



**Metro**

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

**Agenda - Final**

**Wednesday, May 17, 2023**

**10:30 AM**

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## **Planning and Programming Committee**

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*Jacquelyn Dupont-Walker, Vice Chair*  
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*Hilda Solis*  
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**METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES**  
**(ALSO APPLIES TO BOARD COMMITTEES)**

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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.

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**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.

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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.

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Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).

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### **Live Public Comment Instructions:**

Live public comment can be given by telephone or in-person.

The Committee Meeting begins at 10:30 AM Pacific Time on May 17, 2023; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter  
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***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 se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 17 de Mayo de 2023. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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### **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:  
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MS: 99-3-1  
Los Angeles, CA 90012

## CALL TO ORDER

## ROLL CALL

APPROVE Consent Calendar Items: 5, 6, 7, and 8.

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

## CONSENT CALENDAR

5. **SUBJECT: FUNDING AWARD RECOMMENDATION FOR STATE ACCESS FOR ALL GRANT PROGRAM** [2023-0185](#)

### RECOMMENDATION

CONSIDER:

- A. APPROVING the recommended Access for All funding awards totaling \$7,865,833 (Attachment A) available to Metro through the State of California's Access for All Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute funding agreements with the entities receiving awards.

Attachments: [Attachment A - FY 2023 Access for All Funding Awards](#)

6. **SUBJECT: HIGH DESERT CORRIDOR FY24 WORK PROGRAM** [2023-0099](#)

### RECOMMENDATION

CONSIDER:

- A. APPROVING \$1,947,500 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the FY 24 work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

Attachments: [Attachment A - HDC JPA Funding Request](#)  
[Attachment B - HDMC Corridor Map](#)  
[Attachment C - HDC JPA FY 24 Work Program](#)  
[Attachment D - HDC JPA Grants Funding Strategy](#)  
[Presentation](#)

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7. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION** [2023-0201](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING inter-program borrowing and programming of \$24,765,000 from Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement and Highway Demand Based Programs to Measure M MSP - Highway Efficiency Program, as shown in Attachment A;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames, as shown in Attachments B and C; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

**Attachments:** [Attachment A - Highway Efficiency Program Project List](#)  
[Attachment B - Active Transportation Program Project List](#)  
[Attachment C - First Last Mile and Complete Streets Program Project List](#)  
[Attachment D - Bus System Improvement Program Project List](#)  
[Attachment E - Highway Demand Based Program Project List](#)

8. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION** [2023-0027](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING:
  - 1. programming of \$9,720,367 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, as shown in Attachment A;
  - 2. programming of \$14,474,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B;
  - 3. programming of \$3,846,152 within the capacity of Measure M MSP - Subregional Equity Program, as shown in Attachment C;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames, as shown in Attachments A and D; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all

necessary agreements and/or amendments for approved projects.

**Attachments:**      [Attachment A - Active Transportation Program Project List](#)  
[Attachment B - Transit Program Project List](#)  
[Attachment C - Subregional Equity Program Project List](#)  
[Attachment D - Highway Efficiency Program Project List](#)

## NON-CONSENT

9.    **SUBJECT:    WEST SANTA ANA BRANCH TRANSIT CORRIDOR  
                         PROJECT**

[2023-0198](#)

### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. to provide First-Last Mile (FLM) plan preparation and environmental design & technical work to complete the Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$2,431,148, increasing the Total Contract Value from \$43,388,553 to \$45,819,701, and to extend the Contract Period of Performance through December 31, 2024;
- B. AUTHORIZING the CEO to execute Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and to bring Community Based Organizations (CBOs) to support FLM and environmental work in the amount of \$449,991, increasing the Total Contract Value from \$2,246,706 to \$2,696,697, and to extend to the Contract Period of Performance through December 31, 2024; and
- C. AUTHORIZING AND DELEGATING authority to the CEO to negotiate and execute all necessary agreements in the amount of \$256,182.50 between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (GCCOG) for Third-Party Administration participation in the West Santa Ana Branch (WSAB) environmental clearance study (existing Funding Agreement FA# 920000000FACGGC03), increasing the total funding amount from \$1,101,530 to \$1,357,713.

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**Attachments:**

[Attachment A - Board File 2023-0183](#)

[Attachment B - Board File 2022-0023](#)

[Attachment C - GCCOG Funding Agreement Funding Allocation Table](#)

[Attachment D-1 - Procurement Summary \(WSP USA Inc.\)](#)

[Attachment D-2 - Procurement Summary \(Arellano Associates LLC\)](#)

[Attachment E-1 - Contract Modification \(WSP USA Inc.\)](#)

[Attachment E-2 - Contract Modification \(Arellano Associates LLC\)](#)

[Attachment F-1 - DEOD Summary \(WSP USA Inc.\)](#)

[Attachment F-2 - DEOD Summary \(Arellano Associates LLC\)](#)

**SUBJECT: GENERAL PUBLIC COMMENT**

[2023-0317](#)

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 #:** 2023-0185, **File Type:** Program

**Agenda Number:** 5.

**PLANNING AND PROGRAMMING COMMITTEE  
MAY 17, 2023**

**SUBJECT: FUNDING AWARD RECOMMENDATION FOR STATE ACCESS FOR ALL GRANT PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING the recommended Access for All funding awards totaling \$7,865,833 (Attachment A) available to Metro through the State of California’s Access for All Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute funding agreements with the entities receiving awards.

**ISSUE**

The State of California’s Access for All Program provides funding to increase the availability of on-demand wheelchair accessible vehicle (WAV) service throughout the state. Metro is the administrator of these funds for Los Angeles County. Following Board direction (File #2022-0661), Metro conducted a competitive solicitation for project proposals. Staff requests Board approval to fund five of the proposed projects.

**BACKGROUND**

Senate Bill (SB) 1376 requires the California Public Utilities Commission (CPUC), as part of its regulation of Transportation Network Companies (TNCs), to establish a program to improve the accessibility of persons with disabilities to on-demand transportation services requested through online-enabled applications or platforms. Through this program, TNCs pay a fee of \$0.10 to the CPUC for each passenger trip originating in each county statewide that their providers complete. From the fees collected, the CPUC created an “Access Fund” to deposit the revenue, which is then redistributed to Local Access Fund Administrators (LAFAs) to pay for services of competitively selected Access Providers to operate on-demand WAV service in their counties. The CPUC also approved allowing LAFAs to use up to 15 percent of the amount it allocates to each county each year to cover administrative expenses.

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In June 2021, the Metro Board of Directors authorized Metro to serve as the Los Angeles County LAFA. Subsequently, Metro developed a countywide Access for All Program to guide the planning, distribution, management, and oversight of funds for each annual funding cycle (until the SB 1376 sunset date in 2027, unless extended).

## **DISCUSSION**

Los Angeles County received \$9,253,922 in funding from the first two cycles of Access for All funding (FY 2021 and FY2022). Of these funds, 15% is set-aside for administrative expenses, leaving a total of \$7,865,833 for eligible projects.

Metro released a competitive solicitation for project proposals on December 5, 2022, in accordance with CPUC Guidelines and with input from a working group consisting of internal and external stakeholders throughout Los Angeles County. The funding opportunity was advertised via The Source and was distributed to potential access providers and interested parties via mass email. The solicitation information was also posted on the Metro website. Metro hosted an informational workshop on December 15, 2022, which was attended by more than 100 participants. Government, non-profit, and for-profit organizations were eligible to apply if they could provide direct WAV transportation service and otherwise meet the CPUC requirements for Access Providers.

### **Preliminary Funding Recommendations**

Six applications requesting \$15,595,696 were received by the February 6, 2023, deadline. Metro formed a panel of internal staff and external volunteers to evaluate the proposals. The final project rankings are included in Attachment A.

Metro issued preliminary funding recommendations on March 14, 2023, for 95% of the funding (\$7,472,541). These recommendations included three projects, one of which (the third ranked project proposed by Butterfli) was partially funded due to funds being exhausted. The remaining 5% of available funds (\$393,292) were set aside for Metro's Technical Advisory Committee (TAC) appeals process.

### **Technical Advisory Committee Appeals**

On April 5, 2023, TAC heard appeals from two applicants. After hearing the presentations, TAC approved a motion recommending that the two appellants each receive funding. Both projects received passing scores, the fifth ranked project from the City of Santa Clarita received full funding (\$208,400), and the fourth ranked project from Ventura Transit Systems received partial funding (\$184,892). Metro staff concurs with this recommendation, as reflected in Attachment A.

## **DETERMINATION OF SAFETY IMPACT**

Approval of the recommended actions will not impact the safety of Metro's customers and employees.

## **FINANCIAL IMPACT**

There is no budget impact in FY 2022-23. Since these are multi-year projects, the cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

### Impact to Budget

Access for All Program funds will fully fund the recommended action. No other Metro funds will be required to manage, administer, and oversee the program. The Access for All funds are not eligible for Metro's bus and rail operating and capital expenditures.

### EQUITY PLATFORM

The Access for All Program aims to improve WAV on-demand transportation service in Los Angeles County, which will directly benefit persons with disabilities—a population that as a whole experiences disproportionate challenges to accessing mobility options. The recommended awards would fund three projects that would deploy WAVs countywide, and two projects that aim to increase WAV access in Santa Clarita and Westwood, both of which contain Equity Focus Communities (EFC). Metro does not offer a service equivalent to curbside WAV on-demand transportation, so we rely on proposals from Access Providers to fulfill a portion of the demand for those services with funding through the Access for All Program. While Metro's preliminary funding recommendations were based primarily on the proposed projects' ability to enhance mobility for the target population, evaluations also factored in the applicants' past and planned efforts to engage people living with disabilities. The Metro TAC similarly considered this in their evaluation of project appeals. Members of this community were also active participants in the Metro working group tasked with developing goals and priorities for the Access for All Program in Los Angeles County.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and

Goal 3: Enhance communities and lives through mobility and access to opportunity.

### ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff does not recommend this alternative because, without Board approval, Metro cannot fulfill its responsibilities as the local fund administrator for Access for All Program funds. Metro could also risk losing program funding if no action is taken to use the program funds for achieving program goals.

### NEXT STEPS

With Board approval, staff will execute funding agreements with the five successful applicants and will monitor project implementation.

**ATTACHMENTS**

Attachment A - FY 2023 Access for All Funding Award Recommendations

Prepared by: Anne Flores, Senior Manager, Countywide Planning & Development, (213) 922-4894  
Adam Stephenson, Senior Director, Countywide Planning & Development, (213) 547-4322  
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Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251  
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

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



Stephanie N. Wiggins  
Chief Executive Officer

**METRO FY23 ACCESS FOR ALL COMPETITIVE SOLICITATION**

**RECOMMENDED AWARDS**

<b>RANK</b>	<b>ORGANIZATION</b>	<b>PROJECT DESCRIPTION</b>	<b>FUNDING REQUESTED</b>	<b>FUNDING AWARD RECOMMENDED</b>	<b>UNFUNDED AMOUNT</b>
1	Administrative Services Cooperative, Inc. (Yellow Cab)	Purchase 36 wheelchair accessible vehicles (WAVs)	\$ 3,201,660	\$ 3,201,660	\$ -
2	UCLA Transportation	Operating assistance to expand BruinAccess services to Westwood	\$ 257,403	\$ 257,403	\$ -
3	Butterfli Technologies	Operating assistance to provide WAV service throughout LA County	\$ 4,100,000	\$ 4,013,478	\$ 86,522
4	Ventura Transit Systems, Inc.	Operating assistance to provide WAV service throughout LA County	\$ 7,472,541	\$ 184,892	\$ 7,287,649
5	Santa Clarita	Purchase one additional WAV for the GO! Santa Clarita transportation service	\$ 208,400	\$ 208,400	\$ -
<b>Total</b>				<b>\$ 7,865,833</b>	

**NOT RECOMMENDED FOR AWARD**

<b>RANK</b>	<b>ORGANIZATION</b>	<b>PROJECT DESCRIPTION</b>	<b>FUNDING REQUESTED</b>
6	San Gabriel	Purchase four additional WAVs for the RideSG and Ride SG+ programs	\$355,692



Board Report

File #: 2023-0099, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE  
MAY 17, 2023

**SUBJECT: HIGH DESERT CORRIDOR FY24 WORK PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING \$1,947,500 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the FY 24 work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

**ISSUE**

The HDC JPA has requested that Metro provide funding for the FY 24 HDC work program, which includes mobilization costs leading toward 30% design of the HDC (See Attachment A).

