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Agenda - Final Revised

Wednesday, August 19, 2020

3:00 PM

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Los Angeles, CA 90012

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Ara Najarian, Vice Chair

Mike Bonin

Janice Hahn

Hilda Solis

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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

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

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 12, 13, and 14.

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

CONSENT CALENDAR

12. SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT [2020-0420](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation Agreement and Planning Document (“ENA”) with East Los Angeles Community Corporation (“Developer”) to extend the term by one year with an option to extend the term for an additional year for the joint development of Metro-owned property at the Mariachi Plaza Station.

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

13. SUBJECT: METRO BIKE HUB OPERATIONS AND MAINTENANCE [2020-0413](#)

RECOMMENDATION

CONSIDER:

AUTHORIZING the Chief Executive Officer to award Contract No. PS63912000 to BikeHub (dba BikeHub/Tranzito) for a firm fixed price of \$572,680 for a two-year base, and a two-year option term in an amount of \$497,892, for a total amount of \$1,070,572, effective September 22, 2020.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

14. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - SOUTH BAY SUBREGION [2020-0436](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming of additional \$43.9 million within the capacity of Measure M Multi-Year Subregional Program (MSP) - South Bay Highway

-
- Operational Improvements Program;
 - 2. programming of additional \$15.9 million within the capacity of Measure M MSP - Transportation System and Mobility Improvements Program; and

B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Transportation System Mobility Improvemtns Program \(Expendit](#)
[Attachment B - South Bay Highway Operational Improvements \(Expenditure Lin](#)
[Attachment C - Transportation System Mobility Improvemtns Program \(Expendit](#)

NON-CONSENT

15. SUBJECT: SEPULVEDA TRANSIT CORRIDOR

[2020-0296](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 50-month, firm fixed price Contract No. AE67085000 to HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc., for environmental analysis and advanced conceptual engineering (ACE) design services on the Sepulveda Transit Corridor in the amount of \$48,304,067 (inclusive of two optional tasks: Task 11 for an additional alternative in the amount of \$6,778,040 and Task 12 for Westside-LAX environmental clearance in the amount of \$7,544,627), subject to resolution of protest(s), if any; the amount of \$3,394,472 has been requested in the FY21 budget in Project 460305 (Sepulveda Transit Corridor) in Cost Center 4360 to support environmental clearance, Advanced Conceptual Engineering, and associated community outreach; upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September; and
- B. APPROVE Contract Modification Authority in the amount of 25% of the contract award value and authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

16. SUBJECT: CRENSHAW NORTHERN EXTENSION

[2020-0174](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Crenshaw Northern Extension Advanced Alternatives Screening Study; and

- B. AUTHORIZING the Chief Executive Officer (CEO) to award and execute a 30-month, firm fixed price Contract No. AE64930000 to Connect Los Angeles Partners, a joint venture between WSP USA, Inc. and AECOM Technical Services, Inc., for environmental analysis (CEQA) and advanced conceptual engineering (ACE) in the amount of \$50,367,851, subject to resolution of protests, if any. However, only the amount of \$2.19M is requested in the FY21 budget for Professional Services in Cost Center 4350 (Special Projects), Project 475558 (Crenshaw Northern Extension). Upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September.

- Attachments:**
- [Attachment A - Final Advanced AA Screening Report Executive Summary](#)
 - [Attachment B - Community Outreach & Meeting Report](#)
 - [Attachment C - Crenshaw/LAX Northern Extension Funding and Project Deliverables](#)
 - [Attachment D - Procurement Summary](#)
 - [Attachment E - DEOD Summary](#)

17. SUBJECT: HIGH DESERT INTERCITY RAIL CORRIDOR SERVICE DEVELOPMENT PLAN

[2020-0046](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING programming of \$3 million of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-of-Way acquisition to be repurposed to develop an intercity rail corridor service development plan.

- B. APPROVING a life of project budget of \$5 million for the High Desert Intercity Rail Corridor