Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2016-0209, **File Type:** Project **Agenda Number:** 14

PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR - SUSTAINABLE TRANSIT ORIENTED COMMUNITIES (OPERATION SHOVEL READY)

ACTION: AUTHORIZE EXECUTION OF FUNDING AGREEMENT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to enter into a **Funding Agreement (FA) for the West Santa Ana Branch Transit Corridor - Sustainable Transit Oriented Communities Predevelopment and Planning Activities (Operation Shovel Ready) with the Gateway Cities Council of Governments (COG), to be led by the Eco-Rapid Transit Joint Powers Authority (JPA)** for near-term project activities in response to the Metro Board February 2016 directive, in an amount not-to-exceed $230,800.

ISSUE

At the February 25, 2016 meeting, the Metro Board directed the CEO to return within 60-days with a budget (not to exceed $18 million), scope of work, potential funding sources and community engagement strategy for the purpose of pursuing Transit Oriented Communities (TOC) predevelopment and planning activities, in coordination with the City and County of Los Angeles, as well as the Eco-Rapid Transit JPA and Gateway Cities COG for the West Santa Ana Branch (WSAB) Transit Corridor (Attachment A). The Gateway Cities COG has requested that Eco-Rapid Transit lead this effort and that staff work directly with them. Staff has had several discussions and meetings with the Eco-Rapid Transit staff concerning the scope of work. These discussions resulted in a two-phased approach. Phase 1 is comprised of nearer-term work elements that would help inform the upcoming environmental document for the WSAB transit project, such as station area planning, parking management guidelines, rail storage and maintenance facility siting methodology and criteria, etc. Phase 1 will also include the development for the larger work scope for Phase 2. Phase 2, the longer-term elements, needs to be coordinated with the preparation of the environmental document. Board authorization is being requested to execute the FA for the Phase 1 elements in order to proceed with the nearer-term project activities. Both the Gateway Cities COG and Eco-Rapid JPA support this approach. Attachment B contains letters of support.

DISCUSSION

Background

The WSAB Transit Corridor is one of the 12 Measure R Transit corridors with $240 million earmarked for the project. The project is contained in Metro's 2009 Long Range Transportation Plan (LRTP) for a total of $649 million, including Measure R dollars earmarked for the project, Proposition C 25% and savings from the I-5 South Construction Project (Measure R 20%), with a revenue service date of 2027. The 2009 LRTP did not specify a mode as that was to be determined through the Alternative Analysis (AA) Study. No other funding has been identified for this project. This is an Operation Shovel Ready project.

The Corridor stretches approximately 20 miles from the City of Artesia to Los Angeles Union Station (LAUS). Attachment C shows the study area, which uses eight miles of Metro-owned abandoned Pacific Electric Rail right-of-way (PEROW) from the Los Angeles/Orange County border north to the City of Paramount. It extends 12 miles north of the City of Paramount to LAUS via a combination of local streets and privately owned rail ROW. Of this 12 miles, the route from Huntington Park to LAUS is undetermined (approximately six miles).

In February 2013, the Southern California Association of Governments (SCAG) completed an AA Study for the 40 miles WSAB Corridor from Union Station to Santa Ana in Orange County. The SCAG approved AA Study eliminated from further consideration Bus Rapid Transit (BRT), Streetcar and MagLev leaving Light Rail Transit (LRT) as the recommended mode.

In September 2015, Metro completed the Technical Refinement Study that focused on specific issues for the Los Angeles County portion of the corridor (Artesia to LAUS) that were raised during the AA. The Technical Refinement Study updated the Los Angeles County portion project's cost based on five percent conceptual level of engineering. The Study estimated the project cost at $4 billion in 2015 dollars. The WSAB project is currently in the procurement phase to obtain both environmental clearance and outreach consultant services for the Los Angeles County segment. The Board is scheduled to consider contract award in September/October 2016.

