

PEGGY LEMONS  
Mayor  
GENE DANIELS  
Vice Mayor  
TOM HANSEN  
Councilmember  
DARYL HOFMEYER  
Councilmember  
DIANE J. MARTINEZ  
Councilmember

City Council  
(562) 220-2223

VIA FACSIMILE: (916) 653-2134

TAB 35

October 19, 2012

California Transportation Commission  
Attention: Chair Tavaglione and Commissioners  
1120 "N" Street  
Room 2233 (MS-52)  
Sacramento, California 95814

**SUBJECT: REQUEST FOR OPPOSITION – CONSENT CALENDAR ITEM 35  
I-5 (605/S) CMIA FUNDING**

Dear Mr. Tavaglione and Commissioners:

On behalf of the City of Paramount, I am writing to express our concern with Consent Calendar Item 35 on the California Transportation Commission's October 24 Agenda. This item would amend the financial allocation and remove \$71,989,000 in CMIA funds for the Interstate 5 Carpool Lane project (Orange County Line to I-605) in Los Angeles County.

The City of Paramount continues to support the widening of the Interstate 5 freeway from the I-605 interchange to the Orange County border. For over 18 years, Paramount has worked with Caltrans and our neighboring cities as this project progressed through the planning and design phases, and is now under construction. It is critical the CMIA funds remain intact; otherwise, the I-5 widening project will be in jeopardy.

It is our understanding the Commission's proposed action on October 24 would remove the CMIA savings from this project. These savings, which resulted from actual bid amounts on three of the five project segments, are needed to complete work on the remaining two segments, which includes the Paramount segment. CMIA funds represent a significant portion of the Interstate 5 (605/S) project. We believe it would be premature to reduce the amount of CMIA funds when only one of the five project segments is under construction. As you are aware, the bid price is rarely the actual price of construction.

Additionally, this proposed action will put the financial burden of cost increases, which are already being realized, in the Los Angeles County Metropolitan Transportation Authority (MTA) as other funds will be needed to backfill any cost overruns. This proposed action may unintentionally cause MTA to withdraw its resources from this project in order to avoid being left "holding the bag". MTA has already expressed concerns with the Commission's proposed actions, and it is contemplating removing its support from segment three. MTA's involvement in this project is critical, and the Commission should avoid taking actions which affect MTA's collaboration on this significant project.

The I-5 freeway widening project has the full support of every elected local, state, and federal representative in the region. It is critical this project continues toward its timely implementation, and all allocated CMIA project funds remain available through project completion.

On behalf of the City of Paramount, I am respectfully requesting your help at the Commission's October 24 meeting by opposing Consent Calendar Item 35 and protecting the I-5 CMIA funds.

Sincerely,

CITY OF PARAMOUNT



Peggy Lemons  
Mayor

cc: Caltrans, Mike Miles, District 7 Director

MEETING  
HANDOUT



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

October 19, 2012

Joseph Tavaglione  
Chair  
California Transportation Commission  
1120 N Street  
Room 2221, Mail Stop: 52  
Sacramento, CA 95814



Dear Chairman Tavaglione:

The Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors considers itself a strong partner in the improvement of State Highway corridors in our County. We have stepped to the plate many times over to invest hundreds of millions of local sales tax dollars in environmental studies and significant highway improvements including funding overruns on highway projects even when we had no control over that project. We write to you now to express our concern regarding the California Transportation Commission's policy to move bid savings on Corridor Mobility Improvement Account (CMIA) funds on Los Angeles County projects to other projects which could be outside of Los Angeles County.

As you know Los Angeles County suffers the most extreme congestion of any urban area in the country. Through our strong partnership with the State of California we have been able to make significant improvements and have brought significant resources into Los Angeles County. We are very concerned that the CTC is now entertaining the possibility of moving important congestion relief funds away from the most congested county in the country.

The CMIA program funds many important projects in Los Angeles County. Removing funds from those projects to projects outside of our County will cause significant harm to our region. We recognize that the CTC has a policy on bid savings but we urge you to exercise caution given that the CTC would be removing funds from projects before they have ever been constructed and prior to the resolution of any cost overruns. Furthermore, there are other CMIA projects in our County that could use these funds. As we write to you we are currently trying to resolve a request from Caltrans to fund an additional \$9 million in overruns on a portion of the I-405 HOV lane and soundwall project that is on top of \$23 million in overruns already funded by this Board.