**BACKGROUND**

The HDMC project, a Measure M Expenditure Plan project, comprises a High Speed Rail (HSR) component project, which will implement a new 54-mile east-west rail alignment between the future Palmdale Multimodal HSR Station and the Brightline West Station in Victor Valley. The HDMC HSR Project (Project) will link the Metrolink Antelope Valley Line (AVL) with two future HSR lines-California HSR and Brightline West. At Palmdale, Project riders will be able to transfer to AVL for connections south to Los Angeles and to the north with the planned California HSR service to the Bay Area (see Attachment B). Brightline West is a new privately funded HSR service that will connect Las Vegas with Victor Valley and, ultimately, Rancho Cucamonga, where riders can connect to the Metrolink San Bernardino Line for connections to Los Angeles.

The Project is consistent with the State Rail Plan’s overall objective to improve the connectivity of California’s planned rail network. The Project also supports the State’s ambitious greenhouse gas reduction efforts and provides economic development and mobility benefits for a region that includes many historically underserved, low-income, and disadvantaged communities.

In 2016, the California Department of Transportation (Caltrans) completed the California Environmental Quality Act (CEQA) review of the Project. The Locally Preferred Alternative (LPA) included the construction of a four-lane freeway and HSR service between Palmdale and Victorville. In December 2020, Caltrans informed FHWA that the “no build” option was selected for the Freeway/Tollway element of the HDMC. In April 2021, the HDC JPA requested that the HSR Project move forward with the Federal Railroad Administration (FRA) as the lead agency for National Environmental Protection Act (NEPA) review. In February 2023, the FRA launched the final review of the NEPA process.

### Board Actions to Date

In August 2020, the Metro Board approved a Life-of-Project (LOP) budget of \$5 million to develop a High Desert Intercity Rail Corridor Service Development Plan (SDP). Metro, in partnership with the California State Transportation Agency (CalSTA) and Brightline West, developed the SDP in coordination with the HDC JPA and other stakeholders, including Los Angeles County Public Works Department, Palmdale, Lancaster, San Bernardino County Transportation Authority, San Bernardino County Public Works Department, Victorville, Adelanto, Apple Valley, California HSR Authority, Southern California Regional Rail Authority (SCRRA), and others.

In April 2022, the Metro Board approved an increase of \$500,000 in the LOP budget to complete the HDC SDP to develop additional engineering analysis, rail operation analysis, operations and maintenance plans, and coordinate with stakeholders. In addition, the Metro Board approved \$1,236,500 for the FY 23 HDC JPA work program.

In August 2022, the Metro Board approved Metro’s participation in the new HDC JPA, replacing the previous HDC JPA after the decision from San Bernardino County to withdraw from the HDC JPA.

In January 2023, the Metro Board programmed \$8,500,000 to the HDC JPA as local match for a State Transit and Intercity Rail Capital Program (TIRCP) grant and for the FRA Corridor Identification and Development (ID) Program for project development and to advance the HDMC HSR Project towards 30% design.

### Draft Service Development Plan (SDP)

The Draft SDP is a planning-level document that provides Metro and project stakeholders with the information needed to assess the utility of establishing HSR service along the HDMC, the costs of implementation, and the next steps to advance the Project. Three service scenarios were considered, including a “one-seat ride” scenario from Los Angeles Union Station (LAUS) to Las Vegas, with connectivity to the California HSR network in 2035. With the one-seat ride scenario, LAUS - Las Vegas, there is a 3-fold increase in ridership, and the net revenues can exceed the net operating costs. Some of the key highlights of the Draft SDP are as follows:

<b>HIGH DESERT CORRIDOR DRAFT SERVICE DEVELOPMENT PLAN</b>			
	<b>One-Seat Ride Palmdale - Las Vegas</b>	<b>One-Seat Ride LAUS - Las Vegas</b>	<b>Two-Seat Ride Palmdale - Las Vegas</b>
Los Angeles Union Station – Las Vegas Trip Time	4:32	2:54	4:32
Total Annual Ridership (2035)	2,485,000	9,206,000	2,374,000
CHSR assumed to be operational to LAUS?	No	Yes	No
Total Operating Costs (2035)	\$64M	\$159M	\$61M
Total Operating Revenues (2035)	\$34M	\$390M	\$14M
Projected Annual Net Revenue/(Subsidy) (2035)	(\$30M)	\$231M	(\$47)
Capital Costs (Year Of Expenditure \$\$\$)	\$5.8B	\$6.6B	\$5.5B
Annual Greenhouse Gas Reductions - Metric Tons (2035)	2,105	34,403	703

**DISCUSSION**

On April 20, 2023, the HDC JPA Board approved the proposed FY 24 budget and work program, subject to Metro Board approval. The FY 24 work program consists primarily of completing the NEPA process, managing the HDC JPA, and obtaining project management and financial advisory services as the HDC JPA mobilizes towards 30% design (see Attachment C).

30% Design and Grants Funding Strategy

With the completion of the NEPA process anticipated to occur in 2024, the next step for the HDC JPA is to advance the design of the HDMC HSR Project. The advance to 30% design for the 54-mile Project is estimated to cost \$70M. This estimate was identified in the Draft SDP and includes additional contingency and escalation costs. The \$70M cost estimate is consistent with Metro and rail industry standards.

In January 2023, the Metro Board programmed \$8,000,000 to the HDC JPA as a local match for a TIRCP grant request and \$500,000 as a match for an FRA Corridor ID Program grant request for HDMC HSR project development. In April 2023, CalSTA announced the award of \$8,000,000 to the HDC JPA for the Project. This brings the total amount of funding anticipated for the HSR Project to \$17,000,000 as summarized in Attachment D. The HDC JPA intends to leverage the \$17,000,000 so far to the Project as a match towards future grant requests, such as the Federal-State Partnership for Intercity Passenger Rail Grant Program, to provide additional funding to advance the Project to 30% design.



**DETERMINATION OF SAFETY IMPACT**

The advancement of the Project will be done in accordance with all applicable FRA, CPUC, CHSRA, Brightline and SCRRRA design and engineering standards, which will maximize Americans with Disabilities Act (ADA) and safety benefits to the public.

**FINANCIAL IMPACT**

The Measure M Expenditure Plan includes \$170M for the Project for right-of-way (ROW) acquisition or other project uses. Recommendation A will program and repurpose the funds from ROW acquisition to 30% design. Currently, there is approximately \$153M available which could be used by the HDC JPA to fund the FY 24 work program and mobilize towards 30% design.

<b>Measure M Funding Plan for HSR Project ROW Acquisition</b>	<b>\$ 170.0M</b>
- Service Development Plan (Metro Board 8/2020)	(\$ 5.0M)
- HDC JPA FY 23 Work Program (Metro Board 4/2022)	(\$ 1.7M)
- Match to TIRCP/FRA Grant Requests (Metro Board 1/2023)	(\$ 8.5M)
<b>Subtotal:</b>	<b>\$ 154.8M</b>
- FY 24 Work Program Request (Metro Board 5/2023)	(\$ 1.9M)
<b>Projected Measure M Balance for HDC</b>	<b>\$ 152.9M</b>

Impact to Budget

\$2,000,000 has been included in the FY24 Proposed Metro Budget for the HDC JPA FY 24 work program under project number 475499. This is in addition to the \$8,500,000 approved by the Metro Board in January 2023 as a match for the TIRCP and FRA Corridor ID Program grant applications. It will be the responsibility of the Chief Planning Officer to program funds in future years for the HDC JPA for this multi-year program. Annual funding agreements between Metro and the HDC JPA will be audited and reconciled each year for cash flow needs. These funds are not operating eligible funds.

**EQUITY PLATFORM**

Recommendation A will enable the Project environmental process to be finalized plus mobilize the HDC JPA towards 30% design, and eventual construction of the Project, subject to funding availability. The Project will improve mobility for residents in the North Los Angeles County by providing a high quality, environmentally friendly, safe, and efficient transportation option to the communities to access jobs, health care, education, other services, and economic opportunities offered at major urban and employment centers in Los Angeles and Las Vegas.

The entire Project area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged and low-income communities as defined by SB 535. The Project also traverses through Metro's Equity Focus Communities in the Antelope Valley. In addition, residents within the Project area are predominantly from minority

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populations, between 61% and 77%, with the highest percentage of minority populations in the City of Palmdale. Many of the minority populations include people with limited English proficiency.

The cities of Adelanto and Victorville in San Bernardino County are designated as high poverty areas. The multi-modal Palmdale High Speed Rail station will be designed to meet the latest ADA requirements along with commuter rail, bus transit, Access Services, rideshare, and active transportation needs.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Recommendation A supports the Metro Vision 2028 Strategic Plan goals 1, 4 and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

### **ALTERNATIVES CONSIDERED**

An alternative is that the Board does not approve Recommendation A. This is not advised since Metro has completed the Draft SDP, which has identified strong environmental and ridership benefits for the HSR Project. The HDC JPA also recently received an \$8,000,000 State TIRCP grant plus \$500,000 anticipated from the FRA to advance the Project, indicating strong support from state and federal partners that this project has merit and provides value to the Southern California rail network.

### **NEXT STEPS**

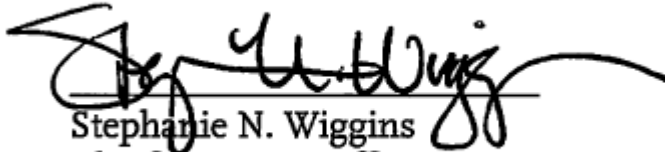
Subject to Board approval of the recommendations, Metro will execute a funding agreement with the HDC JPA to implement the FY 24 work program. The HDC JPA will continue efforts toward environmental clearance, with a Record of Decision (ROD) expected in Spring 2024. Concurrently, the HDC JPA will hire program management, financial advisory services, and additional contract staff in anticipation of the release of a Request for Proposals (RFP) for 30% design, expected to occur in FY 25. Staff will return to the Board with periodic updates as needed.

### **ATTACHMENTS**

- Attachment A - HDC JPA Funding Request
- Attachment B - HDMC Corridor Map
- Attachment C - HDC JPA FY 24 Work Program
- Attachment D - HDC JPA Grants Funding Strategy

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 547-44381  
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418-3010  
Ray Sosa, Deputy Chief Planning Officer (213) 547-4274

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



Stephanie N. Wiggins  
Chief Executive Officer



February 26, 2023

Mr. Jim de la Loza  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, Los Angeles, CA 90012

**RE: HDC JPA FY2023-24 Work Program for High Speed Rail Project**

Dear Mr. de la Loza,

On behalf of the High Desert Corridor Joint Powers Agency (HDC JPA), we appreciate the partnership with Metro to advance the High-Speed Rail Project in the North LA County Subregion. As a result of this partnership, the project is moving forward with the active support and leadership of the Federal Railroad Administration staff. And as we approach the next fiscal year (FY24), it is critically important to provide Metro with a summary of the work program. To accomplish the work program together with Metro, the HDC JPA is requesting Metro Board consideration and approval of the HDC JPA Fiscal Year 2024 Work Program for the High Speed Rail Project at their regular Board meeting in May. The following paragraphs provide the work program summary for Fiscal Year 2024 (Attachment A FY23-24 Budget).

### **FY 2023 HDC Update**

The HDC JPA has accomplished a number of major milestones highlighted below:

- High Speed Rail Project NEPA completion estimated 3rd Qtr FY24 target. ROD by 4<sup>th</sup> Qtr FY24.
- HDC JPA Federal and State Grant Strategy to seek funds to complete 30% Preliminary Engineering (Attachment B).
- Jan 2023, Metro Board allocates \$8.5M Measure M local match for federal and state grant requests.
- Feb 2023, HDC submits CA TIRCP \$8M request. CalSTA Grant Award announcements on April 24.
- March 24<sup>th</sup>, HDC will submit the FRA Corridor Identification Program grant request for \$500,000.
- HDC JPA will consider/approve FY2023-24 Budget/Work Program of \$1,947,500 at their April 20, 2023 Board meeting (Attachment A).