Scope of Work

In collaboration with Eco-Rapid Transit, staff developed a two-phased approach to pursuing sustainable TOCs along the corridor. Phase 1 includes scope elements that can be undertaken in the near-term to help inform the upcoming environmental document. Work for this phase can utilize the remaining $230,800 from the original $350,000 directed by the Metro Board in January 2014 for participation in the Technical Refinement Study (Attachment D). The scope of work for Phase 1 includes:

1. Develop a detailed scope of work for Phase 2 long-term Sustainable TOCs along the WSAB Transit Corridor including timeline, budget and potential funding sources. The Phase 2 work needs to be completed in conjunction with the environmental document as stations are sited

and the alignments plans and profiles are more solidified. Staff will be working with Eco-Rapid Transit to develop a detailed scope of work for Phase 2 activities such as an evaluation of existing systems - electric, water, storm water, sewage, fiber (data), to identify opportunities to modify existing facilities to create a state-of-the-art infrastructure, as well as the identification of potential funding sources for the scope elements.

2. Conduct Conceptual Land Use Planning Studies for three southern station areas not previously studied or funded through Metro, Federal Highway Administration (FHWA), or SCAG grants. Community engagements will be included as part of the studies. The three station areas are:
   - City of Cerritos: 183rd/Gridley Street station
   - Cities of Paramount and South Gate: I-105 Freeway/New Green Line station
   - City of Paramount: Paramount Blvd./Rosecrans Avenue station

   Station planning on the northern stations has been deferred to later in the environmental process when the alignment to LAUS is more solidified.

3. Develop Parking Management Guidelines as a technical supplement for the environmental document. This shall include recommended methodology, guiding principles, typology and key issues for parking management in the corridor and in the station areas. The report will include recommendations for Metro's consideration to inform the environmental document.

4. Identify criteria and methodology for working with corridor cities to identify potential sites for a rail storage and maintenance facility to be cleared as part of the environmental document.

5. Project Management/Administration for the above scope elements, including the submittal of quarterly reports/invoices.

DETERMINATION OF SAFETY IMPACT

This action will not have any impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY 2015-16 budget includes $456,000 for Professional Services in Cost Center 4370, Project 460201 (WSAB Transit Corridor). Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget
The funding for this project is from Measure R 35%. As these funds are earmarked for the WSAB Project, they are not eligible for Metro bus and rail capital and operating expenditures.

ALTERNATIVES CONSIDERED

The Board may choose not to enter into the FA, enter into a FA for a different amount, or defer executing the agreement until the full scope is developed. These alternatives are not recommended

as the pursuit of TOCs along the WSAB Transit Corridor was previously directed by the Board. Additionally, Phase 1 scope elements will help inform the environmental document. This approach has been developed in close collaboration with the Eco Rapid Transit JPA.

NEXT STEPS

Upon Board approval, staff will execute the FA with the Gateway Cities COG to initiate work for the Phase 1 tasks. Staff will continue working with Eco-Rapid Transit and the Gateway Cities COG to develop the scope of work for the long-term tasks to meet the Board directive, and will return to the Board in early FY 17 with a scope of work for the remaining work not to exceed $17,769,200.

ATTACHMENTS

Attachment A - February 25, 2016 Board Motion, Item# 32.1
Attachment B - Letters of Support
Attachment C - WSAB Transit Corridor Study Area Map
Attachment D - January 15, 2014 Board Motion

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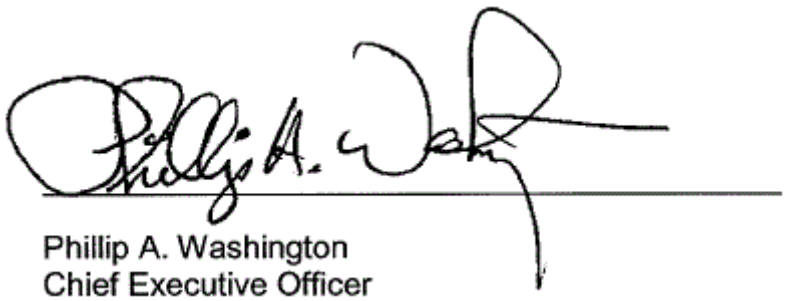
Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Item # 32.1