Metro staff has presented to the CTC and Caltrans a method whereby the state can maintain its partnership with Metro and ensure that these funds stay within Los Angeles County and fund important congestion relief projects. We urge you to work with that proposal and keep Los Angeles County's congestion relief funds in our County.

Sincerely,

Metro Board of Directors

Michael D. Antonovich  
Chair  
Los Angeles County Supervisor  
Fifth Supervisorial District

Diane Dubois  
First Vice Chair  
Mayor, City of Lakewood

Richard Katz  
Second Vice Chair  
City of Los Angeles Mayoral Appointee

John A. Fysana  
City Council Member, City of Duarte

Jose Huizar  
City Council Member, City of Los Angeles  
Mayor Appointee

Don Knabe  
Los Angeles County Supervisor  
Fourth Supervisorial District

Gloria Molina  
Los Angeles County Supervisor  
First Supervisorial District

Ara Najarian  
Mayor, City of Glendale

Pam O'Connor  
City Council Member, City of Santa Monica

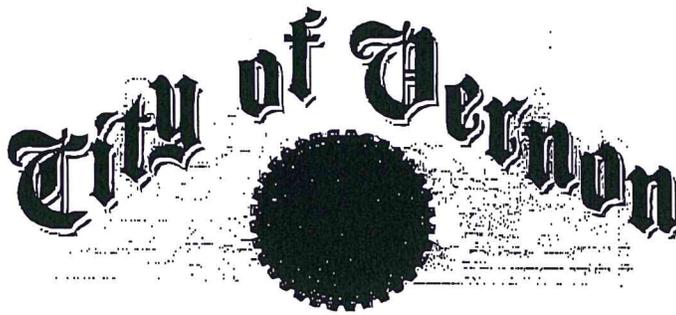
Mark Ridley-Thomas  
Los Angeles County Supervisor  
Second Supervisorial District

Antonio R. Villaraigosa  
Mayor, City of Los Angeles

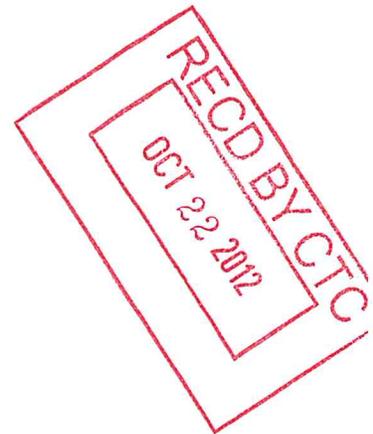
Mel Wilson  
City of Los Angeles Mayoral Appointee

Zev Yaroslavsky  
Los Angeles County Supervisor  
Third Supervisorial District

- cc. Art Leahy, Chief Executive Officer, Metro
- California Transportation Commission Members
- California State Senator Mark DeSaulnier, Ex Officio Member, CTC
- California State Assemblymember Bonnie Lowenthal, Ex Officio Member, CTC
- Brian P. Kelly, Acting Secretary, Business Transportation & Housing Agency



**COMMUNITY SERVICES & WATER DEPARTMENT**  
Samuel Kevin Wilson, Director of Community Services & Water  
4305 Santa Fe Avenue, Vernon, California 90058  
Telephone (323) 583-8811 Fax (323) 826-1435



October 22, 2012

O-2

California Transportation Commission  
Attn: Chair Tavaglione and Commissioners  
1120 N Street  
Room 2233 (MS-52)  
Sacramento, CA 95814

Subject: Request of Opposition – Consent Calendar item 35 I-5 (605/S) CMIA Funding

Dear Mr. Tavaglione and Commissioners:

On Behalf of the City of Vernon, I am writing to express our concern with Consent Item 35 on the California Transportation Commission's October 24, 2012 Agenda. This item would amend the financial allocation and remove \$71,989,000 in CMIA funds for the Interstate 5 Carpool Lane Project (Orange County Line to I-605) in Los Angeles County.