### **HDC JPA FY2023-2024 Work Program**

The HDC JPA FY24 Work Program of \$1,947,500 seeks to work with the Federal Railroad Administration staff towards completing NEPA environmental clearance and to seek a Record of Decision. The FY24 Work Program includes the procurement process to onboard a Financial Advisory firm as well as a Program Management Support Services firm to provide the expertise to initiate the Preliminary Engineering phase to a 30% level of design. The Preliminary Engineering phase of the project would commence during FY25 after completing the NEPA environmental clearance and obtaining the Record of Decision.

### **HDC JPA Multi-Year Work Program to achieve 30% Design is estimated to cost \$69,780,000.**

**Preliminary Engineering (PE)** is estimated to cost approximately \$56.62 million.

Conducting Preliminary Engineering design for the High-Speed Rail Project to 30% design is estimated to cost \$46.9 million (engineers estimate based on Final Draft January 2023 Metro SDP and rail industry standards). The Year-of Expenditure (YOE) period would be from 2024-2025 to 2027-2028, and with a 5% escalation it would add \$2.34 million, for a total of \$49.23 million for PE. Further, adding a 15% Contingency would add \$7.39M to the cost for an approximate total of \$56.62 million for a 30% level of design for PE.



**Financial Advisory (FA) Services** is estimated to cost approximately \$4.23 million.

Conducting ongoing financial planning, modeling, and analysis will be required to further develop and refine the funding plan, analyze options for local funding contributions toward the project, assess alternative delivery options and the viability of public-private partnerships through a Value for Money analysis, provide updated ridership forecasting as needed, perform additional financial modeling and diligence on financing options, identify credit enhancement strategies, and support discussions with potential market participants. The FA contract is estimated to cost \$3.5 million (based on annualized cost of existing Metro HDC task order for FA services), the YOE would be from 2023 to 2026, adding a 5% escalation adds \$175,000, for a total of \$3.675 million. In addition, a 15% Contingency adds \$55,000 for a total FA contract of approximately \$4.23 million. It is estimated this firm could be onboarded by the 2nd/3rd Qtr. FY24.

**Project Management Support Services (PMSS)** is estimated to cost \$7.165 million.

HDC JPA shall procure the professional services of a program management support services (PMSS) firm to support HDC JPA with overseeing the work pertaining to Preliminary Engineering (PE). The PMSS scope of services would include developing a PE statement of work, contract development, contract administration support, federal and state grant agreement compliance, procurement support services, set and monitor program control and project scheduling control functions, cost estimating, configuration management, project management, and other related support services.

For FY24, the PMSS contractor shall perform work at a level of effort that will be commensurate with transitioning from the environmental phase into the PE phase of the project, which will consist of developing the Preliminary Engineering (PE) statement of work and contract development. The PMSS contract is estimated to cost \$6.23 million, the YOE would be from 2023 to 2026 (11% of PE contract of \$56.62 million), plus a 15% Contingency, adding \$934,500 for a total cost of approximately \$7.165 million. It is estimated this firm would be onboarded by the 3rd Qtr. FY24.

**HDC Management Professional Services** is estimated to cost \$1.765 million.

FY24 Budget of \$430,000 under consideration for three contract staff. For FY24, HDC management staff will need to be augmented to meet the increased project needs will require contracting the services of senior level project management/planning staff, and administrative support services. As the project progresses in subsequent years and approaches final design, the HDC JPA will require additional contract staffing. Subsequent years, for Year 2: \$585,000 for four contract staff; and for Year 3: \$750,000 for five contract staff.

We look forward to discussing the HDC JPA FY24 Work Program items in greater detail and would appreciate your and the Metro Board consideration and approval of the HDC JPA Fiscal Year 2024 Work Program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Arthur V. Sohikian", is written over a light blue horizontal line.

Arthur V. Sohikian, Executive Director  
High Desert Corridor Joint Powers Agency  
[www.highdesertcorridor.org](http://www.highdesertcorridor.org)

# ATTACHMENT B



## ATTACHMENT C

<b>High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2023-2024</b>		
Task	Budget Description	Budget by Category
1	<p><b>1. Re-evaluate National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) &amp; Record of Decision (ROD):</b> Complete NEPA Re-evaluation/RE-validation and Record of Decision (ROD) with Final Review by Federal Railroad Administration (FRA). Due to Federal review of submittals this task is scheduled to be completed by FRA in in FY24. Tasks for FY24 include:</p> <p>-Addressing FRA comments, provide revised version for FRA final review, Prepare final version for NEPA Re-evaluation and prepare a ROD for FRA final approval.</p> <p>-Draft a Letter of Concurrence and re-initiate ROD Section 7 consult. Complete Section 106 process, Tribe Consultation. Prepare CEQA addendum for state funding. Conclude Surface Transportation Board (STB) Petition Approval process.</p> <p>2. Conclude Surface Transportation Board (STB) Petition Approval process.</p> <p>3. Update Service Development Plan</p>	\$ 710,000
2	<p><b>HDC JPA Management:</b> Oversee agency management, technical analysis and grant applications, budgetary activities, equity focused planning, administration, stakeholder engagement and communications. For FY23-24, HDC management functions will need to be augmented to meet the increased project needs requiring the services of a senior level project management/planning and communications staff and an administrative support staff. As the project progresses beyond the environmental phase and it conducts preliminary engineering, as well as approach final design, each year the agency will require broader and more extensive staffing such as continued executive level project/engineering management, executive level planning, and executive level communications staff to support the increasing complexity, expertise, and greater level of effort this project will require to get to final design and eventual construction phases of this project. Three-year HDC Management is estimated to cost \$1,765,000. FY24/Year 1: Three Staff -\$430,000; Year 2: Four Staff - \$585,000; and Year 3: Five Staff - \$750,000.</p>	\$ 430,000
3	<p><b>Project Management Support Services (PMSS).</b> Procure the professional services of a program management support services (PMSS) firm to support HDC JPA with overseeing the work related to Preliminary Engineering (PE) including statement of work, contract development, contract administration support, federal and state grant agreement compliance, procurement support services, set and monitor program control and project scheduling control functions, cost estimating, configuration management, project management, and other support services. For FY24, the PMSS contractor will be performing work at a level of effort that will be commensurate with transitioning from the environmental phase into the PE phase of the project which will consist of developing the Preliminary Engineering (PE) statement of work and contract development. PMSS contract is estimated to cost \$6.23 million, (11% of PE contract of \$56.62 million), plus a 15% Contingency, adding \$934,500 for a total estimated PMSS cost of approximately \$7.165M. Start 3rd Qtr FY24</p>	\$ 240,000
4	<p><b>Financial Advisory (FA) Services</b> Ongoing financial planning, modeling, and analysis will be required to further develop and refine the funding plan, analyze options for local funding contributions toward the project, assess alternative delivery options and the viability of public-private partnerships through a Value for Money analysis, provide updated ridership forecasting as needed, perform additional financial modeling and diligence on financing options, identify credit enhancement strategies, and support discussions with potential market participants. FA contract is estimated to cost \$3.5M (based on annualized cost of existing Metro HDC task order for FA services), YOY would be 2023 to 2026, so 5% escalation adds \$0.175M, for a total of \$3.675M. 15% Contingency adds \$0.55M for a total FA contract of \$4.23M. Start 2nd/3rd Qtr FY24.</p>	\$ 135,000
5	<p><b>Technical/Planning &amp; Grant Funding Application Assistance:</b> Provide technical/planning assistance to support the agency planning functions and provide grant application assistance for state and federal grant funding under the recent Biden Infrastructure Bill and other federal and state funding categories such as the Notifications of Funding Opportunity issued by FRA or USDOT.</p>	\$ 165,000
6	<p><b>Los Angeles County Treasury, Auditor-Controller, Legal Counsel, Public Works, LA Metro Reviews-</b> Monthly Support for AP/AR functions, Budget Oversight, Board Meetings staffing, Agency Oversight &amp; Compliance Items, Procurement Oversight/RFP process, and contract execution.</p>	\$ 175,000
7	<p><b>Audit Services: Los Angeles County Audit Services</b></p>	\$ 20,000
8	<p><b>LA Metro Funding Agreement Audit Services</b></p>	\$ 20,000
9	<p><b>Multi-Media Promotion, Materials &amp; Advertising</b></p>	\$ 30,000
10	<p><b>IT Support, GIS, Software &amp; Website Mgmt.</b></p>	\$ 22,500
<b>Total Proposed FY24 Budget</b>		<b>\$ 1,947,500</b>

**ATTACHMENT D**

<b>HDC JPA Federal &amp; State Grant Strategy</b>	
<b>Preliminary Engineering and Design Cost at 30% Level</b>	<b>\$ 69,780,000</b>
<b>Proposed Current Grant Funding:</b>	
Metro Measure M Funds - Approved Jan. 26, 2023	\$ 8,500,000
CALSTA Transit and Intercity Rail Capital Program - Approved April 24, 2023	\$ 8,000,000
FRA Corridor ID Program - Grant awards announced Fall 2023	\$ 500,000
<b>Subtotal - Proposed Current Grant Funding</b>	<b>\$ (17,000,000)</b>
<b>Funding Needed to Complete Preliminary Engineering</b>	<b>\$ 52,780,000</b>





# High Desert Corridor JPA FY 24 Work Program

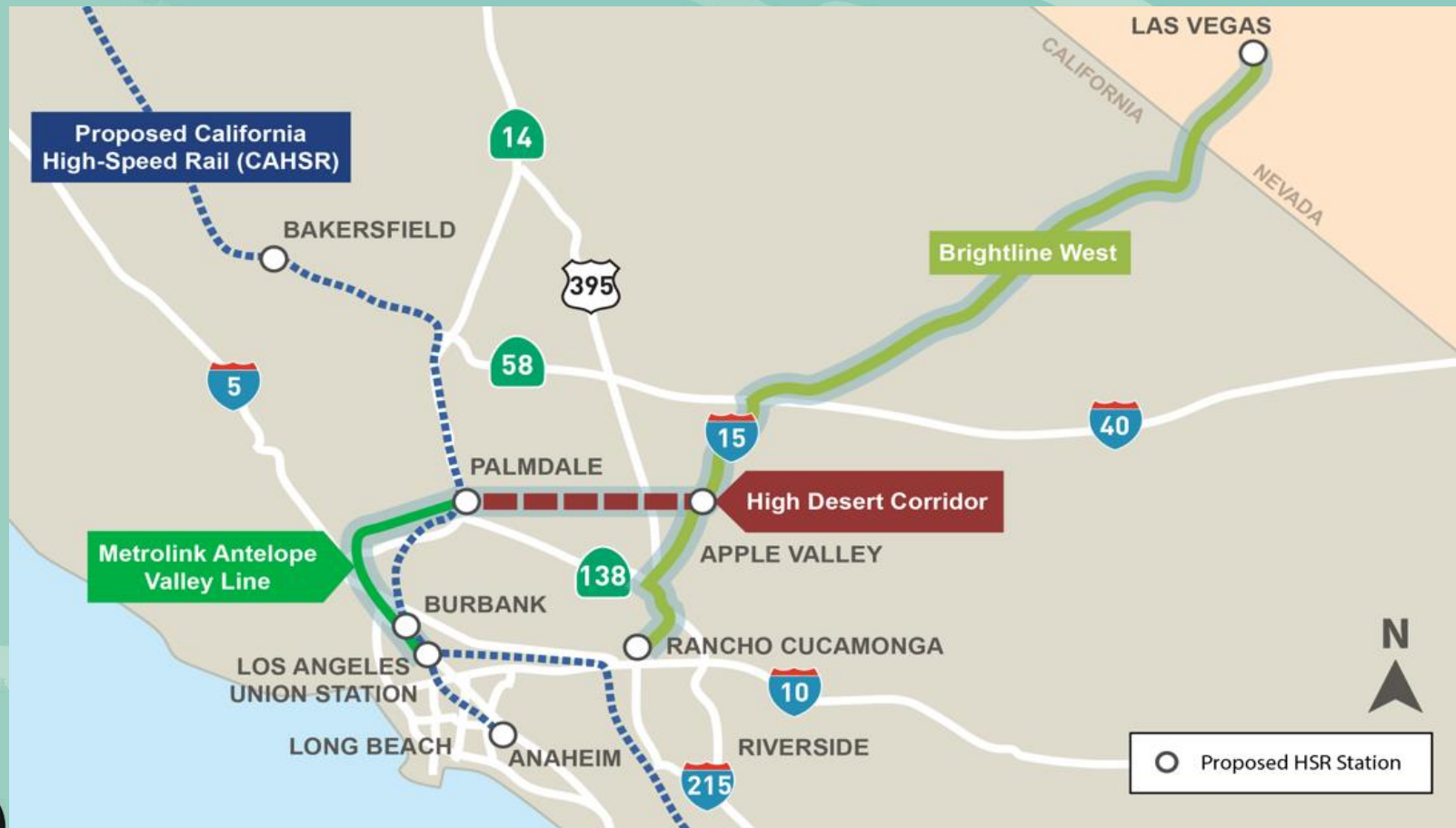
Planning and Programming Committee

May 17, 2023

Legistar File 2023-0099

# Recommendation

- APPROVE \$1,947,500 In Measure M High Desert Corridor MSP funds to the HDC JPA for the FY 24 work program