REVISED

Motion by Directors Knabe, DuBois, Garcetti and Solis

West Santa Ana Branch Transit Corridor (Eco-Rapid Transit Project)

Creating Sustainable Transit Oriented Communities

Measure R includes the West Santa Ana Branch (Eco-Rapid Transit) Transit Corridor. This project runs 20 miles from the City of Artesia in Southeast Los Angeles County and continues through the cities of Artesia, Bell, Bellflower, Bell Gardens, Cudahy, Downey, Huntington Park, Los Angeles, Maywood, Paramount, South Gate, and Vernon.

The cities along this alignment are committed to supporting the implementation of this corridor and have come together in the Eco-Rapid Transit Joint Powers Authority whose mission is to pursue the development of an environmentally friendly energy efficient addition to the Los Angeles County transit system.

This addition to the LA County transit system will enhance and increase transportation options for the residents of the member cities, provide access to employment in other parts of the County and improve the quality of life for all area residents including those cities that have been designated "Disadvantaged Communities by the CalEPA EnviroScreen (SB 535 – De Leon Chapter 830, Statue of 2012).

The Los Angeles County Metropolitan Transportation Authority (MTA) is undertaking environmental studies in preparation for their development of the West Santa Ana Branch transit corridor.

Eco-Rapid Transit JPA, building on the Los Angeles County Economic Development Strategy and the Eco-Rapid Design Guidelines, is desirous of working directly with the communities along the corridor to develop a consistent set of development standards, practices, and sustainability objectives to encourage and incentivize new transit oriented developments throughout the West Santa Ana Branch transit corridor. This work will improve the ability of corridor jurisdictions to attract other funding to carry out identified public infrastructure improvements.

Eco-Rapid Transit will manage the preparation of local development plans and policies to incorporate specific Sustainable Development targets including an evaluation of existing systems—electric, water, storm water, sewage, fiber (data) to identify opportunities to modify existing facilities to create state-of-the art infrastructure that addressed the needs of these Environmental Justice areas. Additionally, the project will identify opportunities in existing transport facilities to identify changes within the corridor that could support increased mode share shifts from vehicles to transit, enhance active transportation opportunities, improve first and last mile connections and related design changes in housing, economic development, parking that better supports achieving the sustainability targets.

In order to achieve these transit oriented communities goals, we hereby request that:

~~A)~~ Direct the CEO to return to the Board of Directors within 60 days with a budget (not to exceed $18 million), scope of work, potential funding sources and community engagement strategy ~~Measure R funds in the amount of $18 million be allocated~~ for the purpose of pursuing Transit Oriented Communities (TOC) predevelopment and planning activities, in coordination with the City and County of Los Angeles as well as the Eco-Rapid Transit and Gateway Cities Council of Governments, for the West Santa Ana Branch Project ~~alignment and communities.~~

~~B) Metro Staff work with the Gateway Cities Council of Governments or the Eco-Rapid Transit JPA to implement this program.~~

ATTACHMENT B

Artesia
Avalon
Bell
Bellflower
Bell Gardens
Cerritos
Commerce
Compton
Cudahy
Downey
Hawaiian Gardens
Huntington Park
Industry
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

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

April 1, 2016

The Honorable Mark Ridley-Thomas
Chairman, Los Angeles County Metropolitan Transportation Authority
Supervisor, Second District, County of Los Angeles
500 W Temple St #866
Los Angeles, CA 90012

Dear Supervisor Ridley-Thomas:

On behalf of the Gateway Cities Council of Governments (COG), we thank you for your support last month of Item 32.1, the West Santa Ana Branch Transit Corridor (Eco-Rapid Transit Project) and our effort to create sustainable transit oriented communities. The motion provided for Metro staff to return to the Board with a recommendation to create a program and allocate funding for a transit oriented communities program for the Eco-Rpaid Alignment.

