



Metro

*Watch online: <https://boardagendas.metro.net>
Listen by phone: Dial 888-251-2949 and enter Access Code:
8231160# (English) or 4544724# (Español)*

Agenda - Final

Wednesday, February 15, 2023

10:30 AM

To give written or live public comment, please see the top of page 4

Planning and Programming Committee

Ara J. Najarian, Chair

Karen Bass, Vice Chair

James Butts

Jacquelyn Dupont-Walker

Fernando Dutra

Hilda Solis

Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

Requests can also be sent to boardclerk@metro.net.

323.466.3876 - Customer Service Line



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - <https://records.metro.net>

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - <https://www.metro.net>

TDD line (800) 252-9040

Board Clerk Email - boardclerk@metro.net

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Committee Meeting begins at 10:30 AM Pacific Time on February 15, 2023; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 15 de Febrero de 2023. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
Codigo de acceso en espanol: 4544724#

Los comentarios del público se tomara cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5, 6, and 7.

Consent Calendar items are approved by one vote unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

5. SUBJECT: NEW SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS

[2022-0573](#)

RECOMMENDATIONS

CONSIDER:

- A. APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIPs) recommended for Board approval (Attachment A),
- B. AUTHORIZING the Chief Executive Officer or their designee to:
 - 1. APPROVE changes in the number, scope, program schedule (allocations and cashflows) and cost estimate for each project within the overall MIP program budget and individual MIP Sponsor allocation;
 - 2. AMEND the MIP Funding Agreements to modify scopes of work consistent with the MIP eligibility requirements; and
 - 3. EXTEND lapse dates for the MIP Funding Agreements when subject to expire to meet environmental, design, right-of-way, and construction time frames.

Attachments: [Attachment A - Mobility Improvement Projects Recommended](#)
[Attachment B - Motion 35: Clarifying Eligible Uses for SR-710 North MIPs](#)
[Attachment C - Project Sponsor Submittals](#)
[Attachment D - Motion 29.1: SR-710 N \(Related to Item 29: File ID# 2017-0097\)](#)
[Attachment E - MIP Programmed Funds](#)
[Attachment F - Rescoped MIP Descriptions by Sponsor](#)

6. SUBJECT: EXPO/CRENSHAW JOINT DEVELOPMENT

[2022-0833](#)

RECOMMENDATIONS

AUTHORIZE:

- A. the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with WIP-A, LLC, a wholly-owned subsidiary of Watt Companies (WIP-A), Inc. and the County of Los Angeles (County) in regard to the joint development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property adjacent to the K Line Expo/Crenshaw Station to extend the term for twelve months, and provide for an additional twelve month option to be exercised at staff's discretion; and
- B. the modification of the ENA's assignment provision to allow for the assignment of the ENA to one or more developer entities, each of which shall be made up of the following entities or an affiliate or instrumentality of such entities: WIP-A, West Angeles Community Development Corporation, The Richman Group of California Development Company LLC and the Housing Authority of the City of Los Angeles (Limited Partnership(s)).

Attachments: [Attachment A - Site Map](#)
 [Presentation](#)

**7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM
ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION**

[2022-0863](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

- 1. Deobligating \$3,623,887 from the Las Virgenes/Malibu Subregion's Measure M Multi-Year Subregional Program (MSP) Active Transportation, Transit, and Tech Program, as shown in Attachment A;
- 2. Programming an additional \$18,708,637 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B;
- 3. Programming an additional \$5,472,000 within the capacity of Measure R Highway Operational Program, as shown in Attachment C; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to

SUBJECT: GENERAL PUBLIC COMMENT

[2023-0067](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN
COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2022-0573, File Type: Program

Agenda Number: 5.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 15, 2023**

SUBJECT: NEW SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIPs) recommended for Board approval (Attachment A),
- B. AUTHORIZING the Chief Executive Officer or their designee to:
 - 1. APPROVE changes in the number, scope, program schedule (allocations and cashflows) and cost estimate for each project within the overall MIP program budget and individual MIP Sponsor allocation;
 - 2. AMEND the MIP Funding Agreements to modify scopes of work consistent with the MIP eligibility requirements; and
 - 3. EXTEND lapse dates for the MIP Funding Agreements when subject to expire to meet environmental, design, right-of-way, and construction time frames.

ISSUE

At the February 2022 meeting, the Board approved Motion 35 (Attachment B) expanding the definition of mobility improvements eligible for MIP funds, thereby giving recipients of MIP Measure R funds (i.e., San Gabriel Valley MIP Sponsors) the opportunity to submit new or substitute projects for Board approval, and to revise scopes of work in consideration of the eligible uses for Measure R MIP funds clarified by the motion. Board Motion 35 was introduced by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts. Staff reviewed and evaluated 13 new projects (Attachment C) and is seeking Board approval for the 10 projects listed in Attachment A.

BACKGROUND

Upon completion of the SR-710 Gap Closure Project environmental process and adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) as the Preferred Alternative, at its May 2017 meeting, the Board approved Motion 29.1 (Attachment D

<<https://boardagendas.metro.net/board-report/2017-0097/>)%20>) identifying the next steps and guiding the implementation of the local mobility improvement projects to bring immediate relief to the SR-710 corridor cities in the San Gabriel Valley, the Central subregion (City of Los Angeles) and the Los Angeles County unincorporated area of East Los Angeles affected by the SR-710 freeway gap. Motion 29.1 was introduced by Directors Fasana, Barger, Solis, Garcetti, and Najarian.

As a result of this action, more than \$1 billion in Measure R, state and federal funds were allocated to the San Gabriel Valley cities of Alhambra, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena; and to the City and County of Los Angeles for eligible MIPs, starting in FY2020 and subject to the availability of funds.

More than 250 project proposals were submitted by local agencies for consideration, of which 104 were selected based on the eligibility requirements outlined in Motion 29.1. Should the Board approve the new projects set forth in Attachment A, the total number of projects eligible for MIP funds would increase to 114, without exceeding the overall MIP program budget or individual MIP Sponsor allocations.

The 10 new MIPs recommended for Board approval also support Metro's Objectives for Multimodal Highway Investment to:

- (1) Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region.
- (2) Work with local communities to reduce disparities caused by existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life.
- (3) Ensure local and regional investment in LA County's highway system is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunity.

Executing funding agreements with MIP Sponsors or issuing contracts/task orders for each MIP is the first step in the project development process. Utilizing Metro's Complete Streets and Highways On-Call Services Contract remains an option for the cities, if requested, to assist in expediting the completion of the environmental and design phases for each MIP.

DISCUSSION

As described in Motion 35, the following three (3) categories of improvements are consistent with the purpose and need of the SR-710 North Project, support the Board's adoption of the SR-710 North Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative, and are therefore eligible for MIP Measure R funds: (1) Bus Infrastructure Improvements, (2) Bikeway Improvements and (3) Pedestrian Improvements.

The cities of Monterey Park and Pasadena have proposed new and substitute (replacement)

projects, respectively. Both cities are requesting the reallocation of previously approved MIP funds to implement the new projects, therefore no additional funding is needed.

The current MIP programmed funds reported in Attachment E are based on the availability of funds; Metro's overall funding strategy and programming capacity; and previous input and requests made by MIP Sponsors in response to Motion 35 and local project priorities and concerns.

The new projects submitted by the cities of Monterey Park and Pasadena were evaluated and recommended for approval based on initial project information (scope, descriptions, justifications, and preliminary cost estimates) and anticipated benefits that were provided. Staff will further evaluate and validate the scope, schedule, justification, benefits, and cost estimate for each project before executing funding agreements to ensure compliance with the intent and direction of the Board.

As shown in Attachment C, the Project Type categories previously established for submittals were used to group the new projects. In addition, a new Project Type 9 (Multimodal Mobility Improvements) category was established to group new submittals that represent more than one project type.

Brief descriptions of the new projects recommended for Board approval are referenced below and described further in Attachment F. Also, a recent proposal from the City of Monterey Park to rescope and refine conceptual plans for a previously approved MIP, to address community concerns and to reallocate the savings to a new project, is discussed below and described in Attachment F for Board approval.

MONTEREY PARK

The Board approved a total of \$100,300,000 in Measure R MIP funds for six projects in Monterey Park, of which \$60,000,000 was allocated to the Three Parking Structures on Garvey Project (Parking Structure MIP). Approval of the Parking Structure MIP was contingent upon converting the on-street parking lane to a mixed-flow traffic lane on Garvey Avenue (from Atlantic Boulevard to New Avenue) to improve mobility. To address concerns about losing on-street parking, the City is proposing to revise the Parking Structure MIP scope by providing a multimodal mobility hub in conjunction with at least one off-site parking structure to improve mobility.

Also, in response to community requests for more multimodal options, the City proposes to allocate a portion of the Parking Structure MIP funds (\$20,840,000) to a new project - Monterey Pass Road Improvements (Floral Drive to the Garvey Avenue/Fremont Avenue Intersection) - to relieve congestion and improve mobility on a route that is reportedly used to bypass traffic bottlenecks generated by the I-10/710 interchange. As described in Attachment F, the new project will provide bus transit improvements, pedestrian enhancements, and Americans with Disabilities Act (ADA) infrastructure upgrades to support multimodal mobility.

PASADENA

The Board approved a total of \$241,850,000 in Measure R MIP funds for five projects in Pasadena, of which \$230,500,000 was allocated to the Gold Line Grade Separation at California Boulevard

Project (Grade Separation Project). After conferring with Metro and reassessing the Grade Separation Project, the City concluded the costs, impacts and changes to existing and proposed land uses adjacent to the rail crossing outweigh the benefits of grade separating the light rail tracks. In addition, the change in ownership of the transportation infrastructure resulting from the relinquishment of the SR-710 northern stub to the City (from Union Street to Columbia Street) has given cause for the City to update its previous project list submittal and develop near-term projects for the stub area, based on community feedback, to meet the north-south travel demand, enhance safety, and provide complete streets concepts, traffic signal upgrades, and transit systems expansions that will provide equitable multimodal mobility options, as described in Attachment F.

Therefore, instead of advancing the Grade Separation Project, the City proposed a dozen replacement projects to Metro for consideration. Also, the City would like to reallocate the funding approved and programmed for the Grade Separation Project (\$230,500,000) to the replacement projects that are approved by the Board to improve mobility, provide multimodal options, and enhance safety.

Based on staff's recommendation (described in Attachment A), there will be a balance of \$49,100,000 in Measure R MIP funds available for the City from the previously approved Grade Separation Project allocation. It is anticipated, upon further development of the projects (or project elements) not recommended by staff, that the City will return to the Board with additional project information or new replacement projects for consideration until all funds have been allocated.

DETERMINATION OF SAFETY IMPACT

Approval of staff's recommendations has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. Caltrans and local safety standards will be adhered to during the project development and implementation of the proposed new projects.

FINANCIAL IMPACT

The amount of \$9,440,934 is included in the FY23 adopted budget under Complete Streets & Highways Cost Centers 4730 and 0442, under SR-710 North Corridor Mobility Improvement Project (461315), Professional Services (50316) and Subsidies (54001) Accounts.

Staff will reassess the approved FY23 budget and make the necessary adjustments for new projects requiring funds beyond the current fiscal year budget. Staff will also refine future cashflow needs based on the recommendations and programming requests and the agency's overall funding strategy.

Since this is a multi-year program of mobility improvements, the Chief Planning Officer will continue to be responsible budgeting any remaining costs in future fiscal years.

Impact to Budget

The source of funds for the new projects will be Measure R Highway Capital (20%) Funds. This fund source is not eligible for Bus and Rail Operations or Capital Expenditures.

EQUITY PLATFORM

The Board-approved Highway Subsidy grants for the SR-710 North MIPs are aligned with the Measure R Board-approved guidelines; and consistent with Board Motions 29.1 and 35, Metro's Strategic Plan Goal, and Metro's Objectives for Multimodal Highway Investments. This subsidy program affords local agencies the opportunity to develop and implement transportation projects that improve mobility, address local concerns, and provide better and safer access to key destinations (jobs, employment centers, markets, commercial centers, recreational centers, healthcare facilities, etc.) that may lead to more equitable outcomes.

All the MIPs are being administered by local agencies, except for one city that elected to utilize Metro's Complete Streets & Highways On-Call Services Contract to expedite the project development process. Over the years, various community outreach efforts have been conducted by MIP Sponsors to inform the project development process and address transportation disparities in or near equity-focus and disadvantaged communities. Each MIP Sponsor is responsible for engaging the public, key stakeholders, and community-based organizations, as necessary, depending on the proposed improvements and potential impacts.

Specific community engagement and outreach efforts conducted by the City for the new Monterey Park project (Monterey Park Pass Road Improvements) and other projects included convening two public/city council meetings (on March 17, 2021 and January 13, 2022); posting project information on the City's website via Google Translation; and disseminating multilingual (English, Chinese and Spanish) project information (mailers/postcards, notices) to residents, adjacent business owner associations, the Chamber of Commerce, and senior centers. During the first meeting, the City received comments from 23 speakers in attendance and approximately 150 written comments (mail). The second meeting was held to address the community feedback obtained during the first meeting held in March 2021.

Specific community engagement and outreach efforts conducted by the City for the Pasadena replacement projects included sending direct mailings to over 1000 residents within the City's disadvantaged census tract area; and convening a public open house meeting on August 9, 2022 (with bilingual staff in attendance to answer questions in Spanish and English) that was attended by approximately 100 people, followed by another public meeting held on September 2, 2022, and subsequent city council and committee meetings. In addition, eight targeted outreach meetings were held with key stakeholders and sensitive receptors along the 710 corridor (four schools, homeowner associations and Huntington Hospital) to address local specialized concerns.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goals to:

- (1) Provide high quality mobility options that enable people to spend less time traveling.
- (2) Enhance communities and lives through mobility and access to opportunity.
- (3) Transform LA County through regional collaboration.

ALTERNATIVES CONSIDERED

The Board may choose not to accept staff's recommendations. This alternative is not recommended as this would not be consistent with the Board's directive for staff to work directly with the cities in identifying eligible projects and could possibly delay bringing relief to affected local jurisdictions.

NEXT STEPS

Upon Board approval, the MIP Sponsors will be notified of the Board's decision. Staff will work with the MIP Sponsors to help refine the project scopes of work and cost estimates that are needed to execute the Funding Agreements for the newly approved MIPs. In addition, staff will continue to assist in the delivery of all the MIPs and provide biannual reports to the Board.

ATTACHMENTS

Attachment A - NEW Mobility Improvement Projects Recommended

Attachment B - Motion 35: Clarifying Eligible Uses for SR-710 North MIPs (File ID# 2022-0115)

Attachment C - NEW Project Sponsor Submittals

Attachment D - Motion 29.1: SR-710 North (Related to Item 29: File ID# 2017-0097)

Attachment E - MIP Programmed Funds

Attachment F - New & Rescoped MIP Descriptions by Sponsor

Prepared by:

Michelle E. Smith, Senior Director, Countywide Planning & Development- Complete Streets and Highways, (213) 547-4368

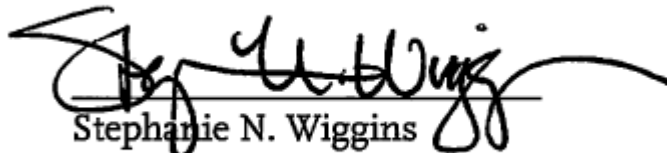
Ernesto Chaves, Executive Officer, Countywide Planning & Development- Complete Streets and Highways, (213) 547-4362

Ray Sosa, Deputy Chief Planning Officer, Countywide Planning & Development, (213) 547-4274

.Reviewed_By

Reviewed by:

James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

NEW MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED

LINE #	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE ¹
PROJECT TYPE 3: Intelligent Transportation System [ITS] Projects			
1	Pasadena	Orange Grove Boulevard Traffic Signal & Intersection Improvements ² (At Colorado Boulevard and Holly Street Intersections)	\$4,500,000
2	Pasadena	Metro Line L At-Grade Crossing Enhancements ²	\$2,500,000
SUBTOTAL			\$7,000,000
PROJECT TYPE 4: Transit Projects			
1	Pasadena	Transit Operations and Maintenance Facility ²	\$65,400,000
PROJECT TYPE 5: Active Transportation Projects			
1	Monterey Park	Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues) ³	\$20,840,000
2	Pasadena	Greenways (4 Bike Boulevards -Wilson, El Molino, Sierra Bonita & Craig Avenues) ²	\$12,000,000
SUBTOTAL			\$32,840,000
PROJECT TYPE 9: Multimodal Mobility Improvements			
1	Pasadena	Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia) ²	\$75,100,000
2	Pasadena	Avenue 64 Complete Streets Program ²	\$1,800,000
3	Pasadena	Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue) ²	\$ 9,900,000
4	Pasadena	San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard) ²	\$4,800,000
5	Pasadena	Orange Grove Mobility Improvement Program ²	\$5,400,000
SUBTOTAL			\$97,000,000
TOTAL			\$202,240,000
MONTEREY PARK TOTAL			\$ 20,840,000
PASADENA TOTAL			\$181,400,000 ⁴

NOTE: No additional funds are being requested.

¹ All estimates are preliminary planning level cost estimates subject to reevaluation based on more detailed scopes of work.

² This replacement project is submitted in lieu of the previously approved Gold Line Grade Separation at California Blvd MIP.

³ A portion of funds from rescoped Parking Structure MIP (with Multimodal Mobility hub) will be allocated to this new project.

⁴ A balance of \$49,100,000 remains for Pasadena [\$230.5M available - \$181.4M reallocated to nine (9) replacement projects].



Metro

Board Report

File #: 2022-0115, File Type: Motion / Motion Response

Agenda Number: 35.

REGULAR BOARD MEETING FEBRUARY 24, 2022

Motion by:

DIRECTORS SOLIS, SANDOVAL, BARGER, BONIN, GARCETTI, and BUTTS

Clarifying Eligible Uses for SR-710 North Mobility Improvement Projects Motion

The SR-710 North Mobility Improvement Projects (MIP) were created as an alternative to the SR-710 Gap Closure project following the Board's adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative in 2017 for the SR-710 project. Since its creation, some recipients of MIP funding have expressed the desire for more flexibility, and on February 16, 2022, the Monterey Park City Council decided to forego any action related to adding lanes to Garvey Avenue under their Garvey Avenue Improvements Project in favor of seeking other improvements.

As stated in the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), the purpose of the 710 N Project is "to effectively and efficiently accommodate regional and local north south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles." The purpose continues and highlights certain considerations, including "[improving the] - efficiency of the existing [...] transit networks, [reducing] congestion on local arterials adversely affected due to accommodating regional traffic volumes, [and minimizing] environmental impacts related to mobile sources."

Direction from the Metro Board of Directors is necessary to clarify, based on the EIR/EIS, what kinds of MIPs are eligible for Measure R funding. This motion proposes to clarify that the following three categories of improvements are consistent with the purpose and need of the 710 N Project, support the adopted TSM/TDM alternative, and are subsequently eligible for MIP Measure R funds available for the SR-710 N Gap Closure project:

- 1) Bus Infrastructure Improvements: The TSM/TDM alternative includes transit service improvements which support efficiency of existing transit networks as stated in the project purpose.
- 2) Bikeway Improvements: The EIR/EIS TSM/TDM alternative includes Class III bike route projects. Recipients of MIP funding should also be able to implement standalone Class I, II or IV bikeways.

3) Pedestrian Improvements: The EIR/EIS states that TSM "... encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system." Pedestrian improvements make it easier and more appealing to walk and run to and from destinations, thereby increasing potential for mode shift and congestion reduction. Pedestrian improvements are encouraged as part of any comprehensive TSM strategy and contribute to a comprehensive transportation system that promotes non-vehicular travel.