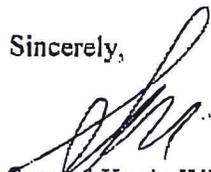
The City of Vernon is a strong supporter of the widening of Interstate 5 freeway. This project will create a dramatic improvement for those individuals commuting everyday to Vernon from Orange County. The neighboring communities have been working with CalTrans for over 18 years as the project has progressed through the planning and design stages, and now construction. It is critical that the CMIA funds remain intact; otherwise, the I-5 project will be in jeopardy.

It is our understanding that the Commission's proposed action on October 24 will remove CMIA savings from the project. These savings resulted in the actual bid amounts on three of the five project segments. CMIA funds represent a significant portion of the funding for the project. We believe that it is premature to reduce the amount of CMIA funds when only one of the five project segments is under construction. As you are aware, rarely is the bid price the same as the actual final price of the construction. Any shortfall will place an additional burden on the LACMTA, which may result in LACMTA removing its support of the project or diverting funds away from other critical projects.

*Exclusively Industrial*

The City of Vernon appreciates the opportunity to provide these comments and hopes that the CTC will oppose the consent of Item 35 and protect the I-5 CMIA funds.

Sincerely,



Samuel Kevin Wilson, P.E.  
Director of Community Services & Water

SKW  
CC: Mike McCormick

MEETING  
HANDOUT



**CITY OF LA MIRADA**  
DEDICATED TO SERVICE

13700 La Mirada Boulevard  
La Mirada, California 90638  
P.O. Box 828  
La Mirada, California 90637-0828  
Phone: (562) 943-0131 Fax: (562) 943-1464  
www.cityoflamirada.org

October 19, 2012

**FAXED LETTER**  
(916) 653-2134



California Transportation Commission  
Attention: Chair Tavaglione and Commissioners  
1120 N Street  
Room 2233 (MS-52)  
Sacramento, CA 95814

**SUBJECT: REQUEST FOR OPPOSITION – CONSENT CALENDAR ITEM 35  
I-5 (605/S) CMIA FUNDING**

Dear Mr. Tavaglione and Commissioners:

On behalf of the City of La Mirada, I am writing to express our concern with Consent Calendar Item 35 on the California Transportation Commission's October 24 Agenda. This item would amend the financial allocation and remove \$71,989,000 in CMIA funds for the Interstate 5 Carpool Lane project (Orange County Line to I-605) in Los Angeles County.

The City of La Mirada continues to support the widening of the Interstate 5 freeway from the I-605 interchange to the Orange County border. For over 18 years, La Mirada has worked with Caltrans and our neighboring cities as this project progressed through the planning and design phases, and is now under construction. It is critical the CMIA funds remain intact; otherwise, the I-5 widening project will be in jeopardy.

It is our understanding the Commission's proposed action on October 24 would remove the CMIA savings from this project. These savings, which resulted from actual bid amounts on three of the five project segments, are needed to complete work on the remaining two segments, which includes the La Mirada segment. CMIA funds represent a significant portion of the Interstate 5 (605/S) project. We believe it would be premature to reduce the amount of CMIA funds when only one of the five project segments is under construction. As you are aware, the bid price is rarely the actual price of construction.

Additionally, this proposed action will put the financial burden of cost increases, which are already being realized, on the Los Angeles County Metropolitan Transportation Authority (MTA) as other funds will be needed to backfill any cost overruns. This proposed action may unintentionally cause MTA to withdraw its resources from this project in order to avoid being left "holding the bag". MTA has already expressed concerns with the Commission's proposed actions, and it is contemplating removing its support from segment three. MTA's involvement in this project is critical, and the

Commission should avoid taking actions which will affect MTA's collaboration on this significant project.

The I-5 freeway widening project has the full support of every elected local, state, and federal representative in the region. It is critical this project continues toward its timely implementation, and all allocated CMIA project funds remain available through project completion.

On behalf of the City of La Mirada, I am respectfully requesting your help at the Commission's October 24 meeting by opposing Consent Calendar Item 35 and protecting the I-5 CMIA funds.

