

February 19, 2014

## **Motion by Directors O'Connor, Najarian and DuBois**

### **Concerns over Transfer of Caltrans Park 'n Ride Lots to Metro**

Item No. 18 and Director Najarian's accompanying Motion underscore the importance of Metro's increasingly complex relationship with Caltrans.

LA Metro is and will be investing billions of dollars in highway infrastructure improvements that benefit the state highway system for all Californians. Metro has a critical role as a funder of Caltrans projects.

There is a disturbing, on-going trend of events pertaining to the working relationship with Caltrans and Metro as it relates not only to the implementation of Caltrans highway projects, but the efforts of Metro to transfer Caltrans park 'n ride lots to Metro ownership after years of Metro backfilling the ongoing maintenance vacuum and investment in these lots.

For example, the Harbor Gateway Transit Center (HGTC) maintenance issues alone, have cost Metro about \$4 million in maintenance in the last 3 years.

Meanwhile, Metro has invested about \$8 million on signage, landscaping, lighting, CCTV, variable message signs, one soundwall, public art, and a Sheriff's substation in anticipation of the transfer of the HGTC park 'n ride lot. There is an additional remaining \$10 million scheduled for soundwalls along Harbor Transit Way (HTW), more CCTV, more variable message signs, and more public art. This does not take into account the similar problems being encountered with the other park 'n ride lots Metro has been laboring to transfer.

Additionally, Metro has about \$18 million budgeted in three separate capital projects for HTW improvements (CRD Improvements, Silver Line Improvements, Soundwalls along HTW).

Notwithstanding these major investments, Metro is continually presented with new negotiation obstacles from Caltrans further pushing out the scheduled timelines that were established for these transfers.

The common thread in these issues, as they relate to Item No. 18 and the Najarian Motion, is the need to further examine the straining of the fiduciary and working relationship between Metro and Caltrans regarding future Caltrans projects funded by Metro. If Caltrans is to build a sustainable funding relationship with Metro, it must be able to explain the justifications for the work it is doing and the negotiating positions it has been taking.

**WE, THEREFORE, MOVE** that Caltrans representatives should return to this Committee and the full Board in March, 2014 with further information that will justify the commitments Metro has made and is willing to make on behalf of the public.

1. Provide an explanation as to the justification Caltrans uses to insist that Metro assume historical liabilities for hazardous waste issues as a condition for transfer of any park `n ride lots to Metro.
2. Provide an explanation of why, after two-plus years of negotiations for these transfers the Federal Highways Administration was brought in by Caltrans to oversee the negotiations.
3. Provide an explanation of why Caltrans has changed its position regarding the transfer of the park `n ride lots from actual transfer to a form of "joint use" after Metro has made such a large monetary investment based on the anticipation of property transfer.
4. Provide an explanation of the disparity between the conditions of park `n ride lots in Orange County compared to those in Los Angeles County.