If recipients of MIP funding propose projects that require vehicular lane reductions, they should first demonstrate that the project is consistent with the purpose and need of the 710 N Project. Guidance issued by Metro should be utilized to ensure consistency.

SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts that directs the CEO to take the following actions:

- A. Find that new mobility improvement are eligible as both standalone projects and as components of larger projects, as follows:
- On-street bus priority infrastructure including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements.
 - Class I, II, III or IV bikeway projects.
 - Sidewalk improvements, including but not limited to, widening, shade trees, and curb ramps.
 - Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks.
 - Any recipient of MIP Measure R funding that proposes a project which requires a reduction in vehicle lanes should first make a determination that the proposed project is consistent with the purpose and need of the 710 N Project. The determination should be based on guidance issued by Metro.
- B. Provide recipients of MIP Measure R funding the opportunity to revise scopes of work or propose a replacement project if recipients intend to take advantage of the eligible uses clarified through this motion.
- C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes. This guidance should ensure that all proposed projects are consistent with the purpose and need of the 710 N Project.

NEW MOBILITY IMPROVEMENTS
PROJECT SPONSOR SUBMITTALS

LINE #	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE ¹
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects			
1	Pasadena	SR710/SR134/I210 Ramp Modifications ^{2,3,5}	\$150,000,000
SUBTOTAL			\$150,000,000
Project Type 3: Intelligent Transportation System [ITS] Projects			
1	Pasadena	Orange Grove Boulevard Traffic Signal & Intersection Improvements ³ (At Colorado Boulevard and Holly Street Intersections)	\$4,500,000
2	Pasadena	Metro L Line At-Grade Crossing Enhancements ³	\$2,500,000
SUBTOTAL			\$7,000,000
PROJECT TYPE 4: Transit Projects			
1	Pasadena	Transit Operations and Maintenance Facility ³	\$65,400,000
SUBTOTAL			\$65,400,000
PROJECT TYPE 5: Active Transportation Projects			
1	Monterey Park	Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues) ⁶	\$20,840,000
2	Pasadena	Greenways (Bike Boulevards) ³	\$12,000,000
3	Pasadena	Arroyo Link Project ^{3,4,5}	\$65,000,000
SUBTOTAL			\$97,840,000
PROJECT TYPE 9: Multimodal Mobility Improvements			
1	Pasadena	Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia Streets) ³	\$75,100,000
2	Pasadena	Ave 64 Complete Streets Program ³	\$1,800,000
3	Pasadena	Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue) ³	\$9,900,000
4	Pasadena	San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard) ³	\$4,800,000
5	Pasadena	Continental Crosswalk Implementation ³	\$6,800,000
6	Pasadena	Orange Grove Mobility Improvement Program ³	\$5,400,000
SUBTOTAL			\$103,800,000
TOTAL			\$424,040,000

Metro Project Type Groupings [for Submittals]

PROJECT TYPE 1: Local Street/Road & Freeway Local Interchange Mobility and Operational Improvements Projects

PROJECT TYPE 2: Local Street Intersection Improvements Projects

PROJECT TYPE 3: Intelligent Transportation System [ITS] Projects

PROJECT TYPE 4: Transit Projects

PROJECT TYPE 5: Active Transportation Projects

PROJECT TYPE 6: Maintenance/Rehabilitation/Safety Projects

PROJECT TYPE 7: Studies

PROJECT TYPE 8: Parking Structures

PROJECT TYPE 9: Multimodal Mobility Improvements [NEW]

NOTE: NO additional funds are being requested.

¹ All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work (SOW).

² Project is not fully funded. Cost estimate could exceed \$150M.

³ This replacement project is submitted in lieu of the previously approved Gold Line Grade Separation at California Blvd Project.

⁴ Cost estimate could range from \$45-65M.

⁵ Further study, design, coordination with stakeholders is needed to refine SOW and cost estimate. Project could be scalable.

⁶Funding reallocated/made available from rescoped Parking Structure MIP.

Metro

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



Board Report

File #:2017-0358, File Type:Motion / Motion
Response

Agenda Number:29.1

**REVISED
REGULAR BOARD MEETING
MAY 25, 2017**

Motion by:

FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN

May 25, 2017

Relating to Item 29; File ID 2017-0097: SR-710 North

The Expenditure Plan for Measure R, approved by voters in 2008, included \$780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated \$3+ billion (in 2014\$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

- A. **SUPPORT** adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.
- B. **ALLOCATE** \$105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.
- C. **ALLOCATE** remaining Measure R funds available for the "Interstate 710 North Gap Closure

(tunnel) Project” for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

- D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.
- E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.
- F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.
- G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.
- H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.

MIP ID #	PROJECT SPONSOR	PROJECT NAME	FY22 and PRIOR YRS	FY23	FY24	FY25	FY26	FY27	FY28+	TOTAL	
PROJECT TYPE 1: Local Street/Road & Freeway Local Interchange Mobility and Operational Improvement Projects											
MR1.1.1.01	Alhambra	SR-710 North of I-10 Termination Project [I-10 to Valley Boulevard]	\$0	\$1,000,000	\$3,500,000	\$4,500,000	\$4,500,000	\$20,000,000	\$28,900,000	\$62,400,000	
MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration	\$0	\$4,000,000	\$4,000,000	\$4,000,000	\$30,600,000	\$38,100,000	\$19,300,000	\$100,000,000	
MR1.1.1.03	Alhambra	I-10/Atlantic Boulevard On and Off Ramp Reconfiguration	\$0	\$300,000	\$1,500,000	\$2,000,000	\$2,500,000	\$13,700,000	\$0	\$20,000,000	
MR1.1.1.04	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration	\$0	\$300,000	\$1,500,000	\$2,000,000	\$2,500,000	\$2,500,000	\$11,200,000	\$20,000,000	
MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Blvd to Mission Rd]	\$950,000	\$750,000	\$6,000,000	\$6,700,000				\$14,400,000	
MR1.1.2.02	Alhambra	I-10/New Avenue Freeway Interchange Ramp Reconfiguration	PROJECT WITHDRAWN & FUNDS REALLOCATED PER SPONSOR REQUEST								(\$10,000,000)
MR1.1.2.03	Alhambra	Railroad Channel Bridge Wdng Project [Mission Rd & Atlantic Blvd]	PROJECT WITHDRAWN & FUNDS REALLOCATED PER SPONSOR REQUEST								(\$8,400,000)
MR1.1.2.05	Alhambra	Railroad Channel Bridge Wdng Project [Mission Rd & Garfield Ave]	PROJECT WITHDRAWN & FUNDS REALLOCATED PER SPONSOR REQUEST								(\$8,400,000)
LA8.1.1.06	LA City	Soto Street Widening Project [Valley Boulevard and UPRR]	\$4,000,000							\$4,000,000	
LA8.1.1.07	LA City	Soto Street Widening from Multnomah Street to Mission Road	\$0	\$0	\$0	\$0	\$5,330,000	\$7,000,000	\$14,000,000	\$26,330,000	
MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements	\$375,000	\$200,000	\$175,000	\$1,000,000	\$650,000			\$2,400,000	
MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements	\$1,600,000	\$600,000	\$300,000	\$15,000,000	\$8,800,000			\$26,300,000	
MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements	\$100,000	\$600,000						\$700,000	
MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements	\$200,000	\$50,000	\$1,650,000					\$1,900,000	
MR3.1.1.30	Pasadena	Gold Line Grade Separation at California Blvd	\$2,100,000	\$3,150,000	\$15,750,000	\$21,000,000	\$21,000,000	\$21,000,000	\$21,000,000	\$105,000,000	
MR3.1.2.06	Pasadena	Gold Line Grade Separation at California Boulevard [ROW & Construction]	\$0	\$0	\$0	\$31,375,000	\$31,375,000	\$31,375,000	\$31,375,000	\$125,500,000	
MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project	\$390,000	\$2,210,000						\$2,600,000	
MR4.1.2.08	Rosemead	I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements	\$800,000	\$200,000	\$4,600,000	\$400,000				\$6,000,000	
MR4.1.2.09	Rosemead	I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements	\$500,000	\$200,000	\$200,000	\$4,700,000	\$400,000			\$6,000,000	
MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks]	\$6,000,000	\$4,000,000	\$0	\$0				\$10,000,000	
MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications	\$0	\$500,000	\$1,000,000	\$4,000,000	\$4,000,000	\$14,250,000	\$14,250,000	\$38,000,000	
MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Ave IC Modifications [ROW, Design & Construction]	\$0	\$0	\$0	\$0	\$0	\$16,000,000	\$16,000,000	\$32,000,000	
PROJECT TYPE 2: Local Street Intersection Improvement Projects											
LA8.2.1.01	LA City	Cesar Chaves Avenue/Lorena Street/Indiana Street Roundabout	\$5,600,000	\$2,400,000						\$8,000,000	
MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$2,240,000	\$1,210,000						\$3,450,000	
MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvement	\$2,310,000	\$1,240,000						\$3,550,000	
MR5.2.2.05	San Gabriel	San Gabriel and Marshall Street Realignment Project (SG-11)	PROJECT WITHDRAWN & FUNDS REALLOCATED PER SPONSOR REQUEST								(\$4,900,000)
MR5.2.2.06	San Gabriel	San Gabriel & Valley Boulevard Intersection Improvements Project	\$3,080,000	\$1,570,000						\$4,650,000	
MR5.2.2.08	San Gabriel	Valley Boulevard & Del Mar Avenue Intersection Improvements	\$3,850,000	\$1,900,000						\$5,750,000	
MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements	\$0	\$600,000	\$200,000	\$1,800,000	\$2,700,000	\$2,700,000		\$8,000,000	
MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements	\$0	\$300,000	\$2,200,000	\$3,500,000				\$6,000,000	
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects											
MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [TSSP]	\$1,000,000	\$1,000,000						\$2,000,000	
MR1.3.1.02	Alhambra	Fremont Avenue TSSP	\$750,000	\$750,000						\$1,500,000	
MR1.3.2.01	Alhambra	Atlantic Boulevard TSSP- Adaptive Upgrade [Huntington to I-10]	\$1,800,000	\$1,800,000						\$3,600,000	
MR1.3.2.02	Alhambra	Fremont Avenue TSSP - Adaptive Upgrade NCL to Montezuma/I-10 ⁶	\$700,000	\$700,000						\$1,400,000	
MR1.3.2.03	Alhambra	Garfield Avenue TSSP - Adaptive Upgrade [Huntington to I-10] ⁷	\$1,000,000	\$1,600,000						\$2,600,000	
MR1.3.2.04	Alhambra	Main Street TSSP- Adaptive Upgrade [WCL to ECL]	\$500,000	\$3,000,000	\$1,900,000					\$5,400,000	
MR1.3.2.05	Alhambra	Mission Road TSSP Adaptive Upgrade [WCL to ECL]	\$300,000	\$1,800,000	\$900,000					\$3,000,000	
MR1.3.2.06	Alhambra	Valley Boulevard TSSP- Adaptive Upgrade	\$2,900,000	\$1,700,000						\$4,600,000	

MIP ID #	PROJECT SPONSOR	PROJECT NAME	FY22 and PRIOR YRS	FY23	FY24	FY25	FY26	FY27	FY28+	TOTAL
LA8.3.1.03	LA City	ITS & Technology - Traffic Signal Upgrades in El Sereno -Huntington, Eastern & Valley	\$0	\$500,000	\$500,000	\$1,000,000	\$4,000,000	\$4,000,000		\$10,000,000
LA8.3.2.07	LA City	Soto Street & Marengo Street Traffic Signal Enhancements	\$400,000	\$1,000,000	\$600,000					\$2,000,000
LA9.3.1.11	LA County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$0	\$0	\$0	\$0	\$0	\$0	\$3,700,000	\$3,700,000
LA9.3.1.39	LA County	Arizona Ave/Mednik Pass Rd/Fremont Ave Traffic Corridor Improvements	\$25,000	\$100,000	\$550,000	\$4,100,000	\$2,225,000			\$7,000,000
LA9.3.1.57	LA County	Traffic Signal Control Intersection Upgrade Project [3 Intersections]	\$30,000							\$30,000
LA9.3.1.30	LA County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$12,500	\$50,000	\$300,000	\$1,000,000	\$937,500			\$2,300,000
LA9.3.1.22	LA County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$0	\$0	\$300,000	\$700,000	\$900,000			\$1,900,000
LA9.3.1.20	LA County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$12,500	\$25,000	\$100,000	\$100,000	\$562,500			\$800,000
LA9.3.1.28	LA County	Floral Drive Traffic Corridor Improvement Project (E-W)	\$0	\$50,000	\$100,000	\$100,000				\$250,000
LA9.3.2.08	LA County	1st Street TSSP and ITS Improvements	\$12,500	\$50,000	\$500,000	\$2,200,000	\$3,437,500			\$6,200,000
LA9.3.2.09	LA County	Cesar Chavez Avnue TSSP and ITS Improvemements	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,000
LA9.3.2.10	LA County	East Los Angeles ITS Enhancements	\$15,000	\$70,000	\$200,000	\$300,000	\$215,000			\$800,000
LA9.3.2.11	LA County	Olympic Boulevard ITS Improvements	\$0	\$0	\$200,000	\$600,000	\$2,100,000			\$2,900,000
LA9.3.2.12	LA County	Whittier Boulevard ITS Improvements	\$0	\$0	\$100,000	\$400,000	\$1,700,000			\$2,200,000
MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project	\$1,050,000	\$700,000	\$2,250,000	\$5,000,000				\$9,000,000
MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	\$850,000							\$850,000
MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements Project-Within Affected SR-710 Corridors	\$494,000	\$1,900,000	\$1,406,000					\$3,800,000
MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project	\$2,542,000	\$1,558,000						\$4,100,000
MR4.3.2.19	Rosemead	Rosemead Adaptive Traffic/Traffic Responsive Control Project	\$1,800,000	\$4,000,000	\$3,200,000					\$9,000,000
MR4.3.2.20	Rosemead	Rosemead Traffic Signal Improvements	\$1,200,000	\$2,500,000	\$2,300,000					\$6,000,000
MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project	\$3,130,000	\$500,000	\$1,000,000	\$1,400,000				\$6,030,000
MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements	\$700,000	\$500,000	\$500,000					\$1,700,000
PROJECT TYPE 4: Transit Projects										
LA8.4.2.02	LA City	DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements	\$2,000,000							\$2,000,000
LA8.4.2.03	LA City	DASH Highland Park / Eagle Rock Bus Stop Enhancements	\$1,500,000							\$1,500,000
LA8.4.2.04	LA City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	\$3,000,000	\$3,000,000	\$4,000,000	\$6,362,000				\$16,362,000
LA8.4.2.05	LA City	Eastern Avenue Multi-Modal Transportation Improvements	\$3,000,000	\$3,000,000	\$4,000,000	\$6,388,000				\$16,388,000
LA8.4.2.06	LA City	Huntington Drive Multi-Modal Transportation Improvements	\$2,500,000	\$1,000,000	\$1,000,000	\$4,500,000	\$8,000,000			\$17,000,000
LA8.4.2.07	LA City	Valley Boulevard Multi-Modal Transportation Improvements	\$4,000,000	\$2,000,000	\$2,000,000	\$4,000,000	\$8,000,000	\$14,100,000		\$34,100,000
LA9.4.2.08	LA County	El Sol Shuttle Service Improvements	\$0	\$12,500	\$25,000	\$25,000	\$25,000	\$25,000	\$18,072,500	\$18,185,000
LA9.4.2.09	LA County	Cesar Chavez Avenue Mobility Improvements	\$0	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$7,675,000	\$7,900,000
LA9.4.2.10	LA County	Olympic Boulevard Mobility Improvements	\$0	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$6,525,000	\$6,750,000
LA9.4.2.11	LA County	Wellness Shuttle Fleet Upgrade and Expansion Project	\$0	\$12,500	\$25,000	\$25,000	\$25,000	\$25,000	\$9,372,500	\$9,485,000
LA9.4.2.12	LA County	Whittier Boulevard Mobility Improvements	\$0	\$100,000	\$200,000	\$800,000	\$1,650,000	\$2,100,000	\$3,400,000	\$8,250,000
PROJECT TYPE 5: Active Transportation Projects										
LA8.5.2.02	LA City	El Sereno Active Transportation Project & Transit Connectivity Enhancements	\$1,900,000	\$1,000,000	\$1,800,000	\$1,300,000				\$6,000,000
LA8.5.2.03	LA City	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	\$1,750,000	\$1,000,000	\$1,000,000	\$1,250,000				\$5,000,000
LA9.5.2.04	LA County	Atlantic Boulevard Mobility Improvements	\$0	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$4,775,000	\$5,000,000
LA9.5.2.05	LA County	East Los Angeles Mobility Hub Project	\$0	\$12,500	\$25,000	\$25,000	\$50,000	\$50,000	\$1,837,500	\$2,000,000
LA9.5.2.06	LA County	East Los Angeles Pedestrian Accessibility Improvements	\$0	\$25,000	\$325,000	\$625,000	\$750,000	\$500,000	\$275,000	\$2,500,000
LA9.5.2.07	LA County	East Los Angeles Vision Zero Enhancements	\$250,000	\$1,000,000	\$2,500,000	\$3,000,000	\$2,000,000	\$1,250,000		\$10,000,000
LA9.5.2.08	LA County	Eastern Avenue Mobility Improvements	\$0	\$25,000	\$125,000	\$875,000	\$1,450,000	\$2,525,000		\$5,000,000
LA9.5.2.09	LA County	Floral Drive Pedestrian and Roadway Improvements	\$0	\$25,000	\$300,000	\$750,000	\$3,925,000			\$5,000,000

MIP PROGRAMMED FUNDS

ATTACHMENT E

MIP ID #	PROJECT SPONSOR	PROJECT NAME	FY22 and PRIOR YRS	FY23	FY24	FY25	FY26	FY27	FY28+	TOTAL
LA9.5.2.10	LA County	LA County +USC Medical Ctr Mobility Improvements [Valley Blvd Improvements]	\$500,000	\$500,000	\$500,000	\$1,000,000	\$2,000,000	\$2,000,000	\$23,500,000	\$30,000,000
LA9.5.2.11	LA County	Micro-Mobility Program and Infrastructure Improvements	\$0	\$25,000	\$50,000	\$50,000	\$150,000	\$200,000	\$2,025,000	\$2,500,000
LA9.5.2.12	LA County	Safe Routes to Schools Infrastructure Enhancements	\$0	\$25,000	\$150,000	\$275,000	\$600,000	\$650,000	\$800,000	\$2,500,000
PROJECT TYPE 8: Parking Structures										
MR2.8.1.02	Monterey Park	Three (3) Parking Structures on Garvey Avenue	\$1,750,000	\$3,000,000	\$3,000,000	\$1,250,000	\$22,000,000	\$17,000,000	\$12,000,000	\$60,000,000
TOTAL PROGRAMMED FUNDS BY FISCAL YEAR			\$77,468,500	\$68,970,500	\$80,656,000	\$151,525,000	\$181,207,500	\$211,200,000	\$255,482,500	\$1,026,510,000

NEW & RESCOPED MOBILITY IMPROVEMENTS
PROJECT DESCRIPTIONS BY SPONSOR

RECOMMENDED - NEW MOBILITY IMPROVEMENTS

MONTEREY PARK: In response to community requests for more multimodal mobility options the following new project is being proposed. Savings from a rescoped MIP were reallocated to this new project.