Sincerely,

**CITY OF LA MIRADA**



Gabriel P. Garcia  
Mayor

cc: Caltrans, Mike Miles District 7 Director

MEETING  
HANDOUT

# The City of Bellflower

*Families. Businesses. Futures.*

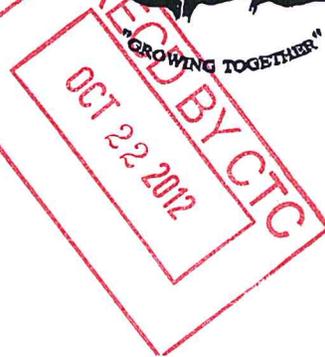
16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org

CITY OF BELLFLOWER



"GROWING TOGETHER"



October 22, 2012

California Transportation Commission  
Attention: Chair Tavaglione & Commissioners  
1120 N Street  
Room 2233 (MS-52)  
Sacramento, CA 95814

**Re: Request for Opposition - Consent Calendar Item 35 – I-5 (605/S) CMIA Funding**

Dear Chair Tavaglione and Commissioners:

On behalf of the City of Bellflower, I am writing to express our opposition to Consent Calendar Item 35 on the California Transportation Commission's October 24 Agenda amending the financial allocation and removing \$71,989,000 in CMIA funds for the Interstate 5 Carpool Lane project (Orange County Line to I-605) in Los Angeles County.

The City of Bellflower, along with every elected local, state, and federal representative in the region, continues to support the widening of the Interstate 5 freeway from the I-605 interchange to the Orange County border. Since its inception, Bellflower has worked with CalTrans and our neighboring cities as this project progressed through the planning and design phases, and is now under construction. It is critical the CMIA funds remain intact; otherwise, the I-5 widening project will be in jeopardy.

The Commission's proposed October 24 action would remove the CMIA savings from this project. These savings, which resulted from actual bid amounts on three of the five project segments, are needed to complete work on the remaining two segments, which includes the Bellflower segment. CMIA funds represent a significant portion of the I-5 (605/S) project. We believe it would be premature to reduce the amount of CMIA funds when only one of the five project segments is under construction. As you are aware, the bid price is rarely the actual price of construction.

This proposed action will put the financial burden of cost increases, which are already being realized, on the Los Angeles County MTA as other funds will be needed to backfill any cost overruns. This proposed action may cause MTA to withdraw its resources from this project. MTA has already expressed concerns with the Commission's proposed actions, and it is contemplating removing its support from segment three. MTA's involvement in this project is critical, and the Commission should avoid taking actions which will affect MTA's collaboration on this significant project.

On behalf of the City of Bellflower, I respectfully request your help at the Commission's October 24 meeting by opposing Consent Calendar Item 35 and protecting the I-5 CMIA funds.

Sincerely,

Dan Koops  
Mayor

cc: CalTrans, Mike Miles District 7 Director



Tony Mendoza ASSEMBLY MEMBER FIFTY-SIXTH DISTRICT



California Legislature

October 22, 2012

California Transportation Commission  
Attention: Chair Tavaglione and Commissioners  
1120 N Street  
Room 2233 (MS-52)  
Sacramento, CA 95814

Via Fax: (916) 653-2134

**SUBJECT: Opposition to Consent Calendar Item 35  
I-5 (605/S) CMIA Funding**

Dear Chair Tavaglione and Commissioners:

I am writing to express my concern with Consent Calendar Item 35 on the California Transportation Commission's October 24 Agenda. This item would amend the financial allocation and reduce the Corridor Mobility Improvement Account (CMIA) funds by \$71,989,000 for the Interstate 5 Carpool Lane project (Orange County Line to I-605) in Los Angeles County.

Our community and the Consortium Cities Joint Powers Authority (JPA) have supported the widening of the Interstate 5 freeway from the I-605 interchange to the Orange County border for more than 18 years. I have collaborated with Caltrans, the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments (GCCOG) and the neighboring cities as this project has progressed through the planning and design phases and now the start of construction. It is critical the CMIA funds remain intact; until the I-5 construction is substantially complete, otherwise the overall project could be in jeopardy.