Metro

# Background

- The High Desert Corridor is a 54 mile east/west corridor which will create a major transit hub and high-speed rail connectivity from Palmdale to:
  - Future Brightline West high speed rail service to Las Vegas and Rancho Cucamonga
  - Future CAHSRA high speed rail service to Los Angeles and northern California
  - Current Metrolink commuter rail Antelope Valley Line
- The mission of the HDC JPA is to:
  - Complete the Federal and State environmental review process
  - Pursue grant funding and facilitate the planning, design, construction, financing, operations and maintenance of the High Desert Corridor Rail Project
- Project benefits include:
  - Improved rail connectivity
  - Reduce greenhouse gas emissions
  - Equity benefits to underserved, low-income and disadvantaged communities
- Measures R provided \$33M to conduct environmental clearance.
- Measure M provided \$2.15B to further advance the High Desert Corridor.



# Environmental Update and Previous Metro Board Actions

- In 2016 the High Desert Multi-Purpose Corridor (HDMC) received CEQA clearance for a corridor to include a freeway, rail, bicycle lanes, etc.
- In 2020 the freeway portion of the HDMC was eliminated.
- In 2021 the previous HDC Joint Powers Authority requested that the FRA act as the lead agency for NEPA compliance, issue a Record Of Decision (ROD), and revalidate the results of the previous 2016 CEQA approval.
- In 2022 the FRA agreed to become NEPA lead agency for HDC Rail Project.

- In August 2020 Metro programmed \$5,000,000 to develop a Service Development Plan for the HDC.
- In April 2021 Metro programmed \$1,236,500 to HDC JPA for additional NEPA work, changes to the rail alignment and the FY 23 work program.
- In August 2022 Metro joined the Board of the new reformed HDC JPA.
- In January 2023, Metro programmed \$8,500,000 as local match to the HDC JPA for two grants.

# Service Development Plan

- Metro programmed \$5,000,000 for Metro to lead a Service Development Plan (SDP) effort.
- Metro has been working closely with key stakeholders and a consultant team to complete detailed ridership and revenue forecasting, conduct operations modeling, Palmdale Transportation Center station planning, conceptual engineering and financial analysis for the High Desert Corridor.
- The SDP is nearing completion, with a draft report sent to the FRA in January 2023.

# Next Steps

- Execute funding agreement between Metro and the HDC JPA for the FY 24 work program
- High Speed Rail Project environmental clearance/ROD is expected from the FRA Summer 2024.
- The High Desert Corridor JPA will seek additional grant funding opportunities.
- As the Project advances, the HDC JPA will contract additional staff to prepare the 30% design documents.
- Staff will continue to brief the Board as the project advances.



Board Report

File #: 2023-0201, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE  
MAY 17, 2023

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING inter-program borrowing and programming of \$24,765,000 from Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement and Highway Demand Based Programs to Measure M MSP - Highway Efficiency Program, as shown in Attachment A;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames, as shown in Attachments B and C; and
- C. AUTHORIZING the 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 allows the San Gabriel Valley subregion and implementing agencies to approve new eligible projects for funding and revise the project scope of work and schedule for previously funded projects.

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) 2026-27. The Board's approval is required to update the project lists (Attachments A, B, and C), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies. There are no changes to the project lists in Attachments D and E but are included in this report as information.

**BACKGROUND**

In May 2019, the Metro Board of Directors approved San Gabriel Valley Subregion's first MSP Five-

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Year Plan and programmed funds in: 1) Active Transportation Program (expenditure line 54); 2) Bus System Improvement Program (expenditure line 58); 3) First/Last Mile and Complete Streets (expenditure line 59); and 4) Highway Efficiency Program (expenditure line 82). Since the first Plan, staff updated the Metro Board in May 2021 and May 2022.

Based on the amount provided in the Measure M Expenditure Plan, a total of \$79.9 million was forecasted for programming for Fiscal Years (FY) 2017-18 to FY 2026-27. In prior actions, the Board approved programming of \$53.2 million. Therefore, \$26.7 million is available to the Subregion for programming as part of this update.

## **DISCUSSION**

Metro staff worked closely with the San Gabriel Valley Council of Governments (SGVCOG) and the implementing agencies on project eligibility reviews of the proposed scope of work change and schedule changes in projects for this annual update. Metro required, during staff review, detailed project scope of work to confirm eligibility and establish the program nexus, i.e., project location and limits, length, elements, phase(s), total expenses and funding request, 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 high-level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the SGVCOG 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 the funding adjustments for two previously approved projects and the programming of two new projects.

### Active Transportation Program (expenditure line 54)

This update includes funding adjustments to one existing project as follows:

#### *Temple City/LA County*

- Reprogram previously approved \$1,900,000 as follows: \$100,000 in FY 23, \$100,000 in FY 24, \$200,000 in FY 25, and \$1,500,000 in FY 26 for MM4701.09 - Eaton Canyon Wash Bike Trail Project. The funds will be used to complete the Project's Plans Specification and Estimates (PS&E), right-of-way (ROW), and construction phases.

### First/Last Mile and Complete Streets Program (expenditure line 59)

This update includes funding adjustments to one existing project as follows:



*South El Monte*

- Reprogram previously approved \$5,671,500 as follows: \$9,048 in FY 22, \$160,000 in FY 23, \$343,336 in FY 24, \$3,458,653 in FY 25, and \$1,700,463 in FY 26 for MM4703.08 - Santa Anita Avenue Walkability Project. The funds will be used to complete the Project's environmental, PS&E, and construction phases.

Highway Efficiency Program (expenditure line 82)

The Subregion's Highway Efficiency Program funds are not available until FY 2047-48, per the Measure M Expenditure Plan. This update includes the programming of two new priority projects by inter-program borrowing \$3,765,000 from the Bus System Improvement Program and \$21,000,000 from the Highway Demand Based Program:

**SGVCOG**

- Program \$14,082,000 in FYs 24, 26 and 27 for MM5505.02 - ACE Montebello Corridor Grade Separation Project. The funds will be used to complete the Project's PS&E, ROW, and construction phases.
- Program \$10,683,000 in FYs 25 and 26 for MM5505.03 - ACE Pomona At-Grade Pedestrian Crossing Safety Improvement Project and Others. The funds will be used to complete the Project's PS&E, ROW, and construction phases.

**DETERMINATION OF SAFETY IMPACT**

Programming of Measure M MSP funds to the San Gabriel Valley 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 to Others) for the Active Transportation Program (Project #474401), and \$6.49 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Centers 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

**EQUITY PLATFORM**

The San Gabriel Valley subregion consists of 31 cities and unincorporated communities in Los

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Angeles County. Equity Focus Communities (EFCs) are concentrated in Pasadena, Azusa (both along I-210), Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60). Fourteen percent of census tracts are defined as EFC in the 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 take the lead in 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 San Gabriel Valley subregion. This is not recommended as the San Gabriel Valley 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 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.

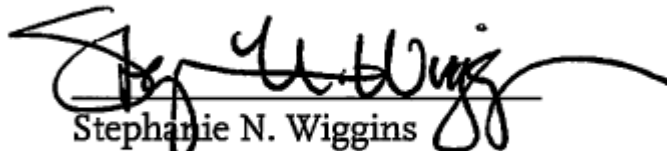
### **ATTACHMENTS**

- Attachment A - Highway Efficiency Program Project List
- Attachment B - Active Transportation Program Project List
- Attachment C - First/Last Mile and Complete Streets Program Project List
- Attachment D - Bus System Improvement Program Project List
- Attachment E - Highway Demand Based Program Project List

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Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433  
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213)  
418-3251  
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

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



Stephanie N. Wiggins  
Chief Executive Officer

San Gabriel Subregion  
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (expenditure line 82)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	SGVCOG (ACE)	MM5505.01	State Route 60 and Lemon Avenue	Construction	complete	\$ 5,273,500		\$ 5,273,500	\$ 5,273,500					
2	SGVCOG (ACE)	MM5505.02	ACE - Montebello Corridor Grade Separation Project	PS&E ROW Construction	new	\$ -	14,082,000	\$14,082,000			7,553,000		3,029,000	3,500,000
3	SGVCOG (ACE)	MM5505.03	ACE - Pomona At-Grade Pedestrian Crossing Safety Improvement Project and Others	PS&E ROW Construction	new	\$ -	10,683,000	\$10,683,000				5,669,000	5,014,000	
<b>Total Programming Amount</b>						<b>\$5,273,500</b>	<b>\$24,765,000</b>	<b>\$30,038,500</b>	<b>\$5,273,500</b>	<b>\$ -</b>	<b>\$7,553,000</b>	<b>\$5,669,000</b>	<b>\$8,043,000</b>	<b>\$3,500,000</b>

San Gabriel Subregion  
 Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 54)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices	Construction		\$ 636,800		\$ 636,800	\$ 636,800					
2	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction		582,075		582,075	582,075					
3	Industry	MM4701.04	City of Industry East-West Bikeway Project	PS&E Construction		1,492,500		1,492,500	430,000	720,000	342,500			
4	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction		4,278,500		4,278,500	2,139,250	2,139,250				
5	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction		3,880,000		3,880,000			388,000	3,492,000		
6	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway	PS&E		1,428,876		1,428,876	1,428,876					
7	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction		388,050		388,050	35,000	211,830	141,220			
8	Temple City & LA County	MM4701.09	Eaton Canyon Wash Bike Trail	PS&E ROW Construction	chg	1,990,000		1,990,000		100,000	100,000	200,000	1,590,000	
9	SGVCOG	MM4701.10	Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		6,452,974		6,452,974		550,000	820,000	4,000,000	1,082,974	
<b>Total Programming Amount</b>						<b>\$21,129,775</b>	<b>\$ -</b>	<b>\$21,129,775</b>	<b>\$5,252,001</b>	<b>\$3,721,080</b>	<b>\$1,791,720</b>	<b>\$7,692,000</b>	<b>\$2,672,974</b>	<b>\$ -</b>

San Gabriel Subregion  
 Measure M Multi-Year Subregional Plan - First/Last Mile and Complete Streets (expenditure line 59)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors	PS&E Construction		\$ 1,741,250		\$ 1,741,250	\$ 620,000	\$1,121,250				
2	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project	PS&E Construction		652,975		652,975	652,975					
3	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction		686,945		686,945	686,945					
4	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancements	PS&E Construction		1,741,250		1,741,250	1,741,250					
5	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project *	PS&E Construction		2,985,000		2,985,000			2,985,000			
6	Duarte	MM4703.06	Pedestrian Access and Bicyclist Safety Improvements, Phase II	Construction		1,620,855		1,620,855	648,342	972,513				
7	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E		895,500		895,500	895,500					
8	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		8,395,000		8,395,000		400,000	4,804,714	3,190,286		
9	San Dimas	MM4703.08	San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista *	PS&E Construction		895,500		895,500		895,500				
10	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	Environmental PS&E Construction	chg	5,671,500		5,671,500	9,048	160,000	343,336	3,458,653	1,700,463	
<b>Total Programming Amount</b>						<b>\$25,285,775</b>	<b>\$ -</b>	<b>\$25,285,775</b>	<b>\$5,254,060</b>	<b>\$2,653,763</b>	<b>\$ 9,028,550</b>	<b>\$6,648,939</b>	<b>\$1,700,463</b>	<b>\$ -</b>