Monterey Park Pass Road Improvements Project (Floral Drive to Garvey Avenue) ---Project extends approximately 1.6 miles from the southerly limit at Floral Drive to the northerly limit at the Garvey Avenue/Fremont Avenue Intersection and will include, but is not limited to, the following proposed improvements:

- Americans with Disabilities Act (ADA) infrastructure upgrades (sidewalks, driveways, curb ramps)
- Traffic signal improvements and upgrades.
- Roadway construction -new pavement overlay, signing and striping, bulb outs.
- Trees, landscaping.
- Bus transit amenities (bus shelters, pads, benches, etc.).
- EV charging stations.
- Dedicated and protected bike lanes.

This corridor is currently used to bypass traffic from the I-10/710 freeway interchange. When implemented the Project will improve mobility and traffic flow, enhance safety, and provide greater and better access for all roadway users (motorists, transit riders, pedestrians walking, cyclists, and rollers).

Preliminary Planning Level Cost Estimate: \$20,840,000

PASADENA: In lieu of constructing the Gold Line Grade Separation at California Boulevard, the City proposed twelve replacement projects, based on community feedback, to improve mobility, provide and support multimodal options and enhance safety. The following replacement projects that range from multimodal and active transportation projects to local street intersection improvements, traffic signal upgrades and a transit operations and maintenance facility are being proposed.

Pasadena Avenue and St. John Avenue Roadway Network (Walnut Street to Columbia Street) ---Project encompasses a comprehensive network of multimodal and intersection improvements that extend approximately 1.8 miles (from Walnut to Columbia Streets) along two primary access routes to the SR-710 northern stub area, in proximity to I-210 and the SR-134 on and off ramps to California Boulevard. The proposed improvements generally include, but are not limited to, the installation of Class II bike lanes, Class IV protected bike lanes; sidewalk and roadway construction (pavement striping, signage); street lighting, trees, and landscaping; pedestrian signals; and traffic signal modifications; American with Disabilities Act (ADA) infrastructure upgrades; raised medians, pedestrian refuge; and related intersection improvements at several overcrossings and streets (Walnut Street, Union Street, Colorado Boulevard, Green Street, Del Mar Boulevard, California Boulevard, Bellefontaine Street and Columbia Street.)

Preliminary Planning Level Cost Estimate: \$75,100,000

NOTES:

1. All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work.
2. Additional information about the Pasadena replacement projects can be found by clicking the link to the City's Municipal Services Committee staff report (pdf page 33) <https://www.Cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663181177477>

NEW & RESCOPED MOBILITY IMPROVEMENTS
PROJECT DESCRIPTIONS BY SPONSOR

Ave 64 Complete Streets Program ---Project provides supplemental to complete the construction of the Avenue 64 traffic circle at the Burleigh Drive intersection to reduce speeds and enhance pedestrian safety. Supplemental funding is being requested because supply chain constraints that have significantly increased the cost of construction materials. In addition, the Project will install curb extensions at the intersection of Avenue 64 and Glenullen Drive (north of the traffic circle under construction) for pedestrian safety.

Preliminary Planning Level Cost Estimate: \$1,800,000

Transit Operations and Maintenance Facility ----Project provides funds for the construction of a new transit operations and maintenance facility that is needed to accommodate the City's existing transit services, Metro's NextGen planned services and the expanded transit services for the proposed development of the SR710 northern stub area recently relinquished to the City. The City has already initiated the design and environmental clearance for a new Transit Operations and Maintenance Facility, but funding has not been secured. Without a new facility, the City would not be able to provide an expanded transit service option for the SR-710 northern stub area to be developed. Construction of a new facility on City owned property is estimated to cost \$65,400,000.

Typical items of work associated with a transit operations and maintenance facility include, site demolition, earthwork, shoring, erosion control, interior and exterior improvements, landscaping, site signage and utilities. Other related building materials and items of work include, but are not limited to, concrete (building foundation, structures/walls, columns, walkways, pads), masonry (walls), metals (steel structures, stairs, panel screens for walls and roof, glass screens and canopy, steel trellis, metal fabrications for enclosures/gates, guardrails) wood, plastic and composites, thermal and moisture protection, openings (interior and exterior doors, hardware, glazing), finishes (interior and exterior walls, floor finishes and wall bases, ceiling, exterior soffit) specialties (restroom/janitor/shower specialties, fire extinguishers, building signage, ADA pole signage, parking stall, etc.), equipment (maintenance/wash equipment, administration/operations equipment, breakroom equipment, employee storage equipment) furnishings (window shades), special construction (PV panels), conveying (passenger elevator), fire suppression enclosed and parking area fire sprinkler system), plumbing (domestic, cistern, industrial; storm drain system, , HVAC systems, electrical systems, communications systems (enclosed and parking areas) , and electronic safety and security (enclosed and parking area fire alarm system, enclosed and parking area security system, enclosed and parking area gas detection system for CNG, CO/NOx (explosion proof).

Preliminary Planning Level Cost Estimate: \$65,400,000

Columbia Street Improvements Project (Orange Grove Boulevard to Fair Oaks Avenue) ---Project provides a variety of intersection and geometric improvements at the intersections of Orange Grove, Pasadena Avenue and Fremont Avenue to enhance safety and improve operations while maintaining the existing roadway capacity for motorists. The proposed improvements include, but are not limited to installing curb extensions and ramps, left turn pockets, high visibility crosswalks, median islands, reduced crossing widths, landscaping, and roadway signage, striping, and pavement; upgrading traffic signals for accessible pedestrian signals, vehicle and bicycle detection, and fiber optic communication

2

NOTES:

1. All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work.
2. Additional information about the Pasadena replacement projects can be found by clicking the link to the City's Municipal Services Committee staff report (pdf page 33) <https://www.Cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663181177477>

**NEW & RESCOPE MOBILITY IMPROVEMENTS
PROJECT DESCRIPTIONS BY SPONSOR**

infrastructure; and providing bike lanes (from Orange Grove Boulevard to Fair Oaks Avenue) to complement the proposed Pasadena Avenue bike network. Continued coordination with the neighboring jurisdiction (South Pasadena) throughout project development process will be required.

Preliminary Planning Level Cost Estimate: \$9,900,000

Traffic Signal and Intersection Improvements Project (Orange Grove/Colorado Boulevard & Orange Grove Boulevard/Holly Street) ---Project addresses deficient weaving, merging, and turning movements between the SR134 on and off ramps at the Orange/Colorado Boulevard intersection by implementing a variety of traffic signal, safety, and operational improvements. The proposed improvements include, but are not limited to, roadway channelization, new signage, striping, curb ramps and pavement; upgraded traffic signals; additional traffic signal hardware and controllers, cabinets, vehicle detection and communication infrastructure; and protected permissive left turn arrows to separate vehicles/ramp traffic, reduce weaving and turning conflicts, and manage split approach operations. Continued coordination with Caltrans throughout the project development process will be required because both intersections include freeway off ramps.

Preliminary Planning Level Cost Estimate: \$4,500,000

San Rafael Avenue Project (between Linda Vista Avenue and Colorado Boulevard) ---Project modifies traffic signals at three closely spaced signalized intersections; upgrades traffic signal controllers; installs vehicle detection, closed circuit television camera, fiber optic communication infrastructure and new pavement, median, curbs ramp, signage and striping; reconfigures ramps; relocates a traffic signal cabinet and communications cabinet (from the south side of Colorado Boulevard to the north side of Colorado Boulevard at San Rafael Avenue); and widens the south sidewalk to provide an ADA compliant pedestrian pathways. Continued coordination with Caltrans throughout the project development process will be required because the three intersections include freeway off ramps.

Preliminary Planning Level Cost Estimate: \$4,800,000

Metro L Line At-Grade Crossing Enhancements Project ---Project provides for enhanced performance monitoring, data collection and analytics at intersections adjacent to the at-grade Metro L Line Crossing at Glenarm Street, Colorado Boulevard and Del Mar Boulevard to monitor and reduce intersection delay by collecting vehicular, cyclist and pedestrian data for analysis and decision making. In addition, Project provides for the implementation of advanced video analytics to identify inherent risk based or near miss occurrences, hardware for up to 15 signalized intersections, communication infrastructure, and central system hardware and software for the performance monitoring system.

Preliminary Planning Level Cost Estimate: \$2,500,000

Orange Grove Mobility Improvement Program ---Project provides safety and mobility enhancements (traffic signal upgrades, fiber optics communication infrastructure, and curb ramps) on Orange Grove Boulevard from Del Mar Boulevard to Columbia Street. In addition, Project replaces a free right turn slip lane with a standard right turn pocket at the California Boulevard intersection.

Preliminary Planning Level Cost Estimate: \$5,400,000

NOTES:

1. All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work.
2. Additional information about the Pasadena replacement projects can be found by clicking the link to the City's Municipal Services Committee staff report (pdf page 33) <https://www.Cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663181177477>

**NEW & RESCOPE MOBILITY IMPROVEMENTS
PROJECT DESCRIPTIONS BY SPONSOR**

Greenways (Bike Boulevards) ---Project provides four (4) north-south greenways on Wilson Avenue, El Molino Avenue, Sierra Bonita Avenue, and Craig Avenue. The proposed greenway elements include, but are not limited to, installing bike signage and striping (intersection crossing, flashing turn arrows, bike bollards, and bike turn boxes); accessible pedestrian signals at all signalized intersections; raised traffic calming medians/islands; offset edge islands; traffic calming diverters; traffic circles with and without bulb outs; buffered bike lanes; and bike video detection systems. Three (3) of the 4 greenways are within ¼ mile of a Metro L Line Station and all four will connect to the stations through an existing bicycle network. The Greenways will provide a bicycle network connection to Lake Station and Hill Station, and future connectivity to the Memorial Park Station and the Del Mar Station when planned improvements on Union and Cordova Streets are completed.

Preliminary Planning Level Cost Estimate: \$12,000,000

RECOMMENDED - RESCOPE MOBILITY IMPROVEMENTS

MONTEREY PARK -In response to the community feedback, the City is studying curbside management strategies for Garvey Avenue that necessitate minimal off-site replacement parking; and proposing multimodal mobility hub elements throughout the City to improve mobility for all roadway users.

Three (3) Parking Structures on Garvey Avenue – This previously approved MIP will be rescope to allow for at least one parking structure (on City owned parcel at the northwest corner of Garvey and Lincoln Avenues) for off-site replacement parking, a multimodal mobility hub and curbside management strategies. The multimodal mobility hub elements that are being studied will accommodate motorized and non-motorized modes of travel (vehicles, transit [buses], pedestrians [walking], bicyclists, scooters, rollers, etc.); provide access to rideshare services; incorporate pedestrian enhancements and other access and mobility improvements to support multimodal systems throughout the City. In addition, in lieu of converting the Garvey Avenue parking lane into a mixed flow lane, the curbside management strategies that are being studied include shared use lanes and/or dedicated lanes for buses, bikes, or delivery loading zones (with restrictions) to improve overall multimodal mobility and traffic flow, reduce congestion and enhance safety.

This rescope MIP will also help accommodate the increase in the frequency of Metro Bus Line Nos. 70, 106 and 260 that is planned for the City. Savings from this rescope MIP will be allocated to construct the new Monterey Park Pass Road Improvements Project (Floral Drive to Garvey Avenue) which is estimated to cost \$20,840,000.

Preliminary Planning Level Cost Estimate: \$39,160,000

NOTES:

1. All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work.
2. Additional information about the Pasadena replacement projects can be found by clicking the link to the City's Municipal Services Committee staff report (pdf page 33) <https://www.Cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663181177477>



Board Report

File #: 2022-0833, File Type: Agreement

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 15, 2023

SUBJECT: EXPO/CRENSHAW JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE:

- A. the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with WIP-A, LLC, a wholly-owned subsidiary of Watt Companies (WIP-A), Inc. and the County of Los Angeles (County) in regard to the joint development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property adjacent to the K Line Expo/Crenshaw Station to extend the term for twelve months, and provide for an additional twelve month option to be exercised at staff's discretion; and
- B. the modification of the ENA's assignment provision to allow for the assignment of the ENA to one or more developer entities, each of which shall be made up of the following entities or an affiliate or instrumentality of such entities: WIP-A, West Angeles Community Development Corporation, The Richman Group of California Development Company LLC and the Housing Authority of the City of Los Angeles (Limited Partnership(s)).

ISSUE

Metro, County, and WIP-A are parties to an Exclusive Negotiation Agreement and Planning Document dated October 15, 2018, as amended (collectively, the ENA) regarding the development of a mixed-use project (Project) adjacent to the Expo/Crenshaw Station (See Attachment A - Site Map). WIP-A is seeking approval to assign the ENA to Limited Partnership(s) to increase the Project's competitiveness for affordable housing funding. The ENA will expire in April 2023. A 12 month extension of the ENA term is necessary to allow the Project sufficient time to secure financing, finalize the Project scope, advance design review, and complete negotiations of the Joint Development Agreement (JDA) and Ground Lease (GL) terms, which terms shall be subject to Metro Board of Directors (Metro Board) and County Board of Supervisors (County Board) approval.

BACKGROUND

Following a competitive solicitation process, in late 2017/early 2018, the Metro Board and County Board approved entering into a six-month ENA with WIP-A for the development of Metro and County-

owned parcels (collectively, the Site) located adjacent to the Expo/Crenshaw Station. The six-month ENA provided an interim period before executing a long-term ENA so that the community could provide input on the Project and WIP-A could identify a community-based organization to partner with on the development of the Project. In the spring of 2018, WIP-A entered into an agreement with West Angeles Community Development Corporation (WACDC) to support WIP-A in the execution and operation of the Project. Following County and Metro Board approvals, a tri-party ENA was executed on October 15, 2018, between Metro, the County, and WIP-A. In November 2019, the Metro Board approved a sixteen-month extension, and again in March 2021, authorized extending the term for an additional twenty-four months. The current ENA expires in April 2023.

DISCUSSION

WIP-A, with support from WACDC, continues to diligently perform its obligations under the ENA, including conducting ongoing community outreach, securing entitlements from the City of Los Angeles (City), receiving Metro and County approval of the conceptual development plan, seeking financing to fund deeper levels of affordability, and negotiating JDA and GL terms.

Community Outreach

Through 2021-2022 WIP-A and WACDC held several meetings with local residents, community organizations, and government officials to provide updates on the proposed Project. In 2021 WIP-A and WACDC launched a Project website and social media accounts. With the opening of the K Line in October 2022, WIP-A and WACDC have received more inquiries about this Project's status. They continue to be responsive to any requests for information and regularly communicate with various stakeholder groups.

Entitlements and California Environmental Quality Act (CEQA)

WIP-A applied for land use entitlements and California Environmental Quality Act (CEQA) clearance from the City in September 2019. WIP-A, WACDC, and Metro staff participated in several City meetings and public hearings from 2020 through 2022. In their entitlements application, WIP-A requested the City authorize the removal of three protected Sycamore trees on the Metro property to accommodate the building footprint. Stakeholders expressed concerns about removing these trees and filed an appeal to the City in late 2021/early 2022. In April 2022, the City's Planning and Land Use Committee and the full City Council rejected the appeal. The Project is now fully entitled and received clearance through a Sustainable Communities Environmental Assessment adopted by the City. The Project is required to replace the three Sycamore trees at a ratio of 4:1. This exceeds the Tree Policy adopted by the Metro Board in October 2022 that requires trees removed as a part of transit construction be replaced at a ratio of 2:1. The Project will remove 43 unprotected trees and the three Sycamore trees and will plant 98 new trees to meet replacement ratio requirements, plus an additional 59 new trees. The total 157 trees planted by the Project will provide a net 111 new trees across the Site.

Design Review

In April 2020, Metro and the County approved the Project's conceptual design. WIP-A has submitted schematic design drawings, which are currently under review by Metro and the County with support from an urban design consultant. The review is focused on ensuring compatibility between the Project and Metro transit infrastructure. The schematic design plans will be approved before staff

returns to the Metro and County Boards for consideration of the JDA and ground lease term sheet.

Project Scope

Following community engagement under the initial short-term ENA, WIP-A increased the number of affordable residential units from 15% to 20%. In late 2019, some members of the public and the Metro Board expressed an interest in WIP-A further increasing the number of income-restricted residential units in the Project. WIP-A has revised the Project scope again and is committed to applying for funds to support the financial feasibility of making 100% of the residential units income-restricted as detailed below and in excess of the ENA requirements.

	Initial Proposed Project (2017)	Revised Proposed Project (2019)/ ENA Requirements	Current Proposed Project*
Total Residential Units	492	401	401
Income-Restricted Residential Units	At least 73 units (15%) at 50% of AMI or less	At least 80 units (20%) at 30-80% AMI, of which at least 12 (15%) at or below 50% of AMI	100 units at 30% of AMI; 180 units at 60% of AMI; 117 at 80% of AMI; 4 unrestricted managers units
Market-Rate Residential Units	419	321	0
Commercial/Community Space	40,000 sqft.	40,000 sqft.	37,804 sqft. commercial/community space (including a grocery store) 2,650 sqft. of open space

**Subject to change.*

Some funding sources may require adjustments to unit sizes/total unit count and the AMIs noted above. The commercial space will offer opportunities for leasing to local small businesses and will include a grocery store. Staff will present the final Project scope for Metro Board and County Board consideration once the recommended JDA and GL terms are finalized.

Limited Partnership and Project Financing

With the goal of making the Project more competitive for affordable housing financing sources, WIP-A and WACDC have elected to expand their team and partner with The Richman Group of California Development Company LLC (Richman) and the Housing Authority of the City of Los Angeles (HACLA). Created in 1986, Richman has over 150 high-quality affordable housing developments in the United States totaling over 26,000 units developed. Created in 1938, HACLA is one of the nation’s largest public housing authorities and provides the largest supply of affordable housing to City residents.

In anticipation of upcoming funding opportunities, WIP-A is seeking consent from the County and Metro to assign the ENA to one or more developer entities, each of which shall be comprised of the

following entities or an affiliate or instrumentality of such entities: WIP-A, Richman, WACDC and HACLA. In January, the Limited Partnership requested 100 project-based vouchers from a HACLA Notice of Funding Availability (NOFA). In March, the Project will seek funding from the California Department of Housing and Community Development's Affordable Housing and Sustainable Communities Program (AHSC) for the Metro-owned parcel. If awarded, AHSC could grant up to \$35M in funding to the residential portion of the Project and an additional \$15M for transit-supportive improvements within one-mile of the Site. Another source the Project will pursue is up to \$45M in funding from the State of California Infill Infrastructure Grant Program. NOFAs for many of the public financing sources the Project will respond to are only made available once a year and are highly competitive. This two-year ENA extension will provide additional time for the Limited Partnership to respond to 2024 NOFAs in the event they are unsuccessful in securing funding awards in the 2023 cycles.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no adverse impact on safety since no improvements will be constructed during the ENA period. An analysis of safety impacts will be completed and presented to the Metro Board for consideration if and when negotiations result in proposed terms for a JDA and ground lease.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA and the Project is included in the FY23 budget in Cost Center 2210, Project 401045.

Impact to Budget

There is no impact to the FY23 budget. The ENA executed in October 2018 required WIP-A to pay Metro a non-refundable fee of \$25,000, as well as a \$50,000 deposit to cover third-party expenses. If the ENA is assigned, the Limited Partnership will be responsible for replenishing that deposit when it reaches a balance of less than \$25,000.