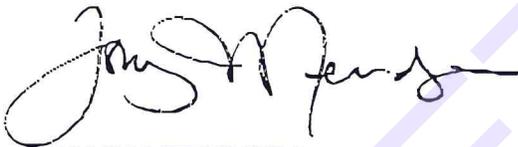
It is my understanding the Commission's proposed action scheduled for October 24 would remove anticipated CMIA savings from this project. These savings, which resulted from bid amounts on three of the five project segments, are only the baseline cost for construction as it commences. These initial bid prices do not consider issues that are already beginning to effect the overall construction cost, such as the time delay for utility relocations at Carmenita/I-5. Outside stakeholders, like utility owners, are already having an effect on construction staging phases for Alondra/I-5 forcing the project to be delayed until March 2013, which will result in a cost increase change order. This is but one example of a risk that can be mitigated, from a cost perspective from the original CMIA allocation to the project. CMIA funds represent a significant portion of the Interstate 5 (605/S) project. We believe it would be premature to reduce the amount of CMIA funds when only one of the five project segments is under construction. As you are aware, the bid price is rarely the actual price of construction.

Additionally, this proposed action may very well put the financial burden of cost increases, which are already being realized, on Metro as other funds will be needed to backfill any cost overruns. This proposed action may have the effect of causing Metro to withdraw its resources from this project in order to avoid being deemed responsible for costs in excess of the budgeted amounts. Metro's involvement in this project is critical, and the Commission should avoid taking actions which will affect Metro's collaboration on this significant project.

The I-5 freeway widening project has the full support of every elected local, state, and federal representative in the region. It is critical this project continues toward its timely implementation, and all allocated CMIA project funds remain available through project completion.

I request your help at the October 24 meeting by opposing Consent Calendar Item 35 and protecting the I-5 CMIA funds.

Sincerely,



**TONY MENDOZA**  
Assemblymember, 56<sup>th</sup> District

cc: Mike Miles, Caltrans District 7 Director  
Doug Failing, Metro Highway Programs  
Michael Egan, Norwalk City Manager

TM/slw



# The I-5 Consortium Cities Joint Powers Authority

*For the preservation of communities while enhancing freeway capacity*



**FAXED LETTER**  
(916) 653-2134

October 22, 2012

California Transportation Commission  
Attention: Chair Tavaglione and Commissioners  
1120 N Street  
Room 2233 (MS-52)  
Sacramento, CA 95814

Member Cities:

- Commerce
- Downey
- La Mirada
- Norwalk
- Santa Fe Springs

**SUBJECT: REQUEST FOR OPPOSITION – CONSENT CALENDAR ITEM 35  
I-5 (605/S) CMIA FUNDING**

Dear Mr. Tavaglione and Commissioners:

On behalf of the I-5 Consortium Cities Joint Powers Authority (I-5 JPA), I am writing to express our concern with Consent Calendar Item 35 on the California Transportation Commission's October 24 Agenda. This item would amend the financial allocation and remove \$71,989,000 in CMIA funds for the Interstate 5 Carpool Lane project (Orange County Line to I-605) in Los Angeles County.

The JPA has supported the widening of the Interstate 5 freeway from the I-605 interchange to the Orange County border, for over 18 years. We have worked with Caltrans, the Los Angeles Metropolitan Transportation Authority (MTA), the Gateway Cities Council of Governments (GCCOG) and our neighboring cities as this project has progressed through the planning, design phases, and now the start of construction. It is critical the CMIA funds remain intact; until the I-5 construction is substantially complete otherwise, the overall project could be in great jeopardy.

It is our understanding the Commission's proposed action on October 24 would remove the CMIA savings from this project. These savings, which resulted from actual bid amounts on three of the five project segments, are only the baseline cost for construction as it commences. These initial bid prices do not consider issues that are already beginning to impact the overall construction cost, like the time delay for utility relocations at Carmenita/I-5. Outside stakeholders, like utility owners, are impacting the construction staging phases for Alondra/I-5 forcing the project to shut down until March 2013, which will result in a cost increase change order. This is an example of a risk that can be mitigated, from a cost perspective via the original CMIA allocation to the project. CMIA funds represent a significant portion of the Interstate 5 (605/S) project. We believe it would be premature to reduce the amount of CMIA funds when only one of the five project segments is under construction. As you are aware, the bid price is rarely the actual price of construction.