We ask again for your support as we have worked closely with Metro staff to develop this initial scope of work to authorize the Metro Chief Executive Officer (CEO) to enter into a Funding Agreement with Gateway Cities Council of Governments for near team project activities.

The alignment cities are committed to working together and supporting the implementation of this project. The entire COG supports this effort and has determined that the Eco-Rapid/West Santa Ana Branch project is the COG's top transit project priority. We will build upon the Los Angeles County Economic Development Strategy and the Metro Transit Oriented Development (TOD)Round 2 funded Eco-Rapid Transit TOD Guidelines. Eco-Rapid Transit will use this project to empower our communities and create partnerships built on common economic development and quality of life goals and objectives. With your help, we are starting this now.

Again, thank you very much. We support this item and look forward to working with Metro to create sustainable transit oriented communities in this corridor.

Sincerely,

Richard R. Powers, Executive Director
Gateway Cities Council of Governments

16401 Paramount Boulevard ▪ Paramount, California 90723 ▪ phone (562) 663-6850 fax (562) 634-8216
www.gatewaycog.org

ECO-RAPID TRANSIT

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership 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 Cudahy
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of South Gate
City of Vernon
Burbank-Glendale-Pasadena Airport Authority

Chair
Maria Davila
Council Member
City of South Gate

Vice Chairman
Zareh Sinanyan
Council Member
City of Glendale

Secretary
Cristian Markovich
Mayor
City of Cudahy

Treasurer
Michael McCormick
Mayor
City of Vernon

Internal Auditor
Ali Sajjad Taj
Mayor Pro Tem
City of Artesia

Executive Director
Michael R. Kodama

General Counsel
Teresa L. Highsmith

Ex-Officio
Rene Bobadilla
City Manager Representative

March 31, 2016

The Honorable Mark Ridley-Thomas
Chairman, Los Angeles County Metropolitan Transportation Authority
Supervisor, Second District, County of Los Angeles
500 W Temple St #866
Los Angeles, CA 90012

Dear Supervisor Ridley-Thomas,

On behalf of Eco-Rapid Transit, we thank you for your support last month of Item 32.1, the West Santa Ana Branch Transit Corridor (Eco-Rapid Transit Project) and our effort to create sustainable transit oriented communities. We ask again for your support as we have worked closely with Metro staff to develop this initial scope of work to authorize the Metro Chief Executive Officer (CEO) to enter into a Funding Agreement with Gateway Cities Council of Governments (COG) for near team project activities.

Our cities along this alignment are committed to working together and supporting the implementation of this project. We will build upon the Los Angeles County Economic Development Strategy and the Metro TOD Round 2 funded Eco-Rapid Transit TOD Guidelines. Eco-Rapid Transit will use this project to empower our communities and create partnerships built on common economic development and quality of life goals and objectives. With your help, we are starting this now.

Again, thank you very much. We support this item and look forward to working with Metro to create sustainable transit oriented communities in this corridor.

Sincerely,

Michael R. Kodama
Executive Director, Eco-Rapid Transit

ATTACHMENT C

West Santa Ana Transit Corridor Study Area Map

ATTACHMENT D

DuBois, Knabe Motion: Amendment to Metro Staff Report for Item 14

Consistent with Third Party Administration Programs in other regions and in recognition that this next phase of alignment development will significantly impact the budget and staff of the project area cities, authorize the Chief Executive Office to allocate $350,000 for "Third Party Administration" of the West Santa Ana Brach Line. Work with the Gateway Cities Council of Governments and the Eco-Rapid Transit Joint Powers Authority to implement a "Third Party Administration" program.