EQUITY PLATFORM

The proposed Project advances the Metro Joint Development (JD) Policy adopted in June 2021 which is centered on four main goals: (1) equity and inclusion; (2) access; (3) performance; and (4) innovation. The JD Policy aims to "create high-quality homes, jobs, and places near transit for those who need them most, as soon as possible." Construction of the Project will be subject to the County's Local Hire Policy which establishes a goal that 30% of the construction hours be performed by qualified Local Residents from low-income zip codes, and a goal that 10% of the construction hours be performed by Targeted Workers facing barriers to employment. The Project will deliver affordable housing, enhanced public infrastructure, jobs and other transit-supportive amenities benefitting community members adjacent to the Project as well as other low-income Los Angeles County residents.

Consistent with the Equity Platform pillar "listen and learn," the Site has gone through a lengthy community engagement process which has led to revisions to the Project scope. WIP-A and

WACDC's commitment to community engagement has been exemplary for the JD Program. They have created and continue to maintain meaningful and deep relationships with stakeholders. The Project team and Metro staff will continue to actively engage with and be responsive to all stakeholders throughout all phases of development. As construction nears completion, affirmative marketing strategies will be utilized to encourage local residents within the income thresholds to apply for housing in the Project.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support the Strategic Plan Goal to "enhance communities and lives through mobility and access to opportunity," specifically Initiative 3.2 which states "Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made." The proposed Project will deliver several community benefits, including transit-accessible affordable housing and new commercial/community space.

ALTERNATIVES CONSIDERED

The Metro Board could choose not to extend the ENA term in which case the ENA would expire in April 2023. Metro could then choose to solicit a new developer and proposal for the Site. Staff does not recommend this alternative because WIP-A, WACDC, Metro, and the County have worked diligently and in good faith to advance the Project. Furthermore, the recommended actions build upon the significant planning/visioning work, developer procurement, community engagement, design, and financial review, entitlements/CEQA process, and term sheet negotiations that have transpired in the last seven years. The Metro Board could choose not to authorize assignment of the ENA which would hinder the Project's ability to secure affordable housing funding and jeopardize financial feasibility.

NEXT STEPS

Upon approval of the recommended actions, staff will execute the ENA amendment and assign it to Limited Partnership(s) made up of the following entities or an affiliate or instrumentality of such entities: WIP-A, Richman, WACDC and HACLA. The Project team will continue pursuing funding sources to support additional affordable residential units, complete the schematic design review, and continue negotiating the JDA and GL terms. Staff will return to the Metro and County Boards for approval of final terms. During the JDA period, the development team will continue securing funding for the Project. The ground lease would then be executed, and construction would commence. With this potential change in scope, the Project could benefit from Mayor Karen Bass' recent executive order which requires City departments to process clearances and utility releases related to building permit applications, certificates of occupancy, or temporary certificates of occupancy within five business days.

ATTACHMENTS

Attachment A - Site Map

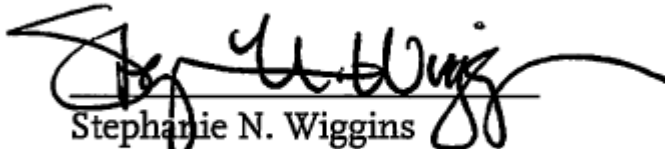
Prepared by: Nicole Velasquez Avitia, Senior Director, Countywide Planning & Development, (213) 314-8060

Wells Lawson, Deputy Executive Officer, Countywide Planning & Development, (213) 547-4204

Nick Saponara, Executive Officer, Transit Oriented Communities, (213) 547-4329

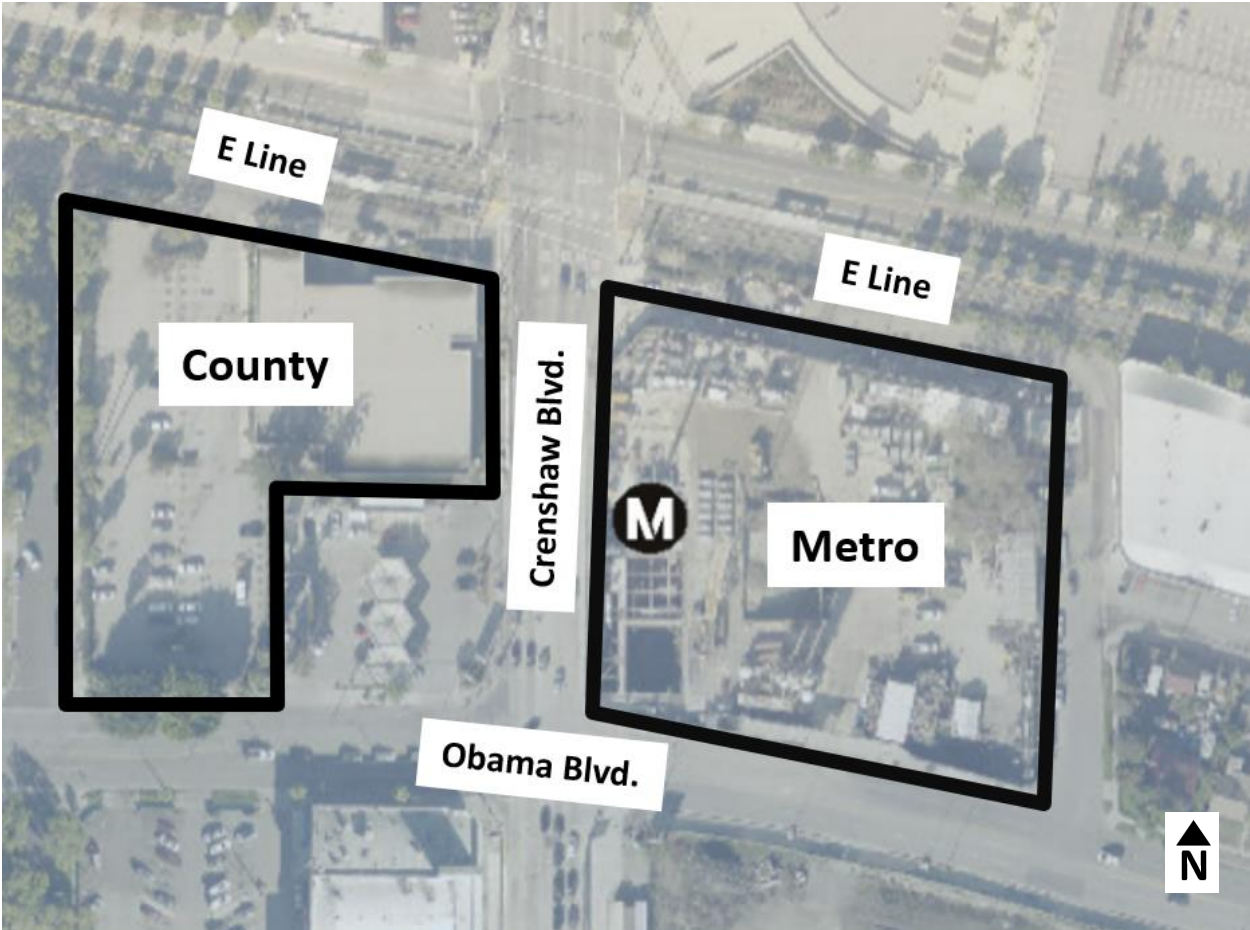
Holly Rockwell, Senior Executive Officer, Transit Oriented Communities and Real Estate (213) 547-4325


Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

SITE MAP



 K Line Station

Expo/Crenshaw Joint Development Project



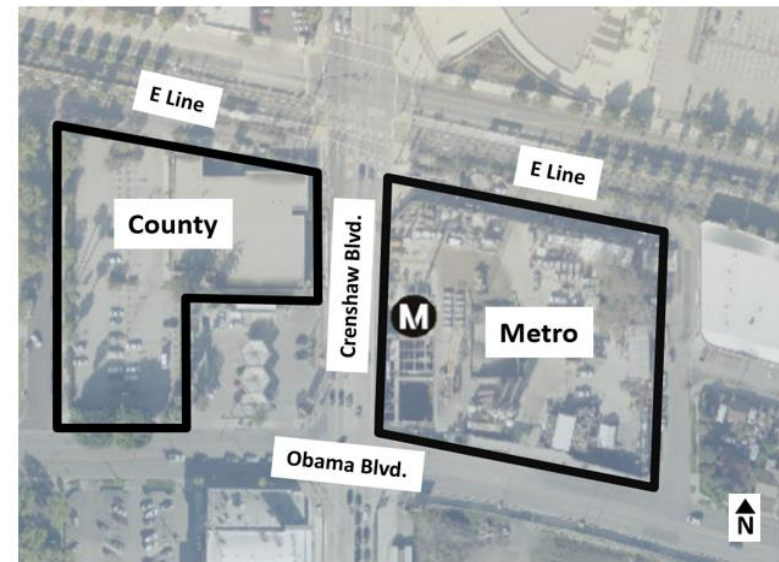
Planning and Programming Committee
February 15, 2023




Metro®

Recommendations

- A. AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with WIP-A, LLC, a wholly-owned subsidiary of Watt Companies (WIP-A), Inc. and the County of Los Angeles (County) in regard to the joint development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property adjacent to the K Line Expo/Crenshaw Station to extend the term for twelve months, and provide for an additional twelve month option to be exercised at staff's discretion; and
- B. AUTHORIZE the modification of the ENA's assignment provision to allow for the assignment of the ENA to one or more developer entities, each of which shall be made up of the following entities or an affiliate or instrumentality of such entities: WIP-A, West Angeles Community Development Corporation, The Richman Group of California Development Company LLC and the Housing Authority of the City of Los Angeles (Limited Partnership(s)).



 K Line Station

Project Timeline

- **June 2016:** Board adopted Development Guidelines.
- **Early 2018:** Metro, County and Watt Companies entered into initial ENA.
- **Spring 2018:** Watt Co. entered into an agreement with West Angeles CDC to partner in the delivery and operation of the Project.
- **Sept 2018, Nov 2019, Mar 2021:** Board approved ENA extensions. ENA will expire in April 2023.
- **April 2020:** Project conceptual plans approved.
- **2020 - 2022:** Community meetings/updates, social media.
- **April 2022:** Entitlements secured.

Project Scope

	Initial Proposed Project (2017)	Revised Proposed Project (2019)/ ENA Requirements	Current Proposed Project*
Total Residential Units	492	401	401
Income-Restricted Residential Units	At least 73 units (15%) at 50% of AMI or less	At least 80 units (20%) at 30-80% AMI, of which at least 12 (15%) at or below 50% of AMI	100 units at 30% of AMI; 180 units at 60% of AMI; 117 at 80% of AMI; 4 unrestricted managers units
Market-Rate Residential Units	419	321	0
Commercial/Community Space	40,000 sqft.	40,000 sqft.	37,804 sqft. commercial/community space (including a grocery store) 2,650 sqft. of open space

**Subject to change.*

- Limited Partnership
- Affordable housing funding

Next Steps

- Term sheet negotiations
- Schematic design review and approval
- On-going community engagement/updates
- Return to Metro and County Boards for approval of Joint Development Agreement and Ground Lease term sheet





Board Report

File #: 2022-0863, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 15, 2023

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligating \$3,623,887 from the Las Virgenes/Malibu Subregion’s Measure M Multi-Year Subregional Program (MSP) Active Transportation, Transit, and Tech Program, as shown in Attachment A;
2. Programming an additional \$18,708,637 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B;
3. Programming an additional \$5,472,000 within the capacity of Measure R Highway Operational Program, as shown in Attachment C; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding. It also allows the Las Virgenes/Malibu Subregion and implementing agencies to revise project schedules and amend project budgets.

This update includes changes to projects which have received prior Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2025-26. The Board’s approval is required to program additional funds. The updated project lists (Attachments A and B) serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2019, the Metro Board of Directors approved Las Virgenes/Malibu Subregion's first MSP Five-Year Plan and programmed funds in 1) Measure M MSP - Active Transportation/Transit/Tech Program (expenditure line 56); and 2) Measure M MSP - Highway Efficiency Program (expenditure line 57). Since the first Plan, staff has provided annual updates to the Board in February 2020, March 2021, and February 2022.

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$109.5 million was forecasted for programming for Fiscal Year (FY) 2017-18 to FY 2025-26. The 2022 Board action approved programming of \$57.4 million. Therefore, \$52.1 million was available to the Subregion for programming as part of this update.

DISCUSSION

Metro staff worked closely with the Las Virgenes/Malibu Subregion Council of Governments (COG) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, detailed project scope of work to confirm eligibility and establish the program nexus, e.g., project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure the timeliness of the execution of the project funding agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2024-25 and beyond, Metro accepted a high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the COG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

This update includes deobligation and additional programming of previously approved projects in the Active Transportation/Transit/Tech and Highway Efficiency Programs.

Active Transportation/Transit/Tech Program (expenditure line 56)

This update includes funding adjustments to three existing projects and a program of funds to one new project as follows:

Calabasas

- Reprogram \$3,156,164 as follows: \$5,000 in FY 20, \$70,408 in FY 21, \$161,661 in FY 22, \$20,000 in FY 23, \$800,000 in FY 24, \$2,064,095 in FY 25 and \$35,000 in FY 26 for MM4401.02 - Citywide Green Streets. The funds will be used for the project's Plans, Specification, and Estimates (PS&E) and construction phases.

Malibu

- Deobligate \$3,495,640 from MM4401.06 - Westward Beach Parking and Walkway

Improvements. The City requested that the deobligated funds be reallocated to another project.

- Program \$2,250,000 in FYs 24, 25 and 26 for MM4401.13 - Pedestrian Undercrossing at Malibu Seafood. The funds will be used for the project's PS&E and construction phases.

Westlake Village

- Deobligate all \$2,378,247 from MM4401.08 - Lindero Sidewalk Extension - Thousand Oaks Blvd to Via Colinas. The City requested that the deobligated funds be reallocated to another project.

Highway Efficiency Program (expenditure line 57)

This update includes funding adjustment to one existing project and a program of funds to four new projects as follows:

Agoura Hills

- Program an additional \$300,000 in FY 23 for MM5503.01 - U.S 101/Palo Comado Interchange Project. The funds will be used for the project's PS&E and construction phases.
- Program \$9,706,529 in FYs 23, 24, 25, and 26 for MM5503.12 - Agoura Road/Kanan Road Intersection Improvements, an existing Measure R funded project (MR311.04). The funds will be used for the project's Right-of-Way (ROW) and construction phases.
- Program \$6,023,861 in FYs 23 and 24 for MM5503.13 - Agoura Hills Greenway Project. This project is also awarded Measure R funds, program \$5,472,0000 in FY 23 under MR311.23. The funds will be used for the project's ROW and construction phases.

Westlake Village

- Program \$2,378,247 in FY 24 for MM5503.10 - Lindero Sidewalk Extension - Baronsgate Rd. to Lakeview Canyon Rd., an existing Measure R funded project (MR311.21). The funds will be used for the project's construction phase.

Las Virgenes/Malibu Councils of Government

- Program \$300,000 in FY 23 for MM5503.11 - Regional Smart Cities Fiber Network Project. The funds will be used for the project's PS&E phase.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Las Virgenes/Malibu Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2022-23, \$9.59 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401), \$1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503), and \$6.7 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Operational Improvements - Las Virgenes/Malibu (Project #460311). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17% and Measure R 20%, which are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Las Virgenes/Malibu subregion consists of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village, and the adjacent unincorporated area of Los Angeles County, but no Equity Focus Communities (EFCs) are located within this subregion. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion, undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and lead the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Las Virgenes/Malibu Subregion. This is not recommended as the Las Virgenes/Malibu Subregion developed the proposed projects in accordance with the Measure M

Ordinance, Guidelines, and the Administrative Procedures.

NEXT STEPS

Metro staff will continue to work with the Las Virgenes/Malibu Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2022-23. Program/project updates will be provided to the board annually.

ATTACHMENTS

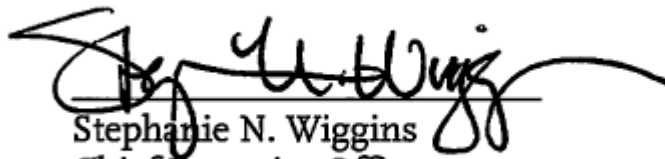
Attachment A - Active Transportation/Transit/Tech Program Projects

Attachment B - Highway Efficiency Program Projects

Attachment C - Las Virgenes Malibu Highway Operational Improvements Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Las Virgenes/Malibu Subregion
 Measure M Multi-Year Subregional Plan - Active Transportation/Transit/Tech Program (Expenditure Line 56)

	Agency	Project ID #	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years	FY 2021-22	FY2022-23	FY2023-24	FY 2024-25	FY 2025-26
1	Calabasas	MM4401.02	City-wide Green Streets - Malibu Hills Road, Calabasas Road, Old Town Calabasas, Las Virgenes Road and Parkway Calabasas	PS&E Construction	chg	\$ 3,156,164		\$ 3,156,164	\$ 75,408	\$ 161,661	\$ 20,000	\$ 800,000	\$ 2,064,095	\$ 35,000
2	Calabasas	MM4401.03	Mulholland Highway Gap Closure - Old Topanga Canyon Road - Phase I (CFP #F7516)	PS&E ROW Construction		2,200,000		2,200,000	100,000	2,100,000				
3	Calabasas	MM4401.11	Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II) (MR311.13)	PS&E Construction		8,500,585		8,500,585	175,000	3,380,585	3,160,000	1,785,000		
4	Malibu	MM4401.05	Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH	PS&E Construction		683,219		683,219	160,153	523,066				
5	Malibu	MM4401.06	Westward Beach Parking and Walkway Improvements	PS&E Construction	Deob	3,500,000	(3,495,640)	4,360	4,360					
6	Malibu	MM4401.13	Pedestrian Undercrossing at Malibu Seafood	PS&E Construction	new	-	2,250,000	2,250,000				400,000	600,000	1,250,000
7	Westlake Village	MM4401.07	Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr.	PS&E Construction	Complete	4,452,678		4,452,678	4,452,678					
8	Westlake Village	MM4401.08	Lindero Sidewalk Extension - Thousand Oaks Blvd to Via Colinas	PS&E ROW	Deob	2,378,247	(2,378,247)	-						
9	Westlake Village	MM4401.12	Lakeview Canyon Road Pedestrian Safety Improvements *	PAED PS&E Construction		3,000,000		3,000,000					3,000,000	
10	LA County	MM4401.09	Malibu Canyon Road Bridge Replacement	PS&E Construction		875,000		875,000		150,000	100,000	220,000	369,755	
11	LA County	MM4401.10	Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica)	PS&E Construction		400,000		400,000	20,000	60,000	40,000	220,000	30,000	
Total Programming Amount						\$ 29,145,893	\$(3,623,887)	\$ 25,522,006	\$ 4,987,599	\$ 6,375,312	\$ 3,320,000	\$ 3,425,000	\$ 6,063,850	\$ 1,285,000

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

Las Virgenes/Malibu Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 57)

	Agency	Project ID #	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Agoura Hills	MM5503.01	U.S 101/Palo Comado Interchange - Chesebro Rd S to Driver Ave. & Chesebro Rd to N of interchange	PS&E Construction	Chg	\$ 8,195,436	\$ 300,000	\$ 8,495,436	\$ 8,195,436		\$ 300,000			
2	Agoura Hills	MM5503.02/ MM5503.07	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road (MR311.14) - Merge with MM5503.07	PSR Env PS&E Construction		5,313,493		5,313,493		330,595	426,000	1,200,000	3,356,898	
3	Agoura Hills	MM5503.12	Agoura Road/Kanan Road Intersection Improvements (MR311.04)	ROW Construction	new	-	9,706,529	9,706,529			1,700,000	2,638,860	3,167,669	2,200,000
4	Agoura Hills	MM5503.13	Agoura Hills Greenway Project (MR311.23)	ROW Construction	new		6,023,861	6,023,861			4,023,861	2,000,000		
5	Calabasas	MM5503.08	Calabasas Road Improvements	PS&E Construction		4,500,000		4,500,000	190,000	1,300,000	3,010,000			
6	Hidden Hills	MM5503.03	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	PS&E, ROW Construction		1,215,652		1,215,652	249,247	966,405				
7	Malibu	MM5503.04	Malibu Park and Ride Lots	ROW	Complete	3,100,000		3,100,000	3,100,000					
8	Malibu	MM5503.05	Median Improvements PCH	PS&E Construction		2,000,000		2,000,000		150,000	150,000	1,700,000		
9	Westlake Village	MM5503.10	Lindero Sidewalk Extension - Baronsgate Rd. to Lakeview Canyon Rd. (MR311.21)	Construction	new	-	2,378,247	2,378,247				2,378,247		
10	LA County	MM5503.06	Malibu Canyon Road Improvements - Malibu Canyon Rd @ Piuma Rd. & Las Virgenes Rd @ Las Virgenes Canyon Rd	PS&E ROW Construction		1,500,000		1,500,000	825,000	475,000	200,000			
11	LA County	MM5503.09	Agoura Hills and Westlake Village Intelligent Transportation System	PS&E Construction		2,380,000		2,380,000				430,000	1,950,000	
12	Las Virgenes Malibu COG	MM5503.11	Regional Smart Cities Fiber Network *	PS&E Construction	new	-	300,000	300,000			300,000			
Total Programming Amount						\$28,204,581	\$18,708,637	\$46,913,218	\$12,559,683	\$ 3,222,000	\$10,109,861	\$10,347,107	\$ 8,474,567	\$ 2,200,000

* The Regional Smart Cities Fiber Network Project would be a fiber-optic cable loop for the cities of Agoura Hills, Calabasas, Hidden Hills, Westlake Village, and unincorporated areas of LA County that would support telecommute-based transportation demand management strategies, enhance multi-jurisdictional traffic system management, enable regional transportation data exchange, and provide a network communications backbone that would facilitate the delivery of the transportation system mobility improvement applications as identified by the Las Virgenes-Malibu Council of Governments.