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

San Gabriel Subregion  
 Measure M Multi-Year Subregional Plan - Bus System Improvement Program (Expenditure Line 58)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	PS&E Equipment Purchase/Lease Construction		\$286,316		\$286,316	\$ 286,316					
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	PS&E Equipment Purchase/Lease Construction		211,158		\$211,158		82,352	128,806			
3	SGVCOG	MM4702.03	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		150,000		\$150,000		50,000	100,000			
<b>Total Programming Amount</b>						<b>\$647,474</b>	<b>\$ -</b>	<b>\$647,474</b>	<b>\$ 286,316</b>	<b>\$ 132,352</b>	<b>\$ 228,806</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

San Gabriel Subregion  
 Measure M Multi-Year Subregional Plan - Highway Demand Based Program (expenditure line 60)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	SGVCOG	MM5501.01	Diamond Bar Boulevard SR-60 Eastbound On-ramp Improvement Project	Construction		1,000,000		1,000,000			\$1,000,000			
<b>Total Programming Amount</b>						<b>\$1,000,000</b>	<b>\$ -</b>	<b>\$1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>





**Board Report**

**File #:** 2023-0027, **File Type:** Program

**Agenda Number:** 8.

**PLANNING AND PROGRAMMING COMMITTEE  
MAY 17, 2023**

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

A. APPROVING:

1. programming of \$9,720,367 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, as shown in Attachment A;
2. programming of \$14,474,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B;
3. programming of \$3,846,152 within the capacity of Measure M MSP - Subregional Equity Program, as shown in Attachment C;

B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames, as shown in Attachments A and D; and

C. AUTHORIZING the 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 and allows the North County subregion and implementing agencies to revise the project scope of work, project budgets, and schedule for previously funded projects.

This update includes changes to projects which have received Board approval. Funds are

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programmed through Fiscal Year (FY) 2026-27. The Board's approval is required to update the project lists (Attachments A, B, C, and D), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

## **BACKGROUND**

In February 2019, the Metro Board of Directors approved North County subregion's first MSP Five-Year Plan and programmed funds in: 1) Measure M MSP - Active Transportation Program (expenditure line 52); 2) Measure M MSP - Transit Program (expenditure line 64); and 3) Measure M MSP - Highway Efficiency Program (expenditure line 81). Since the first Plan, staff has provided updates to the Metro Board in April 2020, April 2021, and May 2022.

Based on the amount provided in the Measure M Expenditure Plan, a total of \$99.04 million was forecasted for programming for FY 2017-18 to FY 2026-27. Metro Board prior actions approved programming of \$62.67 million. Therefore, \$36.37 million is available to the Subregion for programming as part of this update.

## **DISCUSSION**

Metro staff worked closely with the North County Transportation Coalition Joint Powers Authority (NCTC JPA) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e. 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 high-level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the NCTC JPA 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.

The changes in this annual update include funding adjustments for 12 previously approved projects.

### **Active Transportation Program (expenditure line 52)**

This update includes funding adjustments to eight existing projects as follows:

#### *Palmdale*

- Reprogram previously approved \$550,000 to FY 25 for MM4501.20 - SR-138 (Palmdale Blvd.) Sidewalk Gap Closure Phase II Project. The funds will be used to complete the Project's Project Initiation Documents (PID), Project Approval/Environmental Document (PA/ED) and Plans Specification and Estimates (PS&E) phases.

*Santa Clarita*

- Reprogram previously approved \$738,000 to FY 25 for MM4501.09 - Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park. The funds will be used to complete the Project's PS&E and right-of-way (ROW) phases.
- Deobligate \$969,700 from MM4501.11/MM4501.14 - Valencia Industrial Center Bicycle and Pedestrian Improvements. The City requested the deobligated funds to be reallocated to other priority MSP projects. The remaining \$450,000 project funds in FY 23 will be used to complete the Project's PS&E phase.
- Program an additional \$507,470 and reprogram previously approved funds for MM4501.17 - Newhall Area Bicycle Facility. Funds are programmed as follows: \$80,100 in FY 22, and \$1,077,360 in FY 23. The funds will be used to complete the Project's PS&E and construction phases.
- Program an additional \$462,230 in FY 23 for MM4501.18 - Saugus Phase I: Bouquet Canyon Trail to Central Park. The funds will be used to complete the Project's PS&E, ROW and construction phases.
- Reprogram previously approved \$683,600 to FY 27 for MM4501.19 - Saugus Phase II: Bouquet Canyon Trail Central Park to Haskell Canyon Project. The funds will be used to complete the Project's PS&E phase.

*Los Angeles County*

- Program an additional \$1,400,000 in FY 26 for MM4501.13 - Lake Los Angeles Pedestrian Plan Implementation Phase 1 Project. Funds are programmed as follows: \$50,000 in FY 20, \$300,000 in FY 21, \$300,000 in FY 22, \$300,000 in FY 23, \$400,000 in FY 24, \$2,250,000 in FY 25, and \$1,400,000 in FY 26. The funds will be used to complete the Project's PS&E, ROW, and construction phases.
- Program an additional \$8,320,367 in FY 26 for MM4501.16 - 30th Street West Active Transportation Improvements Project. Funds are programmed as follows: \$125,000 in FY 23, \$585,000 in FY 24, \$1,500,000 in FY25, and \$8,320,367 in FY 26. The funds will be used to complete the Project's PS&E, ROW, and construction phases.

Transit Program (expenditure line 64)

This update includes a funding adjustment to one existing project as follows:

*SCRRA (NCTC)*

- Program an additional \$14,474,000 in FY 26 & FY 27 for MM4502.06 - Metrolink Antelope Valley Line Capital and Service Improvements Program. Funds are programmed as follows:

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\$1,110,542 in FY 20, \$2,429,039 in FY 21, \$6,150,000 in FY 23, \$3,425,000 in FY 24, \$3,449,000 in FY 25, \$7,074,000 in FY 26 and \$7,400,000 in FY 27. The funds will be used to complete the Project's PS&E phase that Metrolink has been tasked to lead.

Highway Efficiency Program (expenditure line 81)

This update includes funding adjustment to two existing projects and correction to one existing project title as follows:

*Palmdale*

- Reprogram previously approved \$3,351,220 to FY 24 for MM5504.01 - SR-14/Avenue S Interchange Improvements. The funds will be used to complete the Project's construction phase.
- Reprogram previously approved \$2,400,000 to FY 26 for MM5504.04 - SR-138 Palmdale Blvd. SR-14 Ramps. The funds will be used to complete the Project's PID and PA/ED phases.

*LACMTA (NCTC)*

- Update project title for MM5504.02 to SR-14 Safety Improvements. The previously approved \$4,700,000 will be used to complete the Projects' PA/ED phase that Metro has been tasked to lead.

Subregional Equity Program (expenditure line 68)

This update includes funding adjustments to two existing projects as follows:

*SCRRA (NCTC)*

- Program an additional \$2,884,614 in FY 25, FY 26 & FY 27 for MM4502.06 - Metrolink Antelope Valley Line Capital and Service Improvements Program. Funds are programmed as follows: \$961,538 in FY 25, \$961,538 in FY 26 and \$961,538 in FY 27. The funds will be used to complete the Project's PS&E phase that Metrolink has been tasked to lead.

*LACMTA (NCTC)*

- Program an additional \$961,538 in FY 24 for MM5504.02 - SR-14 Safety Improvements. The funds will be used to complete the Projects' PA/ED phase that Metro has been tasked to lead.

**DETERMINATION OF SAFETY IMPACT**

Programming of Measure M MSP funds to the North County 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 to Others) for the Active Transportation Program (Project #474401), \$6.49 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102), and \$1,000,000 is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475504). 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 M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

### EQUITY PLATFORM

The North County subregion consists of Equity Focus Communities (EFCs), including those located in the cities of Lancaster (39%) and Palmdale (35%), as well as the City of Santa Clarita (7%) and the adjacent unincorporated area of Los Angeles County. 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 take the lead in 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 North County subregion. This is not recommended as the North County subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and the

Administrative Procedures.

### **NEXT STEPS**

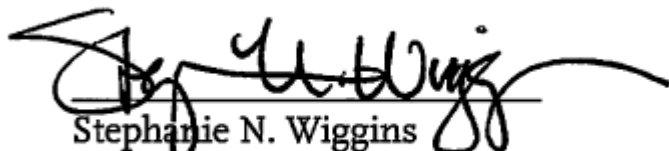
Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2022-23. Program/Project updates will be provided to the Board annually.

### **ATTACHMENTS**

- Attachment A - Active Transportation Project List
- Attachment B - Transit Program Project List
- Attachment C - Subregional Equity Program Project List
- Attachment D - Highway Efficiency Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433  
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins  
Chief Executive Officer

**North County Subregion  
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 52)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Lancaster	MM4501.05	Sierra Hwy: Avenue J to Avenue L	Construction		\$ 1,240,486		\$ 1,240,486	\$ 1,240,486					
2	Palmdale	MM4501.06	Avenue R Complete Street & Safe Routes to School Proj	PS&E, ROW Construction		2,695,140		2,695,140	2,695,140					
3	Palmdale	MM4501.20	SR-138 (Palmdale Blvd) Sidewalk Gap Closure Phase II	PID, PAED PS&E	chg	550,000		550,000				550,000		
4	Santa Clarita	MM4501.09	Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park *	PS&E ROW	chg	738,000	-	738,000				738,000		
5	Santa Clarita	MM4501.10	Sierra Highway Sidewalk Improvements: Scherzinger Lane to Skyline Ranch Road	PS&E Construction		624,000		624,000	624,000					
6	Santa Clarita	MM4501.11/ MM4501.14	Valencia Industrial Center Bicycle and Pedestrian Improvements	PS&E	chg	1,419,700	(969,700)	450,000		450,000				
7	Santa Clarita	MM4501.17	Newhall Area Bicycle Facility	PS&E Construction	chg	650,000	507,470	1,157,470	80,100	1,077,360				
8	Santa Clarita	MM4501.18	Saugus Phase I: Bouquet Canyon Trail to Central Park	PS&E, ROW Construction	chg	666,900	462,230	1,129,130	666,900	462,230				
9	Santa Clarita	MM4501.19	Saugus Phase II: Bouquet Canyon Trail Central Park to Haskell Cyn	PS&E	chg	683,600		683,600						683,600
10	LA County	MM4501.12	Elizabeth Lake Road Bikeways	PS&E ROW	CXL	20,741		20,741	20,741					
11	LA County	MM4501.13	Lake Los Angeles Pedestrian Plan Implementation Phase 1: 170th St. E, Avenue N, 165th St. E, Avenue N-8, 180th St. E, Avenue P-8, 160th St. E, Avenue Q	PS&E ROW Construction	chg	3,600,000	1,400,000	5,000,000	650,000	300,000	400,000	2,250,000	1,400,000	
12	LA County (Lancaster)	MM4501.16	30th Street West Active Transportation Improvements	PS&E, ROW Construction	chg	2,210,000	8,320,367	10,530,367		125,000	585,000	1,500,000	8,320,367	
<b>Total Programming Amount</b>						<b>\$ 15,098,567</b>	<b>\$ 9,720,367</b>	<b>\$ 24,818,934</b>	<b>\$ 5,977,367</b>	<b>\$ 2,414,590</b>	<b>\$ 985,000</b>	<b>\$ 5,038,000</b>	<b>\$ 9,720,367</b>	<b>\$ 683,600</b>

