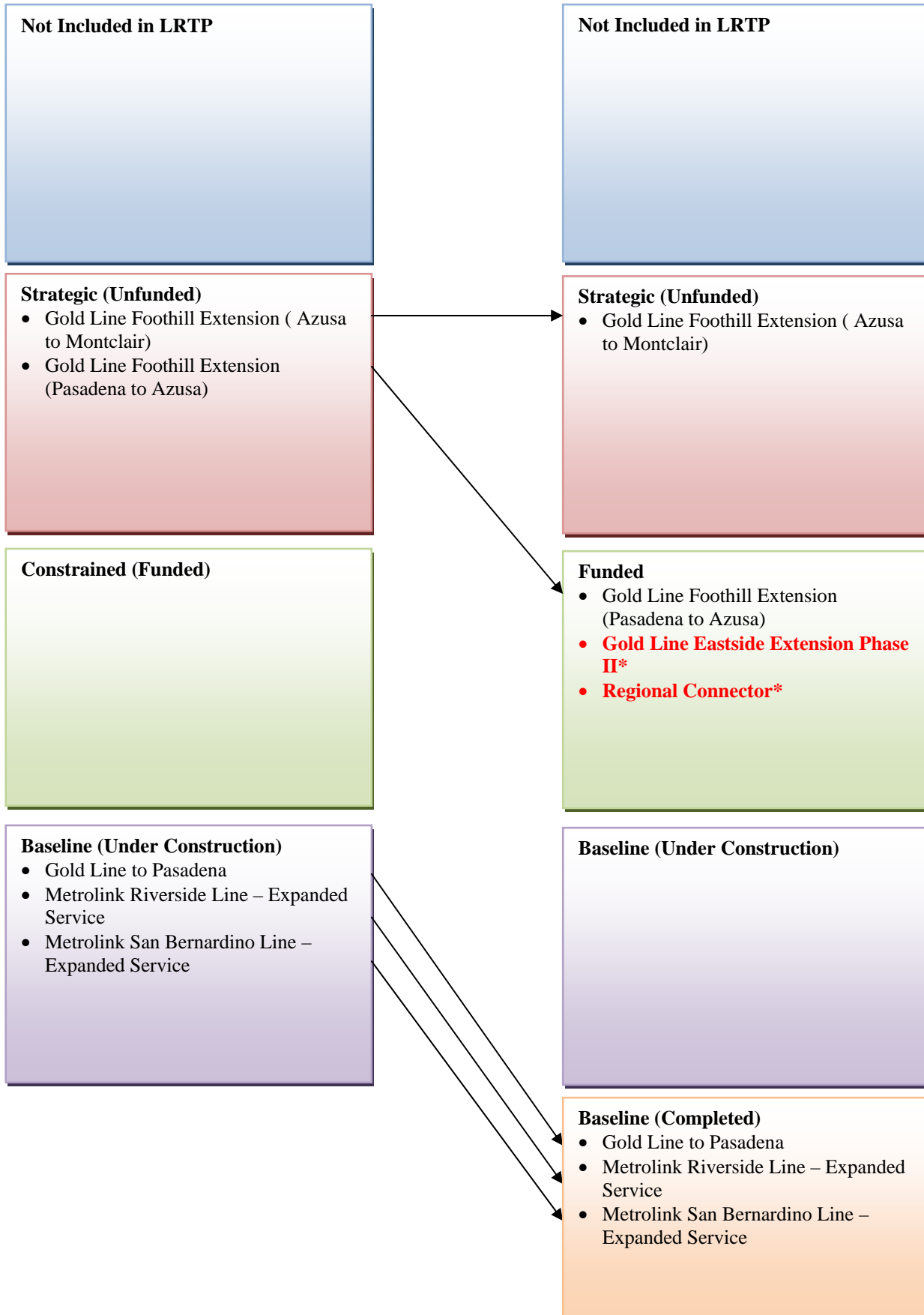
Should you have any questions or need further information, please contact our offices at (626) 564-9702.