Additionally, this proposed action will put the financial burden of cost increases, which are already being realized, on the MTA as other funds will be needed to backfill any cost overruns. This proposed action may unintentionally cause MTA to withdraw its resources from this project in order to avoid being left "holding the bag". MTA's involvement in this project is critical, and the Commission should avoid taking actions which will affect MTA's collaboration on this significant project.

The I-5 freeway widening project has the full support of every elected local, state, and federal representative in the region. It is critical this project continues toward its timely implementation, and all allocated CMIA project funds remain available through project completion.

On behalf of the I-5 JPA, I am respectfully requesting your help at the Commission's October 24 meeting by opposing Consent Calendar Item 35 and protecting the I-5 CMIA funds.

Sincerely,



Michael Mendez  
Chairman

cc: Caltrans, Mike Miles, District 7 Director  
MTA, Doug Failing, Highway Programs

MEMBER:  
COMMITTEE ON ETHICS  
RANKING MEMBER

COMMITTEE ON  
THE JUDICIARY  
SUBCOMMITTEE ON INTELLECTUAL PROPERTY,  
COMPETITION, AND THE INTERNET

COMMITTEE ON  
VETERANS' AFFAIRS  
SUBCOMMITTEE ON ECONOMIC OPPORTUNITY

DEMOCRATIC STEERING AND  
POLICY COMMITTEE

SENIOR WHIP

*Linda T. Sánchez*  
39TH DISTRICT, CALIFORNIA

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

DC OFFICE:  
2423 RAYBURN BUILDING  
WASHINGTON, DC 20515  
(202) 225-6676

DISTRICT OFFICE:  
17906 CRUSADER AVENUE  
SUITE 100  
CERRITOS, CA 90703  
(562) 860-5050

[www.lindasanchez.house.gov](http://www.lindasanchez.house.gov)

October 23, 2012

Members of the California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

Dear Commissioners:

I am writing to express my profound concern regarding the October 24 California Transportation Commission (CTC) meeting agenda. It has come to my attention that the CTC will be considering eliminating approximately \$72 million in Corridor Mobility Improvement Account (CMIA) funding from the Interstate 5 Carpool Lane Project (Orange County Line to I-605) in Los Angeles County.

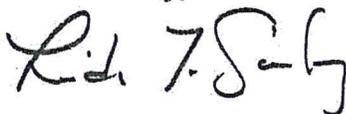
For close to twenty years, Caltrans, the City of La Mirada, and neighboring cities of Southeast Los Angeles County have dedicated their valuable resources, time, and hard work towards one goal: breaking ground on this project. These cities have worked overtime to locate resources for this project as they try to meet difficult budget challenges of their own. By threatening to now take away CMIA funds from this project, the CTC threatens to paralyze our local economy and impede progress toward alleviating congestion for millions of Southern California commuters who travel this section of Interstate 5 every day.

It is my understanding that the CTC's funding re-allocation is being proposed because the CTC utilized measures that yielded cost savings in bid amounts from three of the five project segments. However, I urge that any projected savings remain part of the overall Interstate 5 Corridor Lane Project in Los Angeles County. Just as in any large infrastructure project, the remaining two segments will contain inevitable change-orders and other unforeseeable cost variations.

I fully support the CTC's efforts to be fiscally responsible and efficient with the taxpayers' money, but any attempts to shortchange the communities of Southeast Los Angeles County is totally unacceptable. We must not jeopardize the completion of this project.

Please let me know if I can be helpful to ensure that this project advances.

Sincerely,



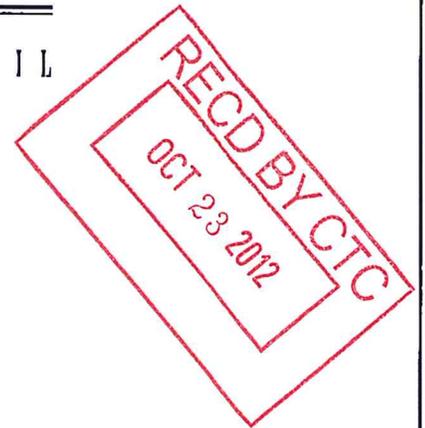
Linda T. Sánchez  
Member of Congress

Tab 35

C I T Y O F B U R B A N K  
  
 O F F I C E O F T H E C I T Y C O U N C I L

October 22, 2012

California Transportation Commission  
 Attention: Chair Tavaglione and Commissioners  
 1120 N Street  
 Room 2233 (MS-52)  
 Sacramento, CA 95814



**RE: Opposition to Consent Calendar Item #35 – Interstate 5 South (Interstate 605 to Orange County Line) CMIA Funding**

Dear Mr. Tavaglione and Commissioners:

As Mayor of the City of Burbank, I am writing to express my concern with Consent Calendar Item #35 on the California Transportation Commission October 24 Agenda. This item would amend the financial allocation and remove \$71,989,000 in CMIA funds for the Interstate 5 South High Occupancy Vehicle (HOV) Project (Interstate 605 to Orange County Line) in the County of Los Angeles.

As you know, several segments of Interstate 5 in Los Angeles County are being improved to add HOV lanes, expand capacity, and reconfigure interchanges. Many of these projects are either in the early stages of construction or have just been bid. Agenda Item #35, if approved, would remove CMIA savings from the Interstate 5 South project before all of the project segments have been completed. I have concerns that if this action is approved, it will set a precedent for reallocating CMIA cost savings on other segments of Interstate 5.

The City of Burbank has worked closely with Caltrans and Metro on the Interstate 5 North HOV Project, which includes a new interchange at Empire Avenue, a reconfigured interchange at Burbank Boulevard, and a railroad grade separation adjacent to the interchange at Buena Vista Street, in addition to adding HOV lanes. What is concerning is that CMIA funds may also be reallocated from this project prior to the completion of construction if bids are lower than estimated. This segment of Interstate 5, in particular, is one of the most complex construction projects along the entire corridor. Interchange construction at Empire Avenue and Burbank Boulevard must be closely coordinated with the closure of a third interchange at San Fernando Boulevard, all while constructing the adjacent railroad grade separation and relocating major petroleum, municipal, and communications utilities. The complexity of this project raises the possibility that cost increases beyond the bid prices may occur during this lengthy construction period. Reallocating CMIA funding from any project segment prior to the end of construction is premature because it could lead to a funding shortfall.

As you know, the Interstate 5 North and South HOV Projects taken together is one of the largest and most important freeway corridor improvements in the State, and adequate funding of all project segments is critical to ensuring that these important improvements are implemented in a timely and efficient manner.

I am respectfully requesting your help at the Commission's October 24<sup>th</sup> meeting by opposing Consent Calendar Item #35 and protecting these important CMIA funds for Interstate 5.

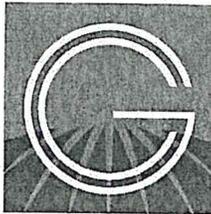
Sincerely,



Dave Golonski  
Mayor, City of Burbank

cc: Assemblyman Mike Gatto, 43<sup>rd</sup> District  
Michael Miles, District 7 Director, Caltrans  
Doug Failing, Executive Director of Highway Programs, Metro

MEETING  
HANDOUT



## GATEWAY CITIES

COUNCIL OF GOVERNMENTS

October 23, 2012

Chair Joseph Tavaglione and Commissioners  
California Transportation Commission  
1120 N. Street  
Room 2233 (MS-52)  
Sacramento, CA 95814

Dear Chair Tavaglione and Commissioners:

I am writing to you as President of the Gateway Cities Council of Governments, a Joint Powers Authority consisting of the 27 cities of Southeast Los Angeles County. The GCCOG functions as a subregional policy Board for transportation, housing and economic development projects.

The GCCOG membership is disappointed and dismayed at the action recommended in the above CTC item. We respectfully request that the Commission reject the recommendation in the report.

The CMIA projects in LA County are vital to this region and to the state's economy. The commitment of \$1.2 billion in CMIA funding to three LA County projects speaks to the importance of these vital corridors. The I-5 Corridor is the most congested in the state. The two I-5 Corridor projects total \$2.7 billion in state and local investment. Both of these "mega-projects" are subdivided into multiple constructible segments. All of these segments need to be finished to complete the projects and attain the benefit. Removing bid savings from project segments does not accomplish the State Prop. IB goals.

The CTC action to deprogram the \$72 million CMIA construction bid savings from the I-5 South project will result in the MTA having to scramble to cover an anticipated net \$274 million cost increase in the Right-of-Way portion of a different project segment.

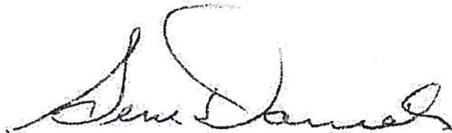
If the CTC deprograms the \$72 million in bid "savings", it will be shortchanging the I-5 South project – creating a serious bottleneck which may remain for years. We believe this is no way to manage state funding or leverage local dollars for highway improvements critical to the state's economic recovery.

Artesia  
Avalon  
Bell  
Bellflower  
Bell Gardens  
Cerritos  
Commerce  
Compton  
Cudahy  
Downey  
Hawaiian Gardens  
Huntington Park  
La Habra Heights  
La Mirada  
Lakewood  
Long Beach  
Lynwood  
Maywood  
Montebello  
Norwalk  
Paramount  
Pico Rivera  
Santa Fe Springs  
Signal Hill  
South Gate  
Vernon  
Whittier  
County of Los Angeles  
Port of Long Beach

Chair Joseph Tavaglione and Commissioners  
October 23, 2012  
Page 2

We encourage you to reject the recommendation and work with the Los Angeles County Metropolitan Transportation Authority to maximize the utilization of state and local funds.

Sincerely,

A handwritten signature in black ink, appearing to read "Gene Daniels". The signature is fluid and cursive, with a large initial "G".

Gene Daniels, President  
Gateway Cities Council of Governments

cc: Gateway Cities Board of Directors  
MTA Board of Directors  
I-5 JPA

MEETING  
HANDOUT



# 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 Bell Gardens
- 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

Chairman

Frank Quintero  
Mayor  
City of Glendale  
Commissioner  
Burbank Glendale Pasadena  
Airport Authority

Vice Chairman

Luis H. Marquez  
Council Member  
City of Downey

Secretary

Maria Davila  
Council Member  
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

October 22, 2012

California Transportation Commission  
Attention: Chair Tavaglione and Commissioners  
1120 N Street  
Room 2233 (MS-52)  
Sacramento, CA 85814

**SUBJECT: OPPOSITION TO CONSENT CALENDAR ITEM 35—1-5  
(605/S) CMIA FUNDING**

Dear Mr. Tavaglione and Commissioners,

On behalf of the Orangeline Development Authority (OLDA), I am writing to express our opposition to Consent Calendar item 35 on the California Transportation Commission's (CTC) October 24 Consent Calendar Agenda. The item would amend the financial allocation and remove \$71,989,000 in CMIA funds for the Interstate 5 South Carpool Lane Project (Orange County Line to I-605) in Los Angeles County.

The widening project has the support of the OLDA members from Cerritos to Santa Clarita. OLDA is a joint powers authority with 15 members including 14 cities and the Burbank Glendale Pasadena Airport Authority. Many of OLDA's member cities are directly served by and will benefit from the entire project. However while OLDA acknowledges that the first phase of the project generated savings, much of the project construction remains to be completed. While we understand the impetus for the proposal to reallocate \$71,989,000 in cost savings to the SHOPP fund, the action is premature. The project is not done and may yet incur additional unforeseen costs.

Our members believe that money programmed for the local area should remain for use within the corridor which should be viewed as one mega project from the Orange County Line through Burbank/Glendale and up to Santa Clarita. Premature estimates of cost savings should not put the financial burden of cost increases on the Los Angeles County Metropolitan Transportation Authority (Metro) as other funds, including future funds for OLDA and others, may be needed to backfill cost overruns. Further, cost savings should be used to continue improvements to the transportation system in the corridor, build upon our local initiatives and not be taken away because we generate local transportation funds.



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Therefore, OLDA supports the efforts of the I-5 JPA, Gateway Cities Council of Governments and the coalition of state and local elected officials representing this corridor. We respectfully request that the CTC pull Item 35 from the Consent Calendar and work with Metro to protect the I-5 CMIA funds and maximize the use of the state and local funds working on this multi-billion dollar mega project.

Sincerely,

Michael R. Kodama  
Executive Director  
Orangeline Development Authority

