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| **PIAC’s Finance Committee Meeting**Today, the Public Infrastructure Advisory Commission’s (PIAC’s) Finance Committee met here in Los Angeles to discuss the financial modeling and feasibility of potential Public Private Partnership (P3) projects throughout the State. Business, Transportation & Housing Secretary Dale Bonner participated in the meeting. The members of the sub-committee received general feedback from private sector experts on the complexities of preparing a P3 proposal. Some of the experts expressed concerns in regards to the unpredictability of the public process. However, they also expressed that these concerns could be addressed by having the public sector share some of the financial risk during the development stages of the process. In addition, it was suggested that the private sector should be engaged by the public sector in the conceptual phase of the process. The Finance Committee did not take any action at the meeting. The full PIAC will hold its next meeting on October 27, 2009.**Wilshire Boulevard Bus Rapid Transit Project Scoping Meetings**On Tuesday, October 13, 2009 we held the last of four Scoping Meetings for the Draft Environmental Impact Report/Environmental Assessment (DEIR/DEA) for the Wilshire Boulevard Bus Rapid Transit (BRT) Project. This project proposes dedicated peak period curb-side bus lanes in the City of Los Angeles from near downtown Los Angeles to the City of Santa Monica. Approximately 130 people attended these meetings, with 57 providing verbal comments and 20 turning in written comments. Los Angeles City Councilman Paul Koretz attended one of the meetings and sent a representative to another meeting. Representatives from the offices of U.S. Congresswoman Lucille Roybal-Allard, State Senator Fran Pavley (D-23), State Assemblymember Mike Feuer (D-42) and Los Angeles Councilman Ed Reyes also attended the Scoping Meetings. This project was previously pursuing an Initial Study/Environmental Assessment (IS/EA) but it was determined that a DEIR was more appropriate as additional analysis was needed. Comments related to scoping must be received by October 23, 2009.The Wilshire BRT project is a partnership between our agency, the City of Los Angeles and Los Angeles County, all of whom participated in these meetings and are working together on the Draft EIR/EA. This project has been approved by the Federal Transit Administration for Very Small Starts funding. Together with our partners, we plan to release the DEIR/DEA for public review and comment in early 2010. We anticipate bringing the DEIR/DEA to the Board, LA City Council, and the LA County Board of Supervisors for adoption in mid-2010, with construction set to begin in fall 2010.**Media Inquiry: California High Speed Rail Project** The Los Angeles Times has inquired about the status of the California High Speed Rail project and the proposed alignments on the Los Angeles to Anaheim, Los Angeles to Palmdale and Los Angeles to San Diego via the Inland Empire segments. The reporter was particularly interested in some initial community concerns regarding how a potential high speed train would operate along the Los Angeles River between Downtown Los Angeles and the 134 Freeway. Our Executive Officer for High Speed Rail and a spokesperson from the California High Speed Rail Authority (CHSRA) briefed the reporter on a broad range of project issues, saying that the Los Angeles to Palmdale segment is only in its draft Alternatives Analysis (AA) phase, and that the alignment reflected in the draft document is to be considered preliminary at this time. Existing and future facilities along the LA River should be factored into any future high speed train corridor plans.  Metro and the CHSRA intend to work collaboratively with all community stakeholders as the environmental review of the various proposed segments move forward, and fully intend to make adjustments and other needed mitigations as part of a robust, inclusive and ongoing community input process. The story is expected to run over the weekend.**Media Inquiry: Metro Gold Line Foothill Extension Funding**Today, the Pasadena Star News inquired about our long range plans to fully fund the Metro Gold Line Foothill Extension to Claremont. Our Chief Planning Officer reported that the proposed Long Range Transportation Plan includes $851 million to fund an initial segment for the line. A second extension to Claremont is one of a number of projects that the Board would like to construct if additional funds become available above and beyond current funding projections. The story is expected to run tomorrow.  **Procurement Postings for Next Week**IFB for Construction & Construction Management of New Employee Parking LotProcurement has released an Invitation for Bids (IFB) to perform complete construction and construction management work for the New Employee Parking Lot at Division 15. The blackout period is expected to run from October 16, 2009 through November 19, 2009. Division 15 has insufficient parking for its employees which will be remedied by this project. The job will consist of constructing a 12,300-square-feet parking lot in the northeast section of the division.Any inquiries concerning this procurement action during the blackout period must be directed to and may only be answered by Larry Lyon, Senior Contract Administrator, at (213) 922-7320.**Upcoming CEO Meetings & Events**Next week, I will be traveling to Washington, D.C. with Chair Najarian and Director Katz. I will also be joined by Anaheim Mayor & Chair of the California High Speed Rail Authority Curt Pringle and meeting with members of the Executive Branch, the U.S. Senate and U.S. House of Representatives to discuss issues related to the Los Angeles to Anaheim High Speed Rail Line and other appropriations and authorization issues regarding our agency. Upon my return, I will be participating in the annual Meet & Confer Governance Council to discuss the overall effectiveness of the sectors and other related matters.  |
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