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

**North County Subregion  
Measure M Multi-Year Subregional Plan - Transit Program (Expenditure Plan 64)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Palmdale	MM4502.01	Palmdale Transportation Center Transit and Infrastructure Design Project	PS&E		\$ 2,000,000		\$ 2,000,000	\$ 2,000,000					
2	Santa Clarita	MM4502.02	Valencia Industrial Center Bus Stop Improvement	PS&E, ROW Construction		892,000		892,000		892,000				
3	Santa Clarita	MM4502.03	Vista Canyon Bus Service Expansion	Vehicles/ Equipment		2,180,000		2,180,000		1,090,000	1,090,000			
4	Santa Clarita	MM4502.04	Vista Canyon Transportation Center	ROW Construction		3,216,000		3,216,000	3,216,000					
5	LA County	MM4502.04	Vista Canyon Transportation Center - Transit Capital Jurisdictional Share	Construction		2,000,000		2,000,000	2,000,000					
6	LA County	MM4502.05	North County Bus Stop Improvements: Santa Clarita and Antelope Valley	PS&E Construction		2,855,260		2,855,260	2,855,260					
7	LACMTA (NCTC)	MM4502.06A	Metrolink Antelope Valley Line	Environmental	COMPL	3,060,419		3,060,419	3,060,419					
8	SCRRA (NCTC)	MM4502.06	Metrolink Antelope Valley Line Capital and Service Improvements Program	PS&E	chg	16,563,581	14,474,000	31,037,581	3,539,581	6,150,000	3,425,000	3,449,000	7,074,000	7,400,000
<b>Total Programming Amount</b>						<b>\$ 32,767,260</b>	<b>\$ 14,474,000</b>	<b>\$ 47,241,260</b>	<b>\$ 16,671,260</b>	<b>\$8,132,000</b>	<b>\$4,515,000</b>	<b>\$3,449,000</b>	<b>\$7,074,000</b>	<b>\$7,400,000</b>



**North County Subregion  
 Measure M Multi-Year Subregional Plan - Subregional Equity Program (Expenditure Line 68)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	SCRRA (NCTC)	MM4502.06	Metrolink Antelope Valley Line Capital and Service Improvements Program	PS&E	new	\$ -	\$ 2,884,614	\$ 2,884,614		\$961,538	\$961,538	\$961,538
2	LACMTA (NCTC)	MM5504.02	SR-14 Safety Improvements	PA/ED	new	-	961,538	961,538	961,538			
<b>Total Programming Amount</b>						<b>\$ -</b>	<b>\$ 3,846,152</b>	<b>\$ 3,846,152</b>	<b>\$ 961,538</b>	<b>\$ 961,538</b>	<b>\$ 961,538</b>	<b>\$ 961,538</b>

**North County Subregion  
Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 81)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27		
1	Palmdale	MM5504.01	SR-138 Palmdale Blvd. SR-14 Ramps	Construction	chg	\$ 3,351,220		\$ 3,351,220			\$3,351,220					
2	Palmdale	MM5504.04	SR-14/Avenue S Interchange Improvements *	PID PA/ED	chg	\$ 2,400,000		\$ 2,400,000					2,400,000			
3	LACMTA (NCTC)	MM5504.02	SR-14 Safety Improvements	PA/ED	chg	4,700,000		4,700,000	2,000,000	1,350,000	1,350,000					
4	Lancaster	MM5504.03	SR-138 Avenue G Interchange Project (Measure R #MR330.03 shortfall)	ROW Construction		4,350,143		4,350,143	4,350,143							
<b>Total Programming Amount</b>								\$14,801,363	\$ -	\$14,801,363	\$6,350,143	\$1,350,000	\$4,701,220	\$ -	\$2,400,000	\$ -

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

**Board Report**

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**File #:** 2023-0198, **File Type:** Contract

**Agenda Number:** 9.

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**PLANNING AND PROGRAMMING COMMITTEE  
MAY 17, 2023**

**SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

**CONSIDER:**

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. to provide First-Last Mile (FLM) plan preparation and environmental design & technical work to complete the Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$2,431,148, increasing the Total Contract Value from \$43,388,553 to \$45,819,701, and to extend the Contract Period of Performance through December 31, 2024;
- B. AUTHORIZING the CEO to execute Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and to bring Community Based Organizations (CBOs) to support FLM and environmental work in the amount of \$449,991, increasing the Total Contract Value from \$2,246,706 to \$2,696,697, and to extend to the Contract Period of Performance through December 31, 2024; and
- C. AUTHORIZING AND DELEGATING authority to the CEO to negotiate and execute all necessary agreements in the amount of \$256,182.50 between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (GCCOG) for Third-Party Administration participation in the West Santa Ana Branch (WSAB) environmental clearance study (existing Funding Agreement FA# 920000000FACGGC03), increasing the total funding amount from \$1,101,530 to \$1,357,713.

**ISSUE**

A Contract Modification is necessary to conduct additional design and environmental technical analysis to support stakeholder coordination and to address comments received on the WSAB Draft EIS/EIR alignment design. This work is necessary to complete the federal and state environmental processes (i.e., Final EIS/EIR) for the WSAB Project (the Project).

In response to Board Motion # 7 by Directors Hahn, Dutra, Solis, and Barger (2023-0183), see Attachment A, a Contract Modification is necessary to conduct communication strategies to (a)

rename the Project no later than January 2024 that represents the community character, and (b) develop a robust communication strategy to get input for and from CBOs and other key stakeholders.

Following the LPA selection, Metro started developing the First/Last Mile (FLM) plans for the LPA stations, the FLM Plan requires a robust CBO engagement strategy.

Additional funds are needed for the existing funding agreement FA# 920000000FACGGC03 with the GCCOG, for continued third party administrative work, project coordination with the participating cities for the duration of the Final EIS/EIR completion and support with community or stakeholder engagement, as needed, for the rebranding scope.

## **BACKGROUND**

### Technical Services Contract Modification

In September 2016, the Board awarded the technical contract with WSP USA, Inc. (then Parsons Brinckerhoff, Inc.) to complete the environmental clearance study for the Project. The scope of work and associated costs to complete the Final EIS/EIR (to be authorized by the Board at the conclusion of the Draft EIS/EIR) were included in the Contract as Scenario 1, Option 2.

At its January 2022 meeting, the Board received the Draft EIS/EIR for the Project, approved Los Angeles Union Station (LAUS) as the northern terminus, and selected Slauson/A Line (Blue) to Pioneer Station as the Locally Preferred Alternative (LPA) (2021-0724). The Board further directed staff to conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment, and to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS.

During the January 2022 meeting, the Board also approved motion #10 by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (2022-0023), see Attachment B, that the Board adopt as policy that the full Project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail. The motion also directed staff to conduct additional technical analysis, including an assessment of above-grade/aerial sections of the LPA where cut-and-cover could be constructed at lower cost, identification of accelerated construction and funding opportunities for the LPA segment, and other analysis. The cut-and-cover analysis was completed in December 2022 and presented the findings to the participating cities, GCCOG Transportation Committee, and Eco-Rapid Board. A Board Box was released in May 2023 summarizing the analysis.

### Renaming Community Engagement and FLM Plan Contract Modification

At the March 2023 Board meeting, Motion # 7 by Directors Hahn, Dutra, Solis and Barger (2023-0183) was approved directing the CEO to (a) rename the Project no later than January 2024 that represents the community character, (b) develop a robust communication strategy to get input for and from CBOs and other key stakeholders and (c) to report back on these directives quarterly. Following the LPA selection, Metro started developing the FLM plans for the LPA stations, the FLM Plan requires a robust CBO engagement strategy.

### GCCOG Funding Agreement Amendment

FA# 920000000FACGGC03 was executed in October 2016 with the Gateway Cities COG for Third

Party Administration to work with the 13 cities along the corridor for participation in the WSAB environmental clearance study, including review of the WSAB environmental document, participation in WSAB City Managers TAC meetings and conducting outreach for the corridor. In April 2022, the Board approved an additional \$353,530 for continued Third-Party Administration in the Project, which included \$48,000 for continued facilitation of the WSAB City Manager TAC meetings (2021-0093). In September 2022, the Board approved an additional \$48,000 for continued facilitation of the WSAB City Manager TAC meetings (2022-0464).

## **DISCUSSION**

### **WSP USA, Inc.**

1. **FLM Plan:** Building on the WSAB Transit Oriented Development Strategic Implementation Plan (TOD SIP) (completed in 2019), the Contractor shall finalize a FLM Pathway Network and project list for improvements within one half (½)- mile walk shed and three (3)-mile bike shed for all stations in the WSAB Corridor. Additional scope is being added to complete the FLM Plan for the 9 WSAB stations included in the LPA.
2. **Final EIS/EIR Design & Environmental Technical Analysis:** Continued coordination with the Federal Transit Administration (FTA), participating cities, agencies, other stakeholders, and internal Metro departments require modifications to the Project design and additional environmental technical analysis. The modifications of the scope of work and associated costs have been updated to reflect these changes to include the necessary work needed to complete the Final EIS/EIR. A summary of the required project updates based on the required Modification 15 changes is provided below:
  - Intersection updates based on coordination with the California Public Utilities Commission (CPUC) and participating cities;
  - I-105/C Line (Green) station modifications based on coordination with Union Pacific Railroad (UPRR), the City of South Gate, and internal Metro departments;
  - Pioneer Station parking structure modifications based on coordination with the City of Artesia;
  - Redesign of the pedestrian overpass at Paramount High School;
  - Slauson/A Line (Blue) station modifications based on coordination with Metro Operations;
  - Freight spur track adjustments based on coordination with UPRR;
  - Updates to the Bellflower Maintenance and Storage Facility (MSF) based on coordination with Southern California Edison and the City of Bellflower;
  - Additional meetings and review for coordination with various stakeholders
  - Updates to the environmental analysis and documentation.

### **Arellano Associates, LLC**

1. **Renaming Community Engagement**

Metro team will create a robust communications strategy to gather input about a potential new name

for the Project. Involve key stakeholders such as participating cities, businesses, schools, CBOs and neighborhoods. Develop a process that engages the public in renaming the Project but also creates awareness and builds support for the Project.

Metro will re-engage participating cities, stakeholders, GCCOG, Eco-Rapid Transit and CBOs to find a name that is representative of the cultural and demographic community that it will serve. The key consultant tasks include:

**A. Establishing a Renaming Panel/Committee**

**B. CBO Partnerships Collaboration**

- Coordinate implementation of CBO Partnerships for the Project, including support from the new Metro Gateway Cities CBO partnerships contractor.

**C. Youth Influencers**

- Identify and partner with local community icons, young influencers, such as Metro Youth Council and/or local Youth Councils, to help promote the Project, including the renaming efforts, contests, and other campaigns that build support and excitement for the project.

**D. Targeted Business Outreach**

- Develop a business roundtable with representatives from corridor chambers, BIDs, economic development CBOs, etc.
- Chambers of Commerce presentation series.
- Booths at their membership and community events.
- Feature WSAB articles and ads in the chamber e-newsletters.

**E. Voting for Naming Alternatives**

- Raffles for participants/youth at name change events/activities.

**F. Name Change Recommendations**

- Renaming Panel/Committee to review and recommend the top 5 name changes.
- These top five names will then be released for a public survey/vote, asking corridor stakeholders to vote for their favorite.
- Informed by the results, the Metro Board will approve the formal name change.

**2. FLM Plan CBO Partnership & Onboarding**

Coordinate implementation of CBO Partnerships for the Project for the FLM Plan.

GCCOG Funding Agreement Amendment

Since October 2016, the resources provided through the funding agreement with the GCCOG has

been used to establish a collaborative framework between Metro, Eco-Rapid Transit, and participating cities.

The WSAB City Managers TAC was formed within the GCCOG to serve as an effective forum for generating consensus positions on a range of technical, financial, and policy challenges confronting the participating cities. The members include city managers or key staff for the cities and LA County staff. The monthly meetings are also attended by representatives from board offices, Eco-Rapid Transit, and the GCCOG staff. Metro has worked with the TAC to establish a collaborative approach to achieving the milestones required for the Project to advance, including establishing ongoing engagement on the current project-level environmental process to protect the interests of the cities and secure meaningful mitigation measures, supported by an effective monitoring system.