Cc: Mayors and Councilmembers
 City Managers
 Planning Directors
 Public Works Directors

**San Gabriel Valley Transportation Priority Projects
Rail Projects**

2001 LRTP

2009 LRTP (Recommended)

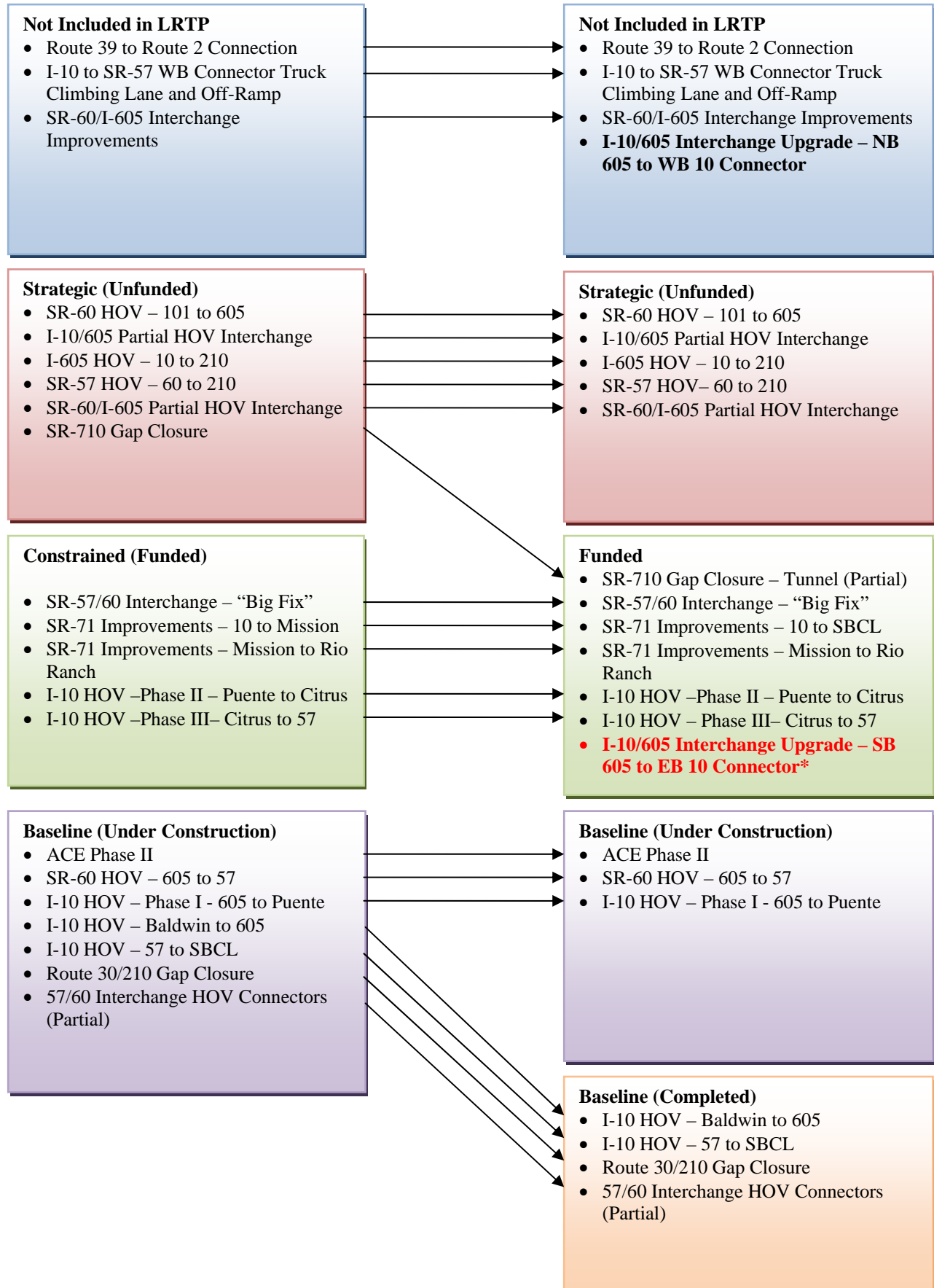


*Projects in red were not included in either the Strategic or Constrained portions of the 2001 LRTP.

**San Gabriel Valley Transportation Priority Projects
Highway and Grade Separation Projects**

2001 LRTP

2009 LRTP (Recommended)



*Projects in red were not included in either the Strategic or Constrained portions of the 2001 LRTP.