Las Virgenes/Malibu Subregion
 Measure R Operational Improvements

	Agency	Project ID #	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Agoura Hills	MR311.23	Agoura Hills Greenway Project (MM5503.13)	ROW Construction	new	-	5,472,000	5,472,000			5,472,000			
Total Programming Amount						\$ -	\$ 5,472,000	\$ 5,472,000	\$ -	\$ -	\$ 5,472,000	\$ -	\$ -	\$ -

**Board Report**

File #: 2022-0862, **File Type:** Contract**Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
February 15, 2023**SUBJECT: SEPULVEDA TRANSIT CORRIDOR****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. AE67085000, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,108,638.43 for additional technical services to support the environmental phase for all six alternatives and the refinement of the Alternative 6 design, increasing the total contract value from \$54,592,930 to \$58,701,568.43.

ISSUE

The execution of Contract Modification No. 4 will allow for the preparation of documents necessary for state and federal environmental processes. It would also allow Metro to perform the necessary design work and analysis associated with Alternative 6. These technical services should be conducted by the existing contractor team for continuity and to avoid any delays associated with procuring a separate contractor.

BACKGROUND

In 2016, Los Angeles County voters approved the Measure M Expenditure Plan, which included transit improvements between the San Fernando Valley, the Westside, and Los Angeles International Airport (LAX). The Measure provides for the implementation of the Sepulveda Transit Corridor Project in two phases: the first segment between the San Fernando Valley and the Westside and a second segment extension to LAX.

Metro conducted the Sepulveda Transit Corridor Feasibility Study between 2017 and 2019 that identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside. The Board received the findings of the study in 2019 ([Legistar File 2019-0759 <https://boardagendas.metro.net/board-report/2019-0759/>](https://boardagendas.metro.net/board-report/2019-0759/)).

The contract for environmental and design services with HTA was awarded in August 2020 ([Legistar File 2020-0296 <https://boardagendas.metro.net/board-report/2020-0296/>](https://boardagendas.metro.net/board-report/2020-0296/)). Three contract

modifications were subsequently implemented to perform an administrative adjustment to the scope of work language, to expand the environmental review from three to six alternatives ([Legistar File 2021-0710 <https://boardagendas.metro.net/board-report/2021-0710/>](https://boardagendas.metro.net/board-report/2021-0710/)), and to implement proprietary protocols.

In March 2021 ([Legistar File 2021-0072 <https://boardagendas.metro.net/board-report/2021-0072/>](https://boardagendas.metro.net/board-report/2021-0072/)), the Board approved the award of Pre-Development Agreements (PDA) with two contractor teams for the further definition and design development of their transit alternatives. In August 2021, a Notice to Proceed was issued to these teams that resulted in PDA alternatives (Alternatives 1-5) being carried forward for environmental study. In addition, elements from the Feasibility Study that were not proposed by either PDA team were incorporated into a sixth alternative for environmental review. The current study alternatives include both monorail (Alternatives 1-3) and heavy rail (Alternatives 4-6) technologies and range between 14 and 16 miles in length. From north to south, these routes all connect to the Van Nuys Metrolink Station, Metro G Line (Orange), future Metro D Line (Purple), and Metro E Line (Expo).

The project began the CEQA environmental clearance process on November 30, 2021, and the duration of the scoping period was 74 days through February 11, 2022.

DISCUSSION

Staff recommends Board action to execute a contract modification for additional technical services to support the environmental phase for all six alternatives and the refinement of the Alternative 6 design. The additional services include the following:

Planning and Environmental Linkages (PEL) Study (Alternatives 1-6): As a precursor to the National Environmental Policy Act (NEPA) process for the project, Metro is developing a PEL study at the request of, and in collaboration with, the Federal Transit Administration. The PEL study will engage federal agencies during the California Environmental Quality Act (CEQA) environmental process, prior to identification of a Locally Preferred Alternative (LPA), to identify potential issues of concern that would be studied further under a future NEPA process.

Project Study Report-Project Development Support (PSR-PDS) Project Initiation Document (PID) (Alternatives 1-6): Caltrans requested that Metro prepare a PSR-PDS PID for the Project, including a Preliminary Environmental Analysis Report (PEAR). The purpose of the PSR-PDS document is to outline the project and to gain approval for the project studies to move into the Project Approval and Environmental Document (PA&ED) phase. HTA is contributing materials for Alternative 6 to the PSR-PDS and preparing the PEAR for Alternatives 1-6.

Load flow analyses (Alternative 6): Load flow analyses are now being requested at an earlier stage of development by Metro Systems Engineering to better understand system requirements and implications for performance. Load flow analyses are required to determine the provision of traction power substations (TPSS) for the project, and the spacing of TPSS in the Santa Monica mountains should be studied in the environmental phase for potential impacts. During late 2022, Program Management requested that scope for load flow analyses for Alternative 6 be added to the environmental contract performed by HTA, with Program Management serving in a review capacity

as they are for the two PDA teams designing Alternatives 1 through 5 on the project.

Santa Monica Boulevard Station (Alternative 6): The viability of a previous station location has changed, and as a result, the station location must be moved. Changes include horizontal and vertical route alignment, station alignment, and the location of cross passages.

DETERMINATION OF SAFETY IMPACT

The environmental study and design phase will not impact the safety of our customers or employees.

FINANCIAL IMPACT

The FY 2022-2023 budget includes \$11,017,820 in Cost Center 4360 (Mobility Corridors Team 3), Project 460305 to support environmental clearance, advanced conceptual engineering, and associated outreach. 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 sources of funds are Measure R and Measure M 35% Transit Construction funds. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

This Board Action will allow the contractor to prepare documents to satisfy Caltrans and federal requirements and perform additional technical work for Alternative 6. This additional analysis will benefit future Metro transit riders, study area residents, and stakeholders by providing them with more information and a more robust environmental process. Modifying the contract would not harm anyone specifically or generally, and it would result in more informed decision-making on the project, with an increased probability that an alternative with fewer environmental impacts and greater benefits for the public will be selected.

HTA would continue to make a 20.61% Small Business Enterprise Program (SBE) commitment and a 3.02% Disabled Veteran Business Enterprise (DVBE) commitment through Contract Modification No. 4. The difference between the percentage committed and current participation reflects early stages of work completion and does not suggest an anticipated shortfall.

During the public scoping period, the project complied with the CEQA requirements for public engagement and executed a robust engagement program in accordance with Metro's Public Participation Plan, Title VI, and ADA compliance requirements. Metro increased project awareness and participation of Equity Focus Communities (EFCs), transit riders and individuals with disabilities, and limited English proficiency speakers. A wide range of digital and non-digital outreach methods were used to notify stakeholders about the scoping period and opportunities for comment, including bilingual blog posts, e-blasts to over 15,000 contacts, bus car cards, printed and online ads in Spanish-language newspapers, media coverage in more than 35 outlets, bilingual interactive StoryMap with over 10,000 hits, bilingual project video with over 7,000 views, transit app campaign, 11 local events, 13 presentations, and direct outreach via phone and email to over 90 organizations.

Metro encouraged the public to provide formal comments on the scope of the environmental document during the 74-day public comment period in writing, via the project comment form, project email, US mail, providing an oral comment during public scoping meetings, or by calling the project helpline. Three public meetings were held via Zoom on December 7, 2021, January 11, 2022, and January 22, 2022, which resulted in 554 participants and 90 oral comments. Metro received a total of 3,122 submissions from the public and from government agencies.

The project team will continue to listen to community input and concerns and collect stakeholder feedback to inform the project. The outreach team (inclusive of the outreach contractor) developed a broad range of activities, including booths at community events, outreach at transit stations and stops, bilingual online surveys and webinars, collaboration with community-based and faith-based organizations that will align with Metro's CBO Partnering Strategy, and coordination with elected officials representing the communities throughout the project area. Efforts are targeted to EFCs within and beyond the study area, to veterans and students accessing the West LA Veterans Affairs Medical Center and UCLA campuses, and to current and potential future transit riders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Sepulveda Transit Corridor Project will support the first goal of the Vision 2028 Metro Strategic Plan by providing high-quality mobility options that enable people to spend less time traveling. Estimated travel times for the Feasibility Study alternatives were less than 30 minutes from the Metrolink and Amtrak station at Van Nuys Boulevard in the north to the E Line (Expo) in the south. This performance is highly competitive with travel by car on the I-405 freeway.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. This would interrupt work on the project and delay the environmental phase of the project. If fewer alternatives were being studied, the cost of the contract modification would be minimally reduced. However, reducing the reasonable range of alternatives or eliminating alternatives still being considered is not recommended.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 4 to Contract No. AE67085000 with HTA Partners for additional technical services to support the environmental phase for all six alternatives and the refinement of the Alternative 6 design.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by:

Jacqueline Su, Principal Transportation Planner, Countywide Planning & Development
(213) 922-2847

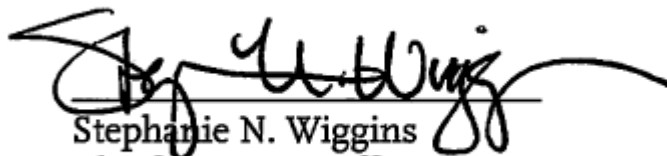
Peter Carter, Senior Director, Countywide Planning & Development, (213) 922-7480
Cory Zelmer, Deputy Executive Officer, Countywide Planning & Development, (213) 922-1079

Allison Yoh, Executive Officer, Countywide Planning & Development, (213) 922-4812

David Mieger, Senior Executive Officer, Countywide Planning & Development (213) 922-3040

Debra Avila, Deputy Chief Vendor/Management Officer, (213) 418-3051

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING/AE67085000

1.	Contract Number: AE67085000		
2.	Contractor: HTA Partners Joint Venture (HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc.)		
3.	Mod. Work Description: Additional technical services to support the environmental phase for all six alternatives and the refinement of Alternative 6 design.		
4.	Contract Work Description: Environmental review and conceptual engineering.		
5.	The following data is current as of: 01/11/23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	08/27/20	Contract Award Amount: \$48,304,067.00
	Notice to Proceed (NTP):	09/21/20	Total of Modifications Approved: \$6,288,863.00
	Original Complete Date:	11/21/24	Pending Modifications (including this action): \$4,108,638.43
	Current Est. Complete Date:	11/21/24	Current Contract Value (with this action): \$58,701,568.43
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Peter Carter		Telephone Number: (213) 922-7480

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued to authorize additional technical services to support the environmental phase for all six alternatives and the refinement of Alternative 6 design.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. Except as modified, all other terms and conditions of the Contract remain in effect.

On August 27, 2020, the Board awarded firm fixed price Contract No. AE67085000 in the amount of \$48,304,067.00 to HTA Partners Joint Venture in support of the Sepulveda Transit Corridor environmental review and advanced conceptual engineering design services.

Three modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price of \$4,108,638.43 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis and negotiations.

Staff successfully negotiated a savings of \$772,549.57.

The variance between the ICE and the negotiated amount is attributed to: (1) the Contractor revisiting the level of effort and confirming that there is no duplication of effort across similar tasks and (2) clarification of scope.

Proposal Amount	Metro ICE	Negotiated Amount
\$4,881,188.00	\$5,075,422.00	\$4,108,638.43

CONTRACT MODIFICATION/CHANGE ORDER LOG
SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING/AE67085000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised Scope of Services to clarify Task 5 - DEIS and DEIR preparation circulation, review and approvals	Approved	11/30/20	\$0.00
2	Environmental review of three additional alternatives.	Approved	1/27/22	\$4,723,199.00
3	Added firewall – revised and added language to terms and conditions.	Approved	7/27/22	\$1,565,664.00
4	Additional technical services to support the environmental phase for all six alternatives and the refinement of Alternative 6 design.	Pending	Pending	\$4,108,638.43
	Modification Total:			\$10,397,501.43
	Original Contract:	Approved	8/27/20	\$48,304,067.00
	Total:			\$58,701,568.43

DEOD SUMMARY

**SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING/AE67085000**

A. Small Business Participation

HTA Partners, A Joint Venture (HTA) made a 20.61% Small Business Enterprise (SBE) and a 3.02% Disabled Veterans Business Enterprise (DVBE) commitment. Based on payments, the project is 29% complete and the current level of SBE participation is 17.10%, representing a shortfall of 3.51% and the level of DVBE participation is 4.18%, exceeding the commitment by 1.16%.

HTA contends that a two (2) year delay has caused the discrepancy in its utilization of SBE firms. HTA explained that there was nearly a year between HTA being authorized to start work and the PDA teams being authorized to start work. Such delays have affected the HTA workflow and the mobilization of SBEs. HTA further stated that, in terms of the HTA workflow, SBEs fall into three specific categories. HTA is fully committed to meeting the SBE goals and based on the scope of services, the updated schedule and the work committed, HTA expects to make substantial progress in closing the SBE/DVBE shortfalls by fall of 2023. In the current modification, HTA is proposing 20.65% SBE and 3.65% DVBE participation.

The Diversity & Economic Opportunity Department (DEOD) will continue to monitor HTA's efforts to meet and exceed its commitment.

Small Business Commitment	SBE 20.61% DVBE 3.02%	Small Business Participation	SBE 17.10% DVBE 4.18%
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	A/E Tech, LLC	0.52%	0.00%
2.	Cityworks Design	0.88%	0.00%
3.	Connetics Transportation Group, Inc.	0.37%	0.42%
4.	D'Leon Consulting Engineers Corp	2.51%	2.13%
5.	Epic Land Solutions	0.20%	0.00%
6.	Fariba Nation Consulting	0.20%	0.00%
7.	Geospatial Professional Solutions, Inc.	1.33%	1.05%
8.	LKG-CMC, Inc.	0.84%	1.85%
9.	Paleo Solutions, Inc.	0.07%	0.00%
10.	Suenram & Associates, Inc.	1.45%	3.74%
11.	Terry A. Hayes Associates, Inc.	10.97%	6.82%

12.	Vicus LLC	0.46%	0.00%
13.	Wagner Engineering & Survey, Inc.	0.81%	1.09%
	Total	20.61%	17.10%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Conaway Geomatics	1.16%	2.16%
2.	MA Engineering	0.97%	1.44%
3.	OhanaVets, Inc.	0.89%	0.58%
	Total	3.02%	4.18%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

Planning & Programming Committee
File 2022-0862
February 15, 2023



Metro®

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. AE67085000, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,108,638.43 for additional technical services to support the environmental phase for all six alternatives and the refinement of the Alternative 6 design, increasing the total contract value from \$54,592,930 to \$58,701,568.43.

Project Overview

- > The original contract for environmental and design services for HTA Partners was awarded in 2020
- > There are six alternatives under consideration for the project: three monorail alternatives and three heavy rail alternatives
- > The project is currently in the environmental phase, preparing a Draft Environmental Impact Report (DEIR)



Contract Modification #4

- > The following additional technical services are needed to support the environmental phase for all six alternatives:
 - **Planning and Environmental Linkages (PEL) Study (Alternatives 1-6):** At the request of, and in collaboration with, the Federal Transit Administration, the PEL study will engage federal agencies during CEQA to identify potential issues of concern that would be studied further during NEPA.
 - **Project Study Report-Project Development Support (PSR-PDS) Project Initiation Document (PID) (Alternatives 1-6):** Caltrans requested that Metro prepare a PSR-PDS PID for the Project, including a Preliminary Environmental Analysis Report (PEAR). HTA is contributing materials for Alternative 6 to the PSR-PDS and preparing the PEAR for Alternatives 1-6.

Contract Modification #4 (continued)

- > The following additional technical services are needed to support the refinement of the Alternative 6 design:
 - **Load Flow Analyses (Alternative 6):** Load flow analyses are required to determine the provision of traction power substations (TPSS) for the project. During late 2022, Program Management requested that scope for load flow analyses for Alternative 6 be added to the environmental contract performed by HTA.
 - **Santa Monica Boulevard Station Design (Alternative 6):** The viability of a previous station location has changed, and as a result, the station location must be moved. Changes include horizontal and vertical route alignment, station alignment, and the location of cross passages.

Next Steps

- > Continue technical analysis for CEQA environmental review
- > Continue Caltrans coordination
- > Continue PEL coordination
- > Continue to keep stakeholders informed of the environmental review process and provide opportunities for community engagement





Board Report

File #: 2023-0079, File Type: Oral Report / Presentation

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 15, 2023
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 16, 2023

SUBJECT: REIMAGINING WESTLAKE/MACARTHUR PARK STATION THRU PILOT INTERVENTIONS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the report on Reimagining Westlake/MacArthur Park Station Thru Pilot Interventions.

ISSUE

Westlake/MacArthur Park Station, served by Metro B & D Lines (Red/Purple) and nearby NextGen Tier 1 bus lines, has been impacted by societal challenges impacting public safety and Metro’s ability to deliver good customer experience for transit riders and support frontline employees who maintain this station. In an effort to equitably address the inappropriate activities that impact the station’s original mission to serve the community, Metro is taking a thoughtful, collaborative and multipronged approach to addressing these complex issues with the intent to restore safe and reliable transit service for its customers and the surrounding community that Metro serves.