Since April 2021, GCCOG has continued to use consultant services to support and facilitate the TAC meetings. Allocated funding for the GCCOG and Cities of Artesia and Paramount are anticipated to be expended before the completion of the Final EIS/EIR and Attachment C shows the funding allocation and remaining amounts for the participating cities.

Additional funding is required for the continued third-party administration to work with the 13 cities for participation in the WSAB environmental clearance study, including review of the WSAB environmental document, participation in the WSAB City Managers TAC meetings, and conducting outreach in the corridor through the completion of the environmental document. The table below shows the breakdown of the additional funding request for:

- Eco-Rapid Transit
- GCCOG
- City of Artesia
- City of Paramount

Agency	Prior Approved Funding	Requested Additional Funding	Purpose
Eco-Rapid Transit	\$368,450	\$130,000	Project coordination with the participating cities for duration of the Final EIS/EIR completion and support with community or stakeholder engagement, as needed, FLM and environmental public meetings
Gateway Cities COG	\$256,000	\$110,000	Staff time to coordinate WSAB City managers TAC meetings; engage & support WSAB FLM, environmental planning, and related Administration.
City of Artesia*	\$100,000	\$10,000	Project coordination for the duration of the Final EIS/EIR completion
City of Paramount*	\$44,000	\$6,182.50	Project coordination for the duration of the Final EIS/EIR completion

\*Metro staff via the GCCOG reached out to participating cities and received requests for additional funding for the environmental review from only the Cities of Artesia and Paramount. In April 2021, the Metro Board approved additional funds for corridor cities, the GCCOG, and Eco-Rapid Transit. Since then, GCCOG, Eco-Rapid Transit, the Cities of Artesia, and Paramount have expended funds. Other cities have pending balances from this last funding modification.

### **DETERMINATION OF SAFETY IMPACT**

There is no impact to safety.

### **FINANCIAL IMPACT**

The FY 2022-23 budget contains \$8,769,637 in Cost Center 4370, Project 460201 (WSAB Corridor Administration) for professional services. Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

The funding for this project is in the Measures R and M Expenditure Plans. The fund source for the above activity is Measure R 35%. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

### **EQUITY PLATFORM**

Approving the execution of the contract modifications and GCCOG funding agreement amendment is not anticipated to result in any barriers to potential benefits of the proposed Project or result in any harm or unintentional burdens.

This Project will benefit communities through the addition of a new high-quality reliable light rail transit which will increase mobility and connectivity for the historically under-served and transit-dependent communities in the corridor. Approval of the WSP contract modification will allow staff to complete the Final environmental study and additional technical studies as directed by the Board in January 2022 and will allow corridor communities and users of the Metro system to benefit from this new transit service. The WSP contract modification also includes the additional technical work as directed by the Board in January 2022. Key roles for DBE team members have been included for this additional work, at approximately 41.31% of the modification value, to ensure that the overall DBE commitment (25.03%) is met.

In response to Board, Motion # 7 by Directors Hahn, Dutra, Solis and Barger (2023-0183), Metro staff and Arellano Associates, LLC are looking into ways to rebrand the Project and to bring in CBOs to support FLM and environmental work. Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums and platforms, including special outreach efforts to reach out to people of color, low income, and limited English proficiency populations, and persons with disabilities. As a result of this extensive outreach, Metro made numerous changes to the Project



definition resulting from the comments received during the scoping process, as well as ongoing coordination with the participating cities and continued technical analysis. These changes include alignment and vertical configuration changes, removing three (3) stations from further study, as well as other Project design changes.

Metro will continue to engage corridor communities during the completion of the Final EIS/EIR, allowing the public, local jurisdictions, CBO's and other stakeholders the opportunity to provide their comments and feedback on the Project. Metro plans to compensate CBOs for their time and participation, such as attending committee meetings and/or advisory groups that are established during the engagement process. Staff will also reengage communities to help define the Project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS, and surrounding area residents, employees, and businesses.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project 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 decide not to approve the recommended contract modifications and/or the GCCOG funding agreement. However, this alternative is not recommended, as this would impact the Project's environmental clearance schedule and would pose significant delays to the overall project schedule and risk that the Project would be unable to meet its Measure M schedule.

### **NEXT STEPS**

Upon Board approval, staff will execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. for environmental technical work and outreach support to complete the Final EIS/EIR and Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and bring CBOs to support FLM and environmental work. These activities are needed to continue advancing the Project. Staff will execute the amendment to the existing GCCOG funding agreement # 920000000FACGGC03 to update the funding allocation to reflect the additional funds.

### **ATTACHMENTS**

Attachment A - Board File 2023-0183

Attachment B - Board File 2022-0023

Attachment C - GCCOG Funding Agreement Funding Allocation Table

Attachment D-1 - Procurement Summary (WSP USA Inc.)

Attachment D-2 - Procurement Summary (Arellano Associates)

Attachment E-1 - Contract Modification/Change Order Log (WSP USA Inc.)

Attachment E-2 - Contract Modification/Change Order Log (Arellano Associates)

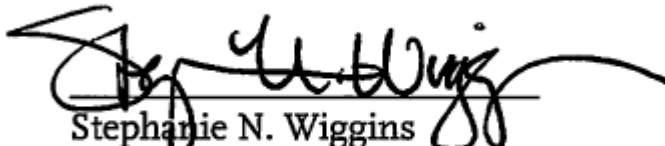
Attachment F-1 - DEOD Summary (WSP USA Inc.)

Attachment F-2 - DEOD Summary (Arellano Associates)

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Stephanie N. Wiggins  
Chief Executive Officer



Board Report

File #: 2023-0183, File Type: Motion / Motion Response

Agenda Number: 7.

**PLANNING AND PROGRAMMING COMMITTEE  
EXECUTIVE MANAGEMENT COMMITTEE  
MARCH 15, 2023**

**Motion by:**

**DIRECTORS HAHN, DUTRA, SOLIS, AND BARGER**

**A New Start for the West Santa Ana Branch Motion**

The West Santa Ana Branch is set to advance into construction in the next few years, with a Record of Decision anticipated in 2024 for the LPA segment from Slauson/A Line to Artesia. Once fully completed, this 19-mile light-rail line will provide a one-seat ride, connecting a dozen cities in some of the County’s most transit dependent communities, from the City of Artesia to Union Station, Downtown Los Angeles.

The West Santa Ana Branch will primarily serve residents who live within some of the most polluted, and socioeconomically disadvantaged communities in the State. Nearly the entire alignment will be located in Metro-defined Equity-Focused Communities and the CalEnviroScreen’s SB 535-defined “Disadvantaged Communities.” With formal recognition at the local and state level, along with the Eastside Extension initial operating segment, this project stands to be a prime candidate for federal funding given the President’s Justice40 Initiative, which ensures that at least 40% of all discretionary grants go toward projects in disadvantaged communities.

This project, when completed, will change the way that Southeast Los Angeles residents travel across the region providing them with cleaner and faster modes of travel. The West Santa Ana Branch will be incredibly important for nearly a million residents, yet the reality of this project is still largely unknown to many. Furthermore, the name “West Santa Ana Branch” is an outdated and inaccurate description of the project itself. The lack of representation of local context within the name could be inadvertently limiting awareness and visibility of this project, both with our local stakeholders as well as State and federal partners.

With a year to go before the final Record of Decision on this project’s environmental document, now is the perfect opportunity to re-engage corridor cities, stakeholders, and community-based organizations, to find a name that is truly representative of the cultural and demographic community that it will serve, helping build a coalition in support of what will be one of the nation’s most significant efforts to address and redress historic inequities.

**SUBJECT: A NEW START FOR THE WEST SANTA ANA BRANCH MOTION**

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**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Dutra, Solis, and Barger that the Board direct the Chief Executive Officer to work collaboratively with the West Santa Ana Branch Corridor City manager Technical Advisory Committee, Gateway Cities Council of Governments, Eco Rapid Transit Joint Powers Authority, local elected officials, community-based organizations, schools and colleges, and residents along the corridor in order to rebrand the West Santa Ana Branch, including (a) renaming the project no later than January 2024 that represent the community character and local context, (b) developing a robust communication strategy to get input for and from CBOs, corridor cities residents and businesses, and key stakeholders, and (c) report back on progress toward these directives on a quarterly basis, beginning in June 2023.



**Board Report**

**File #:** 2022-0023, **File Type:** Motion / Motion Response

**Agenda Number:** 10.

**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 19, 2022**

**Motion by:**

**DIRECTORS HAHN, SOLIS, GARCETTI, MITCHELL, AND DUTRA**

**West Santa Ana Branch Transit Corridor Project Motion**

The West Santa Ana Branch is the next major Measure M transit construction project set to advance to engineering and construction, with completion of the final environmental document anticipated in early 2023.

Once fully completed, this 19-mile light-rail line will provide a one-seat ride connecting the City of Artesia with Union Station in Downtown Los Angeles, traversing a dozen more cities along the way. Nearly the entire alignment runs through Metro-defined Equity-Focused Communities and the CalEnviroScreen’s SB 535-defined “Disadvantaged Communities.”

One of the Board of Directors’ four “Pillar Projects” (February 2019), the West Santa Ana Branch has had an aspirational completion date no later than the 2028 Olympic and Paralympic Games. With those games set to take place six years from now, that completion date appears unlikely; but of the four pillar projects, the acceleration of this one would benefit the most underserved communities.

Metro staff’s recommended approach, while advancing the West Santa Ana Branch toward funding and construction, also commits to a timeline that should be further accelerated. The project needs to do more for future riders of the initial operating segment as well as those on other Metro services that would be affected by this new line.

**SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra that the Board adopt as policy that the full West Santa Ana Branch project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

In order to ensure this full completion of the West Santa Ana Branch, WE FURTHER MOVE that the Board direct the CEO to:

- 
- A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;
- B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;
- C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:
- a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);
  - b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of \$330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;
- D. As part of the additional study of the Slauson to Union Station segment, include the following:
- a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;
  - b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;
- E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;
- F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;
- G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,

H. Report back to the Board in April 2022 with updates on all of the above items.

	Original Budget	Additional Approved Budget (4/2021)	Additional Approved Budget (9/2022)	Total Budget Allocation	Amount Expended Through 4/2023	Remaining Amount
Gateway Cities COG (AGENCY)*	\$100,000	\$108,000	\$48,000	\$256,000	\$248,077.50	\$7,922.5
Artesia	\$28,000	\$72,000	\$-	\$100,000	\$58,659.78	\$41,340.22
Artesia – Eco-Rapid Transit JPA	\$55,259.34	\$60,450	\$-	\$115,709.34	\$107,171.13	\$8,538.21
Bell	\$17,000	\$-	\$-	\$17,000	\$8,240.67	\$8,759.33
Bellflower	\$44,000	\$-	\$-	\$44,000	\$17,242.97	\$26,757.03
Bellflower – Eco-Rapid Transit JPA (prior amount invoiced through 12/31/18)	\$242,740.66	\$-	\$-	\$242,740.66	\$242,740.66	\$-
Bell Gardens	\$12,000	\$-	\$-	\$12,000	\$7,526.13	\$4,473.87
Cudahy	\$22,000	\$-	\$-	\$22,000	\$-	\$22,000
Downey	\$24,000	\$29,875	\$-	\$53,875	\$23,972.20	\$29,902.80
Huntington Park	\$28,000	\$-	\$-	\$28,000	\$2,926.63	\$25,073.37
Lakewood	\$8,000	\$-	\$-	\$8,000	\$8,000	\$-
Lynwood	\$12,000	\$-	\$-	\$12,000	\$-	\$12,000
Maywood	\$17,000	\$-	\$-	\$17,000	\$-	\$17,000
Paramount	\$24,000	\$20,000	\$-	\$44,000	\$41,532.70	\$2,467.30
South Gate	\$28,000	\$63,205	\$-	\$91,205	\$28,000	\$63,205
Vernon	\$28,000	\$-	\$-	\$28,000	\$13,447.62	\$14,552.38
Remaining Funds for AGENCY and LACMTA to mutually determine how to distribute to the above	\$10,000	\$-	\$-	\$10,000	\$10,000	\$-
<b>Total</b>	<b>\$700,000</b>	<b>\$353,530</b>	<b>\$48,000</b>	<b>\$1,101,530</b>	<b>\$817,537.99</b>	<b>\$283,992.01</b>

\*Includes \$48,000 added in April 2021 and \$48,000 added in September 2022 for City Manager TAC consultant



## PROCUREMENT SUMMARY

## WEST SANTA ANA BRANCH TRANSIT CORRIDOR/NO. AE5999300

1.	<b>Contract Number:</b> AE5999300		
2.	<b>Contractor:</b> WSP USA Inc.		
3.	<b>Mod. Work Description:</b> First-Last Mile plan preparation and environmental design and technical work to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) and period of performance extension through 12/31/24.		
4.	<b>Contract Work Description:</b> West Santa Ana Branch Transit Corridor Technical Services		
5.	<b>The following data is current as of:</b> 4/20/23		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	09/26/16	<b>Contract Award Amount:</b> \$9,392,326
	<b>Notice to Proceed (NTP):</b>	09/26/16	<b>Total of Modifications Approved:</b> \$33,996,227
	<b>Original Complete Date:</b>	09/30/20	<b>Pending Modifications (including this action):</b> \$2,431,148
	<b>Current Est. Complete Date:</b>	12/31/24	<b>Current Contract Value (with this action):</b> \$45,819,701
7.	<b>Contract Administrator:</b> Samira Baghdikian		<b>Telephone Number:</b> (213) 922-1033
8.	<b>Project Manager:</b> Meghna Khanna		<b>Telephone Number:</b> (213) 547-4285

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 15 issued to provide First-Last Mile plan preparation and environmental design and technical work to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR). This Modification will also extend the period of performance from June 30, 2023 through December 31, 2024.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 26, 2016, the Board awarded firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., now WSP USA Inc., in the amount of \$9,392,326 for the West Santa Ana Branch Transit Corridor.

Fourteen modifications have been issued to date.

Refer to Attachment E-1 – Contract Modification/Change Order Log.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, and negotiations. Fee remains unchanged from the original contract.

Staff successfully negotiated savings of \$26,119.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated</b>
\$2,457,267	\$2,446,973	\$2,431,148

## PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PARTICIPATION PROGRAM /  
CONTRACT NO. PS2492300

1.	<b>Contract Number:</b> PS2492300		
2.	<b>Contractor:</b> Arellano Associates, LLC		
3.	<b>Mod. Work Description:</b> Rebrand the project to respond to Board Motion 2023-0183 and to bring Community Based Organizations (CBOs) to support First-Last Mile (FLM), community development and environmental work.		
4.	<b>Contract Work Description:</b> Continuation of public outreach services and stakeholder engagement for West Santa Ana Branch		
5.	<b>The following data is current as of:</b> April 17, 2023		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	9/26/16	<b>Contract Award Amount:</b> \$492,893
	<b>Notice to Proceed (NTP):</b>	9/26/16	<b>Total of Modifications Approved:</b> \$1,753,813
	<b>Original Complete Date:</b>	9/25/20	<b>Pending Modifications (including this action):</b> \$449,991
	<b>Current Est. Complete Date:</b>	6/30/24	<b>Current Contract Value (with this action):</b> \$2,696,697
7.	<b>Contract Administrator:</b> Lily Lopez		<b>Telephone Number:</b> (213) 922-4639
8.	<b>Project Manager:</b> Mark Dierking		<b>Telephone Number:</b> (213) 922-2426

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 6 issued to rebrand the project to respond to Board Motion 2023-0183 and to bring Community Based Organizations (CBOs) to support First-Last Mile (FLM), community development and environmental work.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. All other terms and conditions remain in effect.

On September 26, 2016, the Board approved award of a firm fixed price Contract No. PS2492300 to Arellano Associates, LLC in the amount of up to \$861,067 to perform the environmental clearance study community outreach for the WSAB Transit Corridor pending passage of Measure M.

Refer to Attachment E-2, Contract Modification/Change Order Log for contract modifications issued to date.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiations.

Staff successfully negotiated savings of \$45,504.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$495,495	\$445,102	\$449,991

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Addition of a travel demand model review and calibration of six main tasks.	Approved	10/20/17	\$252,166
2	Environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS for the West Santa Ana Branch Transit Corridor.	Approved	06/28/18	\$2,760,752
3	Conduct additional environmental review and technical analyses to complete the Draft EIS/EIR.	Approved	01/09/19	\$335,484
4	Conduct additional environmental review and technical analyses related to Minimum Operating Segment to complete the Draft and Final EIS/EIR.	Approved	01/11/19	\$494,230
5	Conduct additional environmental review and technical analyses related to identifying and evaluating two additional maintenance facility sites to complete the Draft and Final EIS/EIR.	Approved	01/11/19	\$316,332
6	Technical services to advance the level of design to 15% to support Draft EIS/EIR and optional third-party coordination.	Approved	12/06/18	\$7,978,444
7	Additional environmental technical work to be included in the Draft EIS/EIR.	Approved	07/25/19	\$6,476,982
8	No cost descoping and rescoping of tasks.	Approved	10/31/19	\$0
9	No cost reallocation of tasks.	Approved	03/24/20	\$0
10	Additional conceptual engineering and technical analysis associated with design changes to I-105/C Line and extension of period of	Approved	09/22/20	\$477,320

	performance (POP) through 04/30/21.			
11	Extension of POP through 10/31/21.	Approved	03/30/21	\$0
12	Extension of POP through 12/31/21.	Approved	10/14/21	\$0
13	Additional conceptual engineering, environmental review and technical analysis to complete the EIS/EIR and extension of POP through 06/30/22.	Approved	12/02/21	\$1,302,845
14	Environmental technical work and outreach support to complete the Final EIS/EIR, as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the WSAB Transit Corridor Project and extension of POP through 06/30/23.	Approved	03/24/22	\$13,601,672
15	First-Last Mile plan preparation and environmental design, and technical work to complete the FEIS/FEIR and extension of POP through 12/31/24.	<b>Pending</b>	<b>Pending</b>	<b>\$2,431,148</b>
	<b>Modification Total:</b>			<b>\$36,427,375</b>
	<b>Original Contract:</b>	<b>Approved</b>	<b>09/26/16</b>	<b>\$9,392,326</b>
	<b>Total:</b>			<b>\$45,819,701</b>

**CONTRACT MODIFICATION/CHANGE ORDER LOG  
WEST SANTA ANA BRANCH TRANSIT CORRIDOR PARTICIPATION PROGRAM /  
CONTRACT NO. PS2492300**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (Approved or Pending)</b>	<b>Date</b>	<b>\$ Amount</b>
<b>1</b>	Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance for WSAB Transit Corridor Project.	Approved	06/28/18	\$429,310
<b>2</b>	Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance for WSAB Transit Corridor Project.	Approved	12/06/18	\$1,324,503
<b>3</b>	Extend period of performance (POP) through 12/31/21.	Approved	7/16/20	\$0.00
<b>4</b>	Extend POP through 12/31/22.	Approved	11/24/21	\$0.00
<b>5</b>	Extend POP through 6/30/24.	Approved	11/9/22	\$0.00
<b>6</b>	Rebrand the project to bring Community Based Organizations (CBOs) to support First-Last Mile (FLM), community development and environmental work.	<b>Pending</b>	<b>Pending</b>	\$449,991
	<b>Modification Total:</b>			<b>\$2,203,804</b>
	<b>Original Contract:</b>		<b>09/26/16</b>	<b>\$492,893</b>
	<b>Total:</b>			<b>\$2,696,697</b>

## DEOD SUMMARY

## WEST SANTA ANA BRANCH TRANSIT CORRIDOR/ NO. AE5999300

**A. Small Business Participation**

WSP USA Inc. (WSP) made a 25.03% Disadvantaged Business Enterprise (DBE) commitment. Based on payments the project is 70% complete and the current DBE participation is 22.70%, representing a shortfall of 2.33%.

WSP has a shortfall mitigation plan on file and contends that the shortfall is the result of its DBE partners progressing at different rates, according to the contract schedule. WSP further contends that with the contract expected to be extended through December 31, 2024, the DBE participation and level of effort is expected to increase, as tasks utilizing DBEs will be completed between now and December 31, 2024. WSP expects to meet or exceed the DBE commitment by the end of the project. For the proposed modification, WSP has identified three (3) DBE subcontractors, representing 41.31% of the modification value. Staff will continue to track and monitor WSP's efforts to meet or exceed their commitments.

<b>Small Business Commitment</b>	<b>25.03% DBE</b>	<b>Small Business Participation</b>	<b>22.70% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	BA, Inc.	Black American	1.66%	1.76%
2.	Cityworks Design	Hispanic American	3.68%	4.24%
3.	Connectics Transportation Group	Asian-Pacific American	0.79%	0.52%
4.	Epic Land Solutions	Caucasian Female	1.18%	0.64%
5.	Geospatial Professional Services	Asian-Pacific American	0.25%	0.70%
6.	Lenax Construction	Caucasian Female	2.31%	2.03%
7.	Terry A. Hayes	Black American	11.40%	6.69%
8.	Translink Consulting	Asian-Pacific American	3.76%	2.40%



9.	Bette Spaghetti Productions (Media Arts, LLC)	Caucasian Female	Added	0.05%
10.	Del Richardson & Associates	Black American	Added	1.17%
11.	Dunbar Transportation Consulting, LLC	Caucasian Female	Added	0.18%
12.	Wiltec	Black American	Added	0.41%
13.	RSE Corporation (formerly Rail Surveyors and Engineers, Inc.)	Asian-Pacific American	Added	1.48%
14.	Yunsoo Kim Design, Inc.	Asian-Pacific American	Added	0.43%
	<b>Total</b>		<b>25.03%</b>	<b>22.70%</b>

<sup>1</sup>Current 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.

## DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PARTICIPATION PROGRAM/  
NO. PS2492300**A. Small Business Participation**

Arellano Associates, LLC (Arellano), a Small Business Prime, made a 100% Small Business Enterprise (SBE) commitment. Based on payments, the project is 84% complete and the current SBE participation is 100%.

<b>Small Business Commitment</b>	<b>100% SBE</b>	<b>Small Business Participation</b>	<b>100% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Arellano Associates, LLC	100%	100%
	<b>Total</b>	<b>100%</b>	<b>100%</b>

<sup>1</sup>Current 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: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

Planning & Programming Committee

May 17, 2023

File #: 2023-0198



# RECOMMENDATIONS

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. to provide First-Last Mile (FLM) plan preparation and environmental design & technical work to complete the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of \$2,431,148, increasing the Total Contract Value from \$43,388,553 to \$45,819,701, and to extend the Contract Period of Performance through December 31, 2024;
- B. AUTHORIZING the CEO to execute Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and to bring Community Based Organizations (CBOs) to support FLM and environmental work in the amount of \$449,991, increasing the Total Contract Value from \$2,246,706 to \$2,696,697, and to extend to the Contract Period of Performance through December 31, 2024; and
- C. AUTHORIZING AND DELEGATING authority to the CEO to negotiate and execute all necessary agreements in the amount of \$256,182.50 between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (GCCOG) for Third-Party Administration participation in the West Santa Ana Branch (WSAB) environmental clearance study (existing Funding Agreement FA# 920000000FACGGC03), increasing the total funding amount from \$1,101,530 to \$1,357,713.

# KEY UPCOMING MILESTONES

- **A New Start for the WSAB Board Motion**
  - Q2 to Q4 2023: Re-engage participating cities, stakeholders, GCCOG, Eco-Rapid Transit and CBOs including youth
  - Q1 2024: Board Approval
- **Final Environmental**
  - June 2023: Community Engagement
  - Q2 2024: Final EIS/EIR certification by Metro Board
  - Q3 2024: FTA Issues ROD
- **FLM Plan**
  - June 2023: Walk Audits
  - Q3 2023: Community Engagement
  - Q4 2023: Draft Plan Recommendations
  - Q2 2024: Plan adoption