BACKGROUND

Westlake/MacArthur Park Station (WLMP) is located just west of Downtown LA in the Westlake District on Alvarado St between Wilshire Bl and 7th St. It is located across the street from MacArthur Park. WLMP is located in one of the most dense neighborhoods in the United States and served by all-day, frequent Metro Rail and Bus service, with nearby buses operating 24 hours per day. There are typically over 22,000 daily boardings and alightings within the station footprint. Previous rider surveys indicate that 94% of Metro riders along the Alvarado St corridor do not own or have access to a car, indicating that they rely on Metro service for their access to work, school, medical, and all-purpose trips. This station resides within an Equity Focused Community.

In 2022, Metro released the latest results of its Customer Experience Survey, revealing that female rail ridership has declined to 44% with nearly 1 in 2 women citing crime, harassment, and safety as top concerns on Metro. These results are consistent with previous agency findings in the How

Women Travel report.

Within a 2-month period last summer at WLMP Station, there were 57 calls for service to the Los Angeles Police Department (LAPD), or nearly one law enforcement call each day. MacArthur park has a history of drug activity that predates the opening of this Metro station in 1993, and has impacted the station. Since December 2022, there were 26 reported medical emergencies at WLMP, the majority of them suspected drug overdoses. In the entire calendar year, there were six fatalities and one shooting at WLMP, nearly all related to suspected drug activity.

Metro also experiences significant maintenance challenges due to the misuse of this station. In December 2022, there were nearly 75,000 emergency swing gate activations reported at the faregates, or nearly once every two minutes. Metro maintenance crews who respond to the station for repairs have encountered multiple instances of work trucks burglarized when they return. The vending program on the plaza level, which officially ended in 2020, continues to operate in an informal/unregulated setting.

There is also persistent trespassing in emergency exit corridors which serve as ancillary areas for Metro personnel who maintain critical station equipment in these non-public corridors. Trespassers in these ancillary areas pose significant safety issues for Metro personnel. During recent inspections of these corridors, a number of individuals have been identified, many of which have previous warrants. These individuals also leave behind a significant amount of trash, drug paraphernalia, and biohazard waste including feces and vomit on stairwells and walls, used syringes and condoms. As these non-public corridors lack routine airflow as in the public station areas, these corridors have grossly repulsive odors that are unhealthy without personal protective equipment (PPE).

Observations from Metro personnel and CCTV cameras reveal persistent loitering under tampered electrical receptacles, physical fighting, individuals wielding weapons, harassment and intimidation of transit riders waiting for their next train or bus, prostitution, and erratic antisocial behavior which may be from individuals under the influence of drugs. System Security and Law Enforcement (SSLE) has confirmed the majority of drug issues at WLMP are related to heroin, methamphetamine, cocaine, fentanyl and opiates.

On balance, the inappropriate, non-transit activities permeating WLMP has deviated from the agency's core mission to deliver safe and reliable transit service, and Metro plans to restore safety and civility through reimagined public safety improvements and an improved customer experience for our riders that need it the most.

DISCUSSION

Given the significant public safety challenges outlined above, Operations has convened an agency taskforce and is leading a collaborative effort with SSLE, Countywide Planning & Development, Office of the Chief of Staff, Customer Experience and Program Management to reimagine how WLMP Station could better serve the community by improving public safety and service reliability through a strategic deployment of customer-facing staffing, maintenance crews, engineering controls, and community programming of plaza areas. This has included a significant number of site visits incorporating multiple departments and well documented by Systemwide Design. Below are pilot

interventions in progress or planned:

Plaza / Street Level

On the street level, there are significant areas that are not useful for transit riders and inappropriately used by others. This largely stems from the station footprint not being appropriately sized for the transit needs in this location, including an underutilized, secondary station entrance located just steps away from the main entrance. The terraced landscaping has created hiding areas for public defecation and drug use, while the oversized concrete plaza has facilitated an open air drug sale marketplace. Low-profile curbs surrounding the plaza are used for loitering, smoking, drug sales, sleeping and skateboarding. Bike racks and the adjacent Park & Ride lot are virtually unused, even though these amenities are available. To better serve the community by addressing these issues, the following interventions are being piloted:

- A proposed restructured vendor marketplace developed in collaboration with the County, City, and community that activates the plaza, promotes business sustainability and growth, and creates a community space for weekly community events
- Rightsizing public footprint of plaza by securing non-functional sections of the plaza, including terraced landscape, inconspicuous corners, while also preserving functional space for a vendor marketplace
- Closure of secondary (north) entrance and passageway, which directs all customers to the nearby, fully accessible main entrance, naturally facilitating public safety through more foot traffic. This closure was previously enacted during the COVID-19 pandemic and re-implemented in January 2023.
- Creation of a new, flexible use space that can be opened to support community programming such as weekly concerts, fitness classes, and other activations beneficial to the community
- Additional plaza lighting and CCTV cameras for enhanced visibility and deterrence of unwanted activities

Mezzanine / Concourse Level

Staff has documented persistent loitering and drug activities around TAP Vending Machines, map display cases, tampering with electrical receptacles, drug activity and prostitution under decommissioned phone booths, and misuse/damage of faregate equipment. Few passengers pay fare if faregates are broken/held open. As a result, the taskforce is working on the following pilot interventions:

- New station kiosk to be fully staffed and visible to public during station hours, assisting with customer questions and faregate entries
- Low Income Fare is Easy (LIFE) program on-site signups, providing those with the greatest need an opportunity to use the fare gates appropriately even if they do not have sufficient fare
- Homeless outreach partnerships
- Transit Ambassador staffing
- Fare collection interventions
 - New partitions to deter “reach-around” non-emergency uses of emergency swing gates
 - Faster leaf-gate closure to prevent “tailgating”
 - Reactivation of alarm chirp when emergency swing gate is opened

- Explore “paddle-style” gates used in San Francisco, Atlanta, Baltimore and London, England
- Updated “fare required” signage to current Metro Rail Design Criteria standards
- Personalized station announcements to remind public that station is monitored
- Introduction of ambient background music, also played in public settings like malls, stores, and restaurants
- Sealing off decommissioned phone booths where drug use takes place underneath former phone book vestibules
- Removal of maintenance power outlets in public areas that have been tampered with to eliminate electrical hazards to the public
- Exploration of smarter CCTV cameras using digital analytics to flag unwanted behavior to CCTV observers and dispatch assistance more effectively, being cognizant of potential bias when developing assumptions in the analytics model

Platform / Track Level

Staff has observed erratic, antisocial behavior at platform ends, rummaging through trash cans that result in debris strewn all around and onto trackway, and laying across seating areas which prevents customers from seating amenities while waiting for their next train. In particular, customers have stated that they prefer to wait at platform ends because there is more onboard seating at the fronts and ends of trains, but they do not feel comfortable waiting at these platform ends before the train arrives. To address the nuisance activities observed on the platform and restore a safe, waiting area for the next train, the following interventions will be piloted:

- Lighting upgrades have been completed to brighten the platform area and improve line-of-sight visibility, including retrofit from older fluorescent lighting to brighter LED fixtures.
- Increased pressure washing and station detailing. Facilities Maintenance now has a dedicated custodial staff for this station and conducts deep cleanings several times per week. Despite these efforts, the station still experiences cleanliness issues related to non-transit users of the station.
- Modify existing benches for upright seating. Currently, benches are misused for laying down, drug use, and other unwanted activities. The existing benches are molded into the platform foundation, so the taskforce is looking at tactical interventions using floating dividers and perforations to preserve the bench while restoring the original intent of the design.
- Increasing fresh supply of airflow in the station public areas to remove odors and fumes caused by smoking and other non-transit uses that permeate through the station

Ancillary / Non-Public Areas

Given the challenges posed by trespassers entering into station ancillary areas via emergency exit corridors, the taskforce is partnering with local law enforcement, transit security and local jurisdictions to identify solutions to deter this behavior:

- Expanding intrusion warning system that has shown up to 70% reduction in unwanted entries at other stations
- Revised signage and regulatory language to ensure city attorney can prosecute for trespassing

- Increased inspections of ancillary areas to remove trespassers more frequently

With these pilot interventions packaged together, the overall objective is to deter non-transit loitering and restore WLMP for safe and reliable transit as its primary use case, ensuring that everyone who enters the station uses the fare gates appropriately and departs on the next available train, and those arriving by train exit the station in a reasonable timeframe.

EQUITY PLATFORM

The intent of this work is to provide public safety and reliability improvements to Metro riders in and around WLMP, which 9 in 10 bus riders are BIPOC, 94% do not own a car and therefore rely on Metro service, and nearly 6 in 10 are below the poverty line. Further, WLMP is operated by Metro lines that serve Metro's Equity Focus Communities. Staff is building upon previous community input received during previous projects involving the community and key stakeholders, such as the street vendor market pilot in 2017 and the adjacent Alvarado St Bus Priority Lanes completed in 2022, and will conduct a more focused equity analysis of impacts to marginalized groups as a result of this project.

Improving transit service by reimagining public safety at our stations increases access to opportunity for groups who may not have those opportunities today. Further, these pilot interventions allow Metro to better serve its customers through better reliability as a result of fewer disruptions to service.

This project will include some form of rider outreach, including surveys and key stakeholder engagement, blending a data-driven approach with customer feedback and staff will commit to centering marginalized community feedback to ensure marginalized voices are heard and equitable outcomes are reached. This project will use multilingual rider surveys. These survey results would then be incorporated into future reports to ensure that riders' voices are centered throughout the ensuing discussions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendations support strategic plans:

Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Improving the speed and reliability of the bus network will reduce transit travel times, as well as improve competitiveness with other transportation options.

Goal #2: Deliver outstanding trip experiences for all users of the transportation system. These initiatives help to move more people within the same street capacity, where currently transit users suffer service delays and reliability issues because of single occupant drivers.

Goal #3: Enhance communities and lives through mobility and access to opportunity. With faster transit service and improved reliability, residents have increased access to education and employment, with greater confidence that they will reach their destination on time.

Goal #4: Transform Los Angeles County through regional collaboration and national leadership.

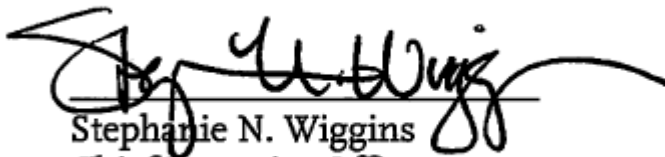
Because Metro does not have jurisdiction over local streets and arterials, collaboration with other partner agencies such as LADOT, Caltrans, City and County of Los Angeles are necessary to ensure these speed and reliability improvements are successfully implemented.

NEXT STEPS

The WLMP Agency Taskforce will continue a phased implementation approach as pilot interventions become ready for debut. During this period, Metro plans to collaborate with partner agencies and key stakeholders. In June 2023, staff plans to conduct passenger intercept surveys to understand how customers have responded to these pilot interventions as part of ongoing project outreach. If this program is successful, Metro could look to expand elements of these interventions to other stations where similar challenges persist, with the intent to use the right tools in the right place. Staff plans to provide further details about this project, including survey findings and an update on the proposed vending program in Summer 2023.

Prepared by: Stephen Tu, Director, Service Planning, (213) 418-3005
Michelle Banks-Ordone, Senior Manager, Transportation Planning,
(213) 547-4375
James De La Loza, Chief Planning Officer, (213) 922-2920
Gina Osborn, Chief Safety Officer, (213) 922-3055

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer



Reimagining Westlake/MacArthur Park Station Thru Pilot Interventions



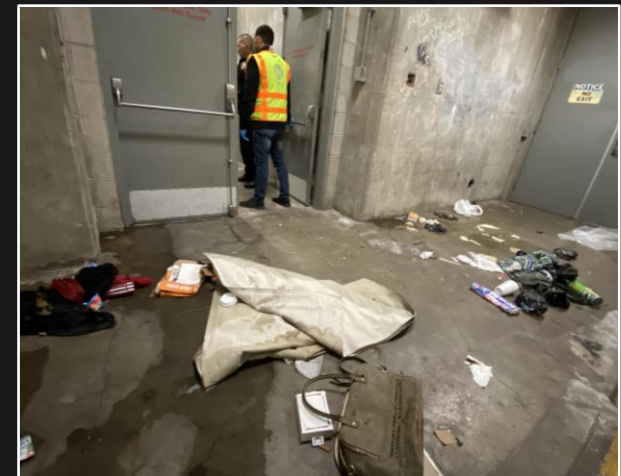
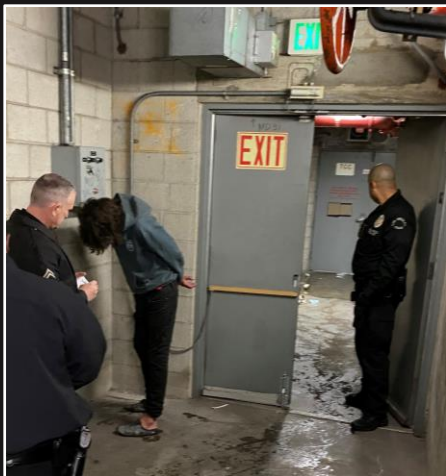
Metro

MACARTHUR PARK | BACKGROUND & ISSUE



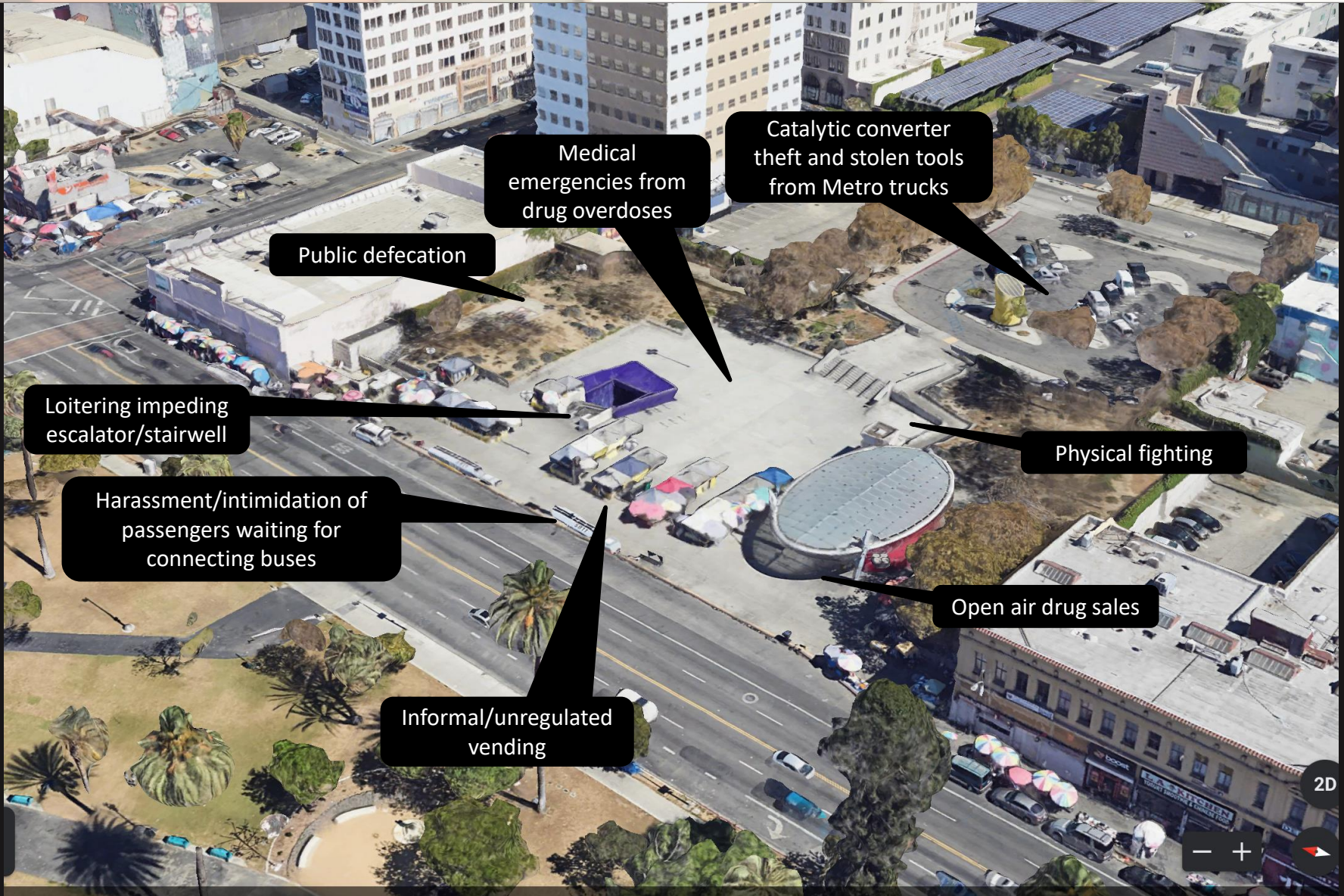
- Over 22,000 daily boardings / alightings
- CX Survey: Female rail ridership has declined to 44% with nearly 1 in 2 women citing crime, harassment and safety as concerns on Metro
- Nearly 60 calls for police response in 60 days
- Nearly 30 medical emergencies since December 2022
- Heroin, meth, fentanyl, opiates and other drug activity
- Erratic, antisocial behavior
- 75,000 monthly emergency fare gate activations
- Threats made to passengers and Metro personnel
- Informal, unregulated vending on plaza level

Physical altercation on platform as train approaches



Trespassers, encampments, human waste, bodily fluids found in non-public ancillary areas

MACARTHUR PARK | PLAZA / STREET LEVEL EXISTING



Medical emergencies from drug overdoses

Catalytic converter theft and stolen tools from Metro trucks

Public defecation

Loitering impeding escalator/stairwell

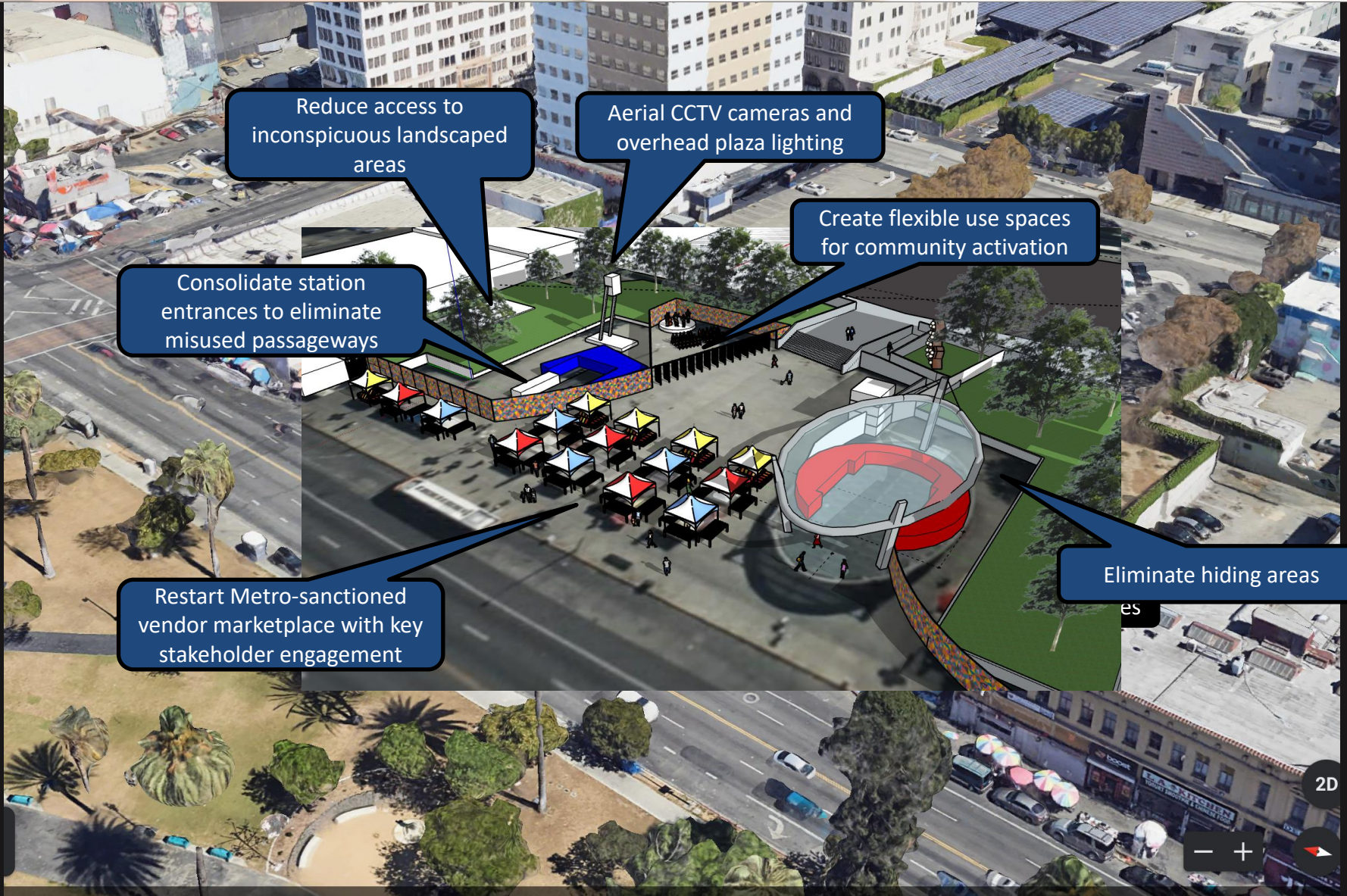
Physical fighting

Harassment/intimidation of passengers waiting for connecting buses

Open air drug sales

Informal/unregulated vending

MACARTHUR PARK | PLAZA / STREET LEVEL CONCEPT



Reduce access to inconspicuous landscaped areas

Aerial CCTV cameras and overhead plaza lighting

Create flexible use spaces for community activation

Consolidate station entrances to eliminate misused passageways

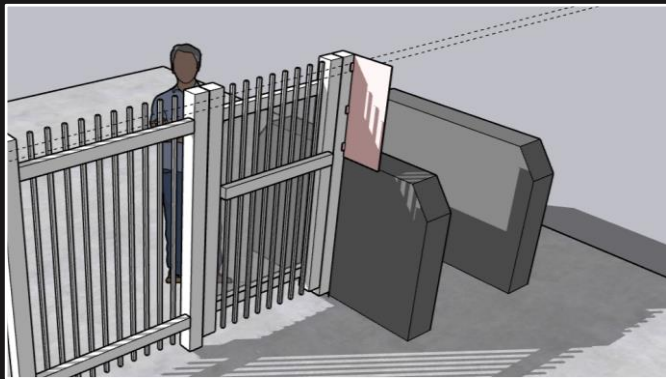
Restart Metro-sanctioned vendor marketplace with key stakeholder engagement

Eliminate hiding areas

MACARTHUR PARK | CONCOURSE / MEZZANINE LEVEL



Persistent loitering and antisocial behavior on concourse

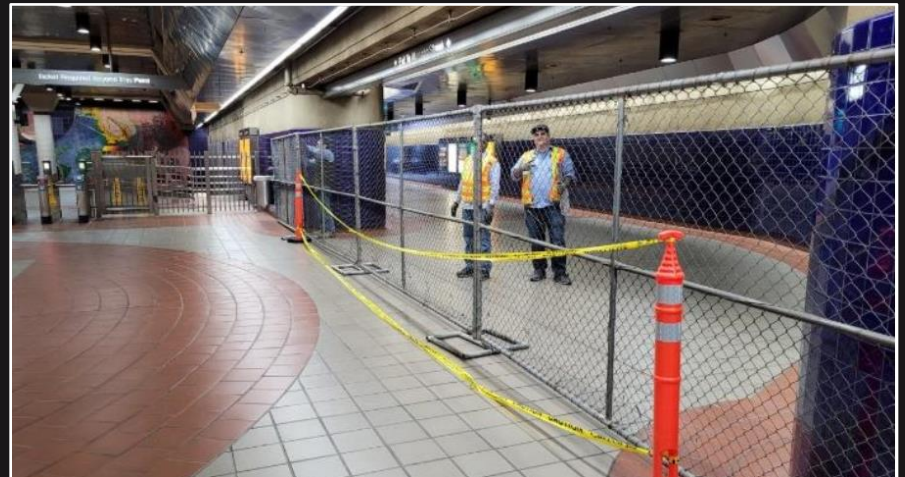


Proposed partition to discourage fare swing gate misuse



Before & After: Former phone booths where drug use occurred

- **New station kiosk to be fully staffed during station hours, assist with faregate entries**
- **LIFE program sign-ups on-the-spot**
- **Homeless outreach partnerships**
- **Reduce misuse of fare collection array**
 - New partitions to prevent “reach-around”
 - Faster leaf-gate closure to prevent “tailgating”
 - Reactivation of alarm chirp when emergency swing gate is opened
 - Consider “paddle-style” gates used in SF, ATL, Baltimore, London
 - New “fare required” signage
- **Ambient background music (i.e. malls, stores, restaurants)**
- **Personalized station announcements**
- **Seal off decommissioned phone booths**
- **Remove maintenance power outlets**
- **CCTV video analytics upgrade to flag suspicious behavior**



Temp fencing to right-size footprint & prepare for station kiosk installation

MACARTHUR PARK | PLATFORM / TRACK LEVEL

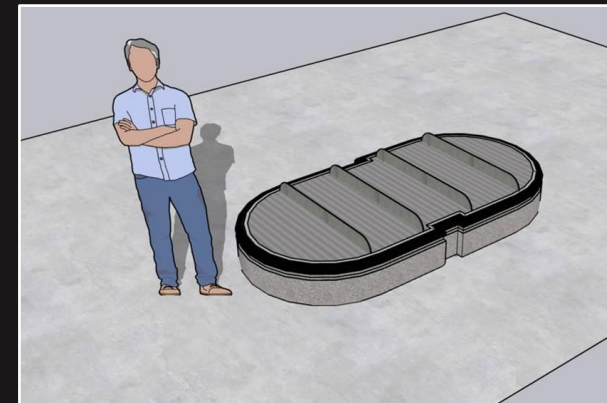
- Lighting upgrades underway
- Increased pressure washing and detailing
- Upgrade ancillary (non-public) alarm system
- Modify existing benches for upright seating
- Station ambassadors to provide passenger support
- Periodically activate station exhaust system to create breezier conditions and supply fresh air



Overnight pressure washing, detailing, and LED lighting upgrade



Before & After:



Conceptual bench design modification to restore original bench purpose for passenger seating until next train

MACARTHUR PARK | NEXT STEPS

- In partnership with CX, SSLE, Transit Oriented Communities, Operations to lead agency task force focused on improving public safety outcomes thru station design interventions
- Follow up with key stakeholders
- January 2023: Phased rollout begins
- July 2023: Conduct passenger surveys
- September 2023: Report back to Board on results
- Metrics to be developed in the coming months and will be evaluated with a focus on customer experience, public safety, operational improvements

A screenshot of a Los Angeles Times article titled "MacArthur Park : Police Try to Retake It From Drug Dealers". The article is by Andrea Ford and is dated June 25, 1989, at 12 AM PT. The text describes a scene of drug dealing in MacArthur Park, mentioning a tunnel walkway under Wilshire Boulevard and a park entrance off 7th and Alvarado streets. It also includes a quote from a pregnant woman and a Spanish term "Roca roca" used by a man nearby. The article concludes by stating that since April, police and nearby residents have been trying to take MacArthur Park back from drug addicts and drug sellers who all but overrun whole sections of the park almost everyday.

Sections **Los Angeles Times** [User Icon] [Search Icon]

MacArthur Park : Police Try to Retake It From Drug Dealers

BY ANDREA FORD
JUNE 25, 1989 12 AM PT

[Facebook] [Twitter] [Share]

TIMES STAFF WRITER

On a bright, hot afternoon last week, shirtless young men brazenly peddled bags of marijuana on a grassy knoll in MacArthur Park just west of downtown Los Angeles, hurrying toward buyers as they emerged from a tunnel walkway under Wilshire Boulevard.

A short distance away, at a park entrance just off 7th and Alvarado streets, scores of men and women milled about crowded park benches, opening their hands quickly so passers-by could see glass vials of what looked like tiny gray pebbles.

"How much you want, baby?" rasped a heavily made-up, very pregnant woman, whose belly jutted out oddly from a rail-thin body.

"Roca roca. Roca roca," a man standing nearby said repeatedly. 'Roca' is a Spanish term for "rock," or crack cocaine.

This scene unfolded in the sixth week of a massive police crackdown on drug dealing in the park, a square, 32-acre expanse that is the centerpiece of Los Angeles' Westlake District and what may be the most popular open-air drug market in the city.

Since April, police and nearby residents have been trying to take MacArthur Park back from scores of drug addicts and drug sellers who all but overrun whole sections of the park almost everyday.

1989 LA Times article, years before Metro Red Line opened



Board Report

File #: 2022-0828, File Type: Policy

Agenda Number: 10.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 15, 2023
EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 16, 2023**

SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION GUIDELINES REVISIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT revised Measure M Guidelines, Section VIII - 3% Local Contribution to Major Transit Projects (Attachment A).

ISSUE

In August 2022, the Board directed Metro staff to release the draft revised Measure M Guidelines, Section VIII - 3% Local Contribution to Major Transit Projects (Guidelines) for a 60-day public comment period (File# 2022-0445). Several comments were received that resulted in minor changes to the Guidelines. Staff is seeking Board approval of the revised Guidelines.

BACKGROUND

The Measure M Ordinance (Ordinance) requires local jurisdictions to pay three percent (3%) of the total cost of new major rail projects. The Measure M Guidelines adopted by the Board in 2017 (File# 2017-0280) guide Metro's implementation of this requirement. Noting a discrepancy, in April 2022, the Board requested that staff revise the Guidelines to be consistent with the Ordinance, modify two aspects of the calculation, and clarify and provide additional flexibility on sources available to jurisdictions to satisfy the 3% contribution (File# 2022-0258). Metro made the draft Guideline revisions available for public comment and now recommends that the Board adopt the final revised Guidelines.

DISCUSSION

Metro released the draft Guideline revisions for public review on August 26, 2022. Some revisions reflect procedural changes from the 2017 Guidelines. These include modifying the contribution allocation approach, excluding First/Last Mile (FLM) expenses incurred by jurisdictions from the total project cost, and providing credit for FLM expenses in situations when Metro is withholding local return funds. Other minor revisions clarified existing procedures for applying the 3% contribution

requirement to phased projects and allowing subregional investments as in-kind contributions. Metro advertised the public comment opportunity via mass email, The Source article, and an announcement at the Metro Technical Advisory Committee. Comments were accepted until October 26, 2022 (with one comment arriving on October 27th that was accepted).

Six comment letters were received, including five from local cities and one from a Council of Governments. The comments and responses have been summarized in Attachment B. Most commenters expressed a general concern that the 3% contribution requirement will have a burdensome long-term financial impact on their city. While the cost to jurisdictions is significant, the rationale for the contribution is that local communities with a rail station receive a direct benefit due to the increased access to high quality transit service that is above and beyond the project's benefit to the County as a whole. The benefit is expected to outweigh the cost. Metro is committed to continuing to work with jurisdictions to find creative and flexible solutions to satisfy the requirement. Metro considered all comments carefully, and several specific issues arose.

Regarding the eligible funding sources available to satisfy the 3% contribution, commenters requested additional discussion about in-kind contributions and subregional investments. Metro recommends creating additional guidance and procedures apart from the Guidelines for evaluating these broad categories of contributions. This will allow Metro and jurisdictions the most flexibility when considering whether a proposed contribution adds value to the Metro project. Metro has drafted a detailed procedure and plans to solicit feedback from jurisdictions following internal approvals. This procedure could be used to evaluate a range of possible in-kind contributions, including several specific projects that cities proposed in their comments. However, conducting such an evaluation within the Guidelines could be misleading since an eligible contribution for one project (e.g., parking) may not provide the same or any value to another project. In addition, Metro guidance in this area may apply to projects outside of Measure M. In-kind contributions must reduce the overall cost of the project, with examples such as exercising franchise agreements for utility relocations and expedited third party processes for completing work within the public right-of-way being effective ways to contribute but also produce both overall schedule and cost savings.

Also on eligible funding sources, one commenter suggested that in-kind contributions be added to FLM investments as an option for cities to receive credit in scenarios where Metro withholds up to 15 years of local return. This approach is allowable under the Ordinance and would yield contributions that directly offset Metro capital project costs. One risk is that it could increase administrative costs, compared with accepting a cash contribution, for Metro staff to oversee the successful performance of in-kind contributions. However, Metro expects those costs to be minimal. And under some scenarios, e.g., where a City prefers not to implement FLM projects, credit for in-kind contributions could positively affect Metro project finances. For these reasons, plus the benefit to jurisdictions gaining additional flexibility to meet their required contributions, Metro recommends allowing this flexibility, as reflected in the final revised Guidelines.

Separately, several commenters requested additional detail on Metro's timeline and process for implementing the 3% contribution requirement. These elements remain unchanged and are already included in Metro's publicly available Measure M Administrative Procedures. Briefly, Metro conducts outreach with potentially affected jurisdictions prior to producing a project cost estimate based on 30% design. This cost becomes the basis for calculating the 3% contribution, which is then allocated

to jurisdictions based on the track mileage formula in the Ordinance. Metro will notify the jurisdiction, then the Metro Board, of the estimated contribution and will then work with the jurisdiction to execute a 3% contribution agreement prior to issuing a notice to proceed for the construction phase of the project.

Several minor changes resulted from comments as noted in the attached summary table, mainly to clarify phrasing.

Metro staff will continue working closely with cities and the county to implement the 3% contribution requirement and will finalize and publish the revised Guidelines following Board approval.

DETERMINATION OF SAFETY IMPACT

The proposed approval will not have any adverse safety impacts on employees or patrons.

FINANCIAL IMPACT

Approving the recommendations will have no impact on the FY 2022-23 Budget.

EQUITY PLATFORM

The substantive changes resulting from this action include expanding credit for FLM improvements and excluding FLM costs from the “total project cost”. These changes will result in a financial benefit and increased flexibility for jurisdictions with a 3% contribution, including some with Equity Focus Communities. The remainder of the revisions to the Guidelines clarify existing practices and enhance consistency of current policy with the Measure M Ordinance, and therefore have no impact on equity opportunities. The 3% local contribution is one of the financial resources supporting Metro’s major rail transit projects program in the Measure M Expenditure Plan. These projects will benefit communities by adding new high-quality reliable transit services, many of which will increase mobility, connectivity, and access to opportunities for historically underserved and transit-dependent communities. Metro will continue to conduct outreach and provide technical assistance on the 3% contribution requirement to affected jurisdictions, including assisting with identifying viable financing strategies. Staff will also analyze how each project might impact equity and Equity Focused Communities. These analyses will be included in future Board items (e.g. notifying the Board of the 3% contribution amount by jurisdiction based on 30% design) on a project-by-project basis.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could elect not to adopt the final revised Guidelines. This is not recommended as the

proposed revisions resulted from Board direction and will ensure consistency between Metro's published guidance and the Measure M Ordinance.

NEXT STEPS

The final revised Guidelines will be posted on the Metro website, and Metro will continue to engage with affected jurisdictions on the 3% contribution requirement.

ATTACHMENTS

Attachment A - Measure M 3% Local Contribution Guidelines Final Revisions

Attachment B - Summary of Public Comments Received

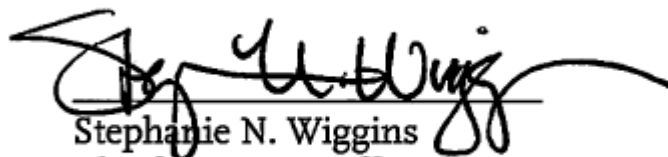
Prepared by: Adam Stephenson, Senior Director, Countywide Planning & Development, (213) 547-4322

Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433

Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327

Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

REVISED MEASURE M GUIDELINES, SECTION VIII. 3% LOCAL CONTRIBUTION TO MAJOR TRANSIT PROJECTS

The following shall replace Section VIII. in its entirety.

INTRODUCTION

The Measure M Ordinance includes a provision for 3% local contribution to major rail transit capital projects. The rationale for the contribution is that local communities with a rail station receive a direct benefit due to the increased access to high-quality transit service that is above and beyond the project's benefit to the County as a whole. Countywide, the 3% local funding contribution represents ~~approximately~~ more than \$1 billion in funding to support the project delivery identified in the Expenditure Plan. The 3% local funding contribution is a critical element of a full funding plan for these rail transit projects. The Ordinance includes provisions that allow development of a mutual agreement between a jurisdiction and Metro, and a default ~~penalty~~ payment mechanism if such an agreement cannot be reached. The agreements shall be in accordance with these guidelines.

PROGRAM METHODOLOGY

The Ordinance calculates the local contribution based ~~on~~ upon the percent of project total centerline track miles to be constructed within a local jurisdiction's borders if one or more new stations are to be constructed within that jurisdiction ~~with a new station in those jurisdictions~~. These guidelines reflect the nexus between mobility benefits provided to a jurisdiction based on the ~~location and proximity~~ presence of a new station within the jurisdiction. The local contribution will be calculated by ~~dividing~~ distributing 3% of the ~~project's total~~ project cost, estimated ~~after~~ at the conclusion of thirty percent (30%) of final design, ~~by the number of new rail stations constructed to jurisdictions based on centerline track miles per the line.~~ Ordinance. For projects along a larger transit corridor with more than one operable segment, each operable segment will have its own "total project cost" for purposes of this section, determination of the local jurisdiction borders will be a new station located within one-half mile of the jurisdiction. ~~Building on the Metro Board adopted First/Last Mile policy in 2016, which defines the "walk-shed" around each station as a half-mile radius,~~ calculating the 3% local contribution requirement will be proportionately shared by all local agencies based upon the local agency's land area for each segment. Jurisdictions will incur a 3% local contribution obligation only for operable segments that include station construction within a one-half mile radius of a new station. ~~their borders.~~ Other arrangements agreed upon by every local jurisdiction in a project corridor with a local

contribution obligation are also acceptable, provided that the total of all jurisdictions' contributions equals 3% of the estimated total project cost. A list of jurisdictions that may be affected, subject to changes determined by the environmental process, is included as Appendix A.

An agreement approved by both Metro and the governing body of the jurisdiction shall specify the total project cost as determined at the conclusion of thirty percent (30%) of final design, the amount to be paid by the local jurisdiction, and a schedule of payments. Once approved, the amount to be paid by the local jurisdiction shall not be subject to future cost increases.

Eligible Fund Contributions

Eligible fund sources to satisfy 3% local contribution include any funds controlled by the local agency or local agencies (e.g., General Fund, State Gas Tax Subventions, Prop. A, Prop. C and Measure R and Measure M Local Return Funds, Measure M Subregional Program Funds), or any funds awarded from non-Metro competitive grant process funding. Measure M Subregional Program Fund contributions must be accompanied by documented agreement from all jurisdictions that would otherwise be eligible for those sub-regional funds. In-kind contributions eligible to satisfy 3% local contribution include, but are not limited to, project specific right-of-way and, waiver of permitting fees, local agency staff time (incurred and forecast) if, and other subregional investments that support a Metro transit corridor if those costs are specifically included in the project cost and contribution amount by the conclusion of thirty percent (30%) of final design. In-kind contributions consistent with this section will not be considered "betterments" for the purposes of these Guidelines and are eligible to satisfy local contribution obligations in lieu of Metro withholding up to 15 years of Measure M Local Return.

Betterments

Betterments are defined consistent with existing policy adopted by the Metro Board on Supplemental Modifications to Transit Projects (October 2013). A "betterment" is defined "as an upgrade of an existing city or utility's facility or the property of a Third Party, be it a public or private entity, that will upgrade the service capacity, capability, appearance, efficiency or function of such a facility or property of a third party." Once the 30% design project scope and cost have been determined as the basis of the 3% contribution calculation, subsequent betterments cannot be included in that calculation, nor counted toward a jurisdiction's eligible contribution. However, they may be included in the project scope if carried at the jurisdiction's expense.

Active Transportation Capital Improvement Contributions and First/Last Mile Investments

These guidelines reflect provisions adopted by the Board that allow ~~for~~ and incentivize local jurisdictions, through an agreement with Metro, to meet all or a portion of their 3% local contribution obligation through active transportation capital improvements and first/last mile (FLM) investments that are included in the project scope and cost estimate at the conclusion of thirty percent (30%) of final design. All local ~~first/last~~ FLM improvements must be consistent with station area plans that will be developed and adopted by Metro in coordination with the affected jurisdiction(s). The criteria for local ~~first/last~~ mile FLM investments for ~~first/last~~ mile FLM contributions are ~~being developed~~ described in full in the First/Last Mile Guidelines adopted by Metro the Metro Board of Directors on May 27, 2021 (File #2020-0365), specifically to carry out integration of ~~first/last~~ mile FLM within transit capital projects. ~~First/Last mile FLM~~ improvements consistent with this section and ~~included in project scope at conclusion of 30% of final design~~ will not be considered “betterments” for the purposes of these Guidelines, and are eligible ~~for~~ to satisfy local contribution obligations in lieu of Metro withholding up to 15 years of Measure M Local Return.

Local Contribution Limits

The 3% local contribution will only be calculated against the overall project scope and cost determined at the conclusion of thirty percent (30%) of final design, and will not include costs for FLM improvements delivered by entities other than Metro. Local agencies cannot count other transportation investments that are not included in the project scope and cost estimate after the conclusion of thirty percent (30%) of final design. Metro staff will provide written notice to the affected jurisdiction(s) and a report to the Metro Board ~~at~~ after the completion of thirty percent (30%) of final design.

Contributions for calculations assigned to the County of Los Angeles are to be determined by the County.

Opt-Out Option

Metro will withhold up to 15 years of Measure M Local Return Funds ~~for~~ from local agencies that fail to reach a timely agreement with Metro on their 3% contribution prior to the award of any contract authorizing construction of the project within the borders of that jurisdiction. Local return funds from Proposition A, Proposition C, and Measure R are not subject to withholding. In some cases, principally in smaller cities, the default withholding of 15 years of local return from ~~only~~ Measure M Local Return Funds will be less than a ~~formal~~ full 3% contribution. In these cases, Metro may accept either amount as

the 3% contribution, and may execute a corresponding agreement with the jurisdiction. The cities which default on making their full 3% contribution that fulfill the 3% contribution requirement through the Local Return withholding mechanism, including offsets for approved FLM improvements and in-kind contributions, will suffer no further financial impact.

AUDIT REQUIREMENTS

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Measure M Funds are contributing to accomplishing the program objectives.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

Summary Table of Public Comments Received

The table below summarizes and responds to the substantive comments submitted during the public comment period (8/26/22 – 10/26/22) for the Measure M 3% Guideline Revisions.

COMMENT	COMMENTER	RESPONSE	EDITS
General			
“Revisions will have a burdensome long-term financial impact on the city” in particular “withholding 15 years of Measure M funds”	Artesia, Huntington Park, South Gate, Gateway Cities Steering Committee	Per the Measure M Ordinance, 3% of the total project cost of any Measure M Expenditure Plan Major Project coded “T” shall be paid by jurisdictions along the corridor. Metro is required to collect this contribution and will continue to work with jurisdictions to ensure transparency and flexibility.	N
We support the proposed revisions to the Measure M Guidelines.	City of Los Angeles	Thank you for your comment.	N
Calculation and Distribution			
“Clarify jurisdictional responsibility for 3% Contributions related to the I-105/B Line Station and future WSAB stations being planned.”	Huntington Park	Per the Ordinance, jurisdictions containing station construction owe a portion of the 3% contribution even where station construction occurs primarily within right-of-way owned by another agency. Working with jurisdictions, Metro will examine each station footprint to establish the presence or absence of construction in a given area.	N

ATTACHMENT B

COMMENT	COMMENTS	RESPONSE	EDITS
The planned B/Green Line station should fall under the jurisdiction of Caltrans and Metro, and should be removed from the 3% local contribution calculations. Local contribution calculations should focus only on the station elements located within the city of South Gate’s local jurisdiction boundaries, not those within Caltrans right-of-way”	Huntington Park	The C Line/I-105 Station is part of the WSAB project definition. Stations included as part of the total project cost estimated as of 30% design will be subject to the 3% contribution requirement. Local contribution requirements for stations constructed as part of future separate projects will depend on the project funding source.	N
“Design plans are being completed for the Future Rio Hondo Confluence Station, along with cost estimates and funding plans by multiple regional and state stakeholders and entities. Responsibility for the 3% local contribution obligation for this future rail station supporting a regional/state project should not be the responsibility of a single local city.”	Huntington Park	The Future Rio Hondo Station is not part of the WSAB Project and will require its own environmental clearance and further design. Local contribution requirements for stations constructed as part of future separate projects will depend on the project funding source.	N
“The City requests that change to the calculation for the 3% local contribution not be considered if it results in increasing the amount of the contribution”	South Gate	Metro determined that we would not be able to legally enforce the 3% calculation and allocation method as described in the 2017 Measure M Guidelines. The contribution for each jurisdiction must be based on track mileage only as described in Ordinance. Jurisdictions along a corridor may use their own distribution method if they choose, so long as the total 3% contribution is met.	N
Provide Appendix A Local Jurisdiction Information for the WSAB Project	Gateway Cities Steering Committee	Metro revised this Appendix and posted it on the Measure M website.	N

COMMENT	COMMENTS	RESPONSE	EDITS
Funding Sources			
“allow cities that do not have stations to credit their Metro-approved First/Last Mile improvements towards the three percent local obligation of a city with a station in the same area”	Artesia, Huntington Park	Metro agrees this is allowed under the Measure M Ordinance and Guidelines as written and does not require further revisions to the Guidelines.	N
Request that any unmet 3% contribution “be requested as part of the federal project funding submission”	Artesia,	Metro anticipates needing to demonstrate local financial commitment as a prerequisite to receiving Federal funding support. The 3% local contribution is a key component of that local financing.	N
“we request a more complete discussion of Subregional Investments”	Huntington Park, South Gate	Metro plans to create additional guidance and procedures apart from the Guidelines for evaluating in-kind contributions, including subregional investments. This will allow Metro and jurisdictions the most flexibility when considering whether a proposed contribution adds value to the Metro project.	N
“Add a separate guidelines section discussing In-Kind Contributions to reaffirm that in-kind contributions count towards a jurisdiction’s 3% local contribution. Clarify when guidance on the handling of in-kind contributions will be available for public review and comment.”	Huntington Park, Gateway Cities Steering Committee		N
“Ensure consistency in the inclusion and discussion throughout the guidelines of the eligible 3% local contributions available to local cities/jurisdictions beyond funds controlled by the local agency or agencies: subregional investments, In-kind contributions, and First/Last Mile project credits. Add “FLM” in the introductory language to “Eligible Fund Contributions”	Huntington Park, Gateway Cities Steering Committee	Since FLM improvements are not required to be in the project scope and cost by 30% design, they should not be called out in the introductory language to the in-kind discussion. There is a separate section that specifically addresses FLM investments.	N

ATTACHMENT B

COMMENT	COMMENTER	RESPONSE	EDITS
<p>“Subregional investments” definition should include any sub-regional investment or capital project that is within 3-miles of the WSAB light rail project that will improve pedestrian, bike, public transit, and/or vehicular access to a WSAB station</p>	<p>South Gate</p>		<p>N</p>
<p>The City of South Gate requests that Metro count several (list provided) “subregional investment” projects toward the city’s local match.</p>	<p>South Gate</p>	<p>Locally led improvements may receive credit if they are included in the project scope and cost by 30% design or are qualifying FLM projects.</p>	<p>N</p>
<p>The City requests consideration for the inclusion of newly constructed transit centers (built by the local jurisdiction) and their amenities to qualify as part of the required three-percent (3%) local contribution for new rail lines and major transit projects</p>	<p>Torrance</p>		<p>N</p>
<p>Under “Local Contribution Limits” Revise: “...will not include costs for First/Last Mile and approved in-kind improvements delivered by ...”</p>	<p>Gateway Cities Steering Committee</p>	<p>In-kind contributions envisioned in this section add value to the core transit project (e.g. ROW, parking) and therefore are necessarily part of the project scope at 30% design.</p>	<p>N</p>
<p>Similar to allowing credit for qualifying FLM investments in a scenario where Metro is withholding MM Local Return, Metro should also allow credit for in-kind contributions.</p>	<p>Gateway Cities Steering Committee</p>	<p>Metro agrees this is allowed under the Measure M Ordinance, and the clarification is reflected in the revised Guidelines.</p>	<p>Y</p>
<p>FLM-specific</p>			
<p>“To encourage the transfer of FLM credits, the guidelines should clarify that cities preparing FLM plans are required to implement their FLM plans”</p>	<p>Huntington Park</p>	<p>Per Metro’s First-Last Mile Guidelines, Metro leads the FLM planning phase but does not require that jurisdictions subsequently implement FLM project. Jurisdictions are responsible for selecting, designing, and implementing FLM projects.</p>	<p>N</p>

ATTACHMENT B

COMMENT	COMMENTS	RESPONSE	EDITS
<p>“Strengthen text to incentivize provision by First/Last Mile investments by jurisdictions, and clarify when the FLM criteria will be available for public review and comment” Add “and incentivize” to the sentence that addresses the Metro Board provisions.</p>	<p>Huntington Park, Gateway Cities Steering Committee</p>	<p>Metro agrees, as this is consistent with the language and intent of Motion 35, and has revised the Guidelines to add “and incentivize.” The FLM project prioritization methodology was adopted by the Metro Board (2022-0265) in October 2022. This action follows the Board approval of the FLM Guidelines (2020-0365) in May 2021.</p>	<p>Y</p>
<p>Timeline/Process</p>			
<p>“Provide more information on the 3% contribution negotiation process, including additional discussion of how and when the 3% negotiation process is initiated by Metro with the affected cities.” Define “timely agreement”.</p>	<p>Huntington Park, Gateway Cities Steering Committee</p>	<p>These procedural elements remain unchanged and are included in Metro’s publicly available Measure M Administrative Procedures. A “timely agreement” will generally be one that is executed prior to construction commencing on stations and guideway.</p>	<p>N</p>
<p>“Provide a definition of what is meant by “station.”</p>	<p>Huntington Park, Gateway Cities Steering Committee</p>	<p>Station elements delivered by Metro will vary from station to station. They will be consistent with Metro’s Systemwide Station Design Standards Policy as well as Metro’s Rail Design Criteria, and will generally include construction of platforms, passenger circulation, and parking as appropriate.</p>	<p>N</p>
<p>“Clarify local return withholding requirements, including default withholding and ‘suffering no further impacts.’”</p>	<p>Huntington Park, Gateway Cities Steering Committee</p>	<p>Rephrased this sentence to clearly mean that either the full 3% contribution based on the 30% design cost estimate, or the up-to-15-year local return withholding will satisfy the contribution requirement in the Ordinance. Also clarified the sentence to mean there will be no further <u>financial</u> impacts related to the 3% contribution from the jurisdiction.</p>	<p>Y</p>

ATTACHMENT B

COMMENT	COMMENTS	RESPONSE	EDITS
<p>“Metro's proposed approach places a timeline that limits the City's ability to meet its 3% local funding contribution which was not contemplated by Measure M. ... This approach precludes the City from pursuing grant funding for transportation and subregional investments ... The City requests that revisions be made until the completion of the WSAB construction to identify, implement, and fund transportation and subregional investments to meet its 3% local contribution and provide ample time to pursue grant funds.”</p>	<p>South Gate</p>	<p>Measure M does allow for the time that jurisdictions might need to arrange finances by basing the total project cost on scope and estimate at 30% design. A jurisdiction may pursue financing, including grant funds, after 30% design to support FLM and in-kind improvements.</p>	<p>N</p>
<p>Clarify: does this written notice trigger initiation of negotiation of 3% local contribution agreements between Metro and affected local jurisdictions?</p>	<p>Gateway Cities Steering Committee</p>	<p>Not necessarily. The written notice provides an estimate of the local contribution and requests that the jurisdiction identify staff to work with Metro on development and execution of a 3% agreement.</p>	<p>N</p>

A large, stylized white letter 'M' is positioned in the upper right quadrant of the slide. The 'M' is composed of several thick, white, rectangular blocks that are slightly offset from each other, creating a 3D effect. The background behind the 'M' is a dark green circular area, which is itself set against a larger orange circular area. The bottom left corner of the slide is black.

Measure M 3% Contribution Guideline Revisions

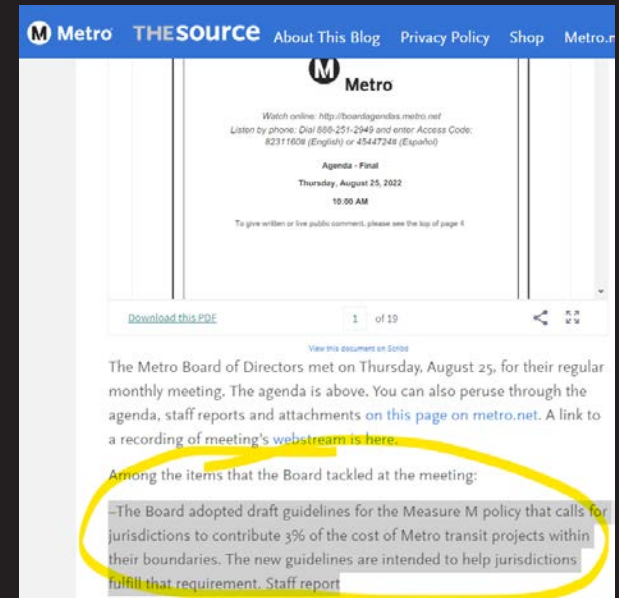
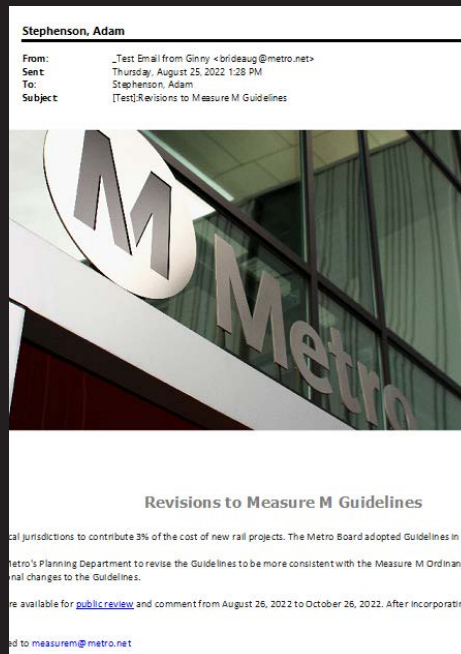
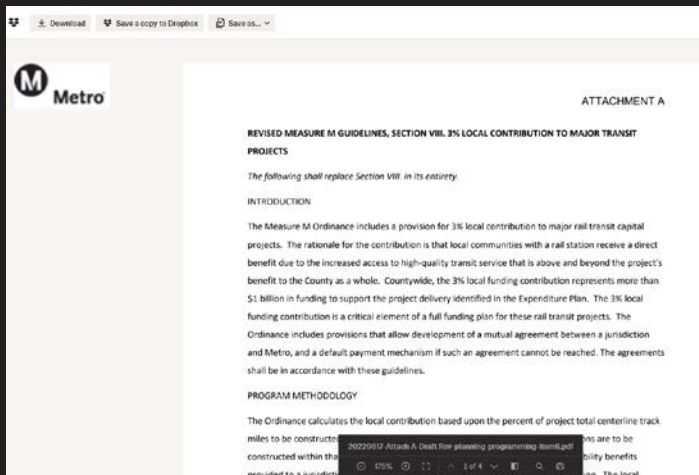
*Planning and Programming Committee
February 15, 2023*



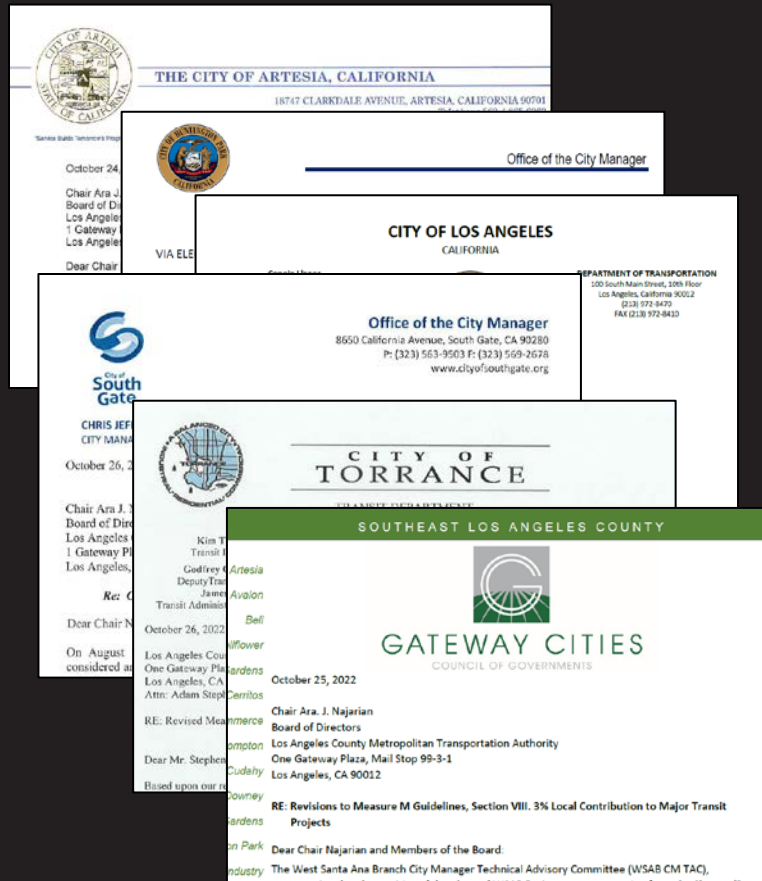
Metro

Draft Measure M 3% Guideline Revisions

- Focused on Motion 35 directives (April 2022)
- Circulated for public review August – October 2022



Comments Received



- Six comment letters received by the deadline
- Main themes: financial burden, listing specific in-kind contributions, process clarity
- Responses in summary table

Final Revisions and Implementation

- Accepted
 - Consistency with Board Motion 35
 - Additional flexibility, e.g. allowing in-kind contributions in local return withholding scenario
 - Clarity
- Not incorporated
 - List/discussion of all eligible in-kind contributions and subregional investments (to avoid constraining contribution options)
- Next steps: workshop, in-kind procedures, continue outreach with jurisdictions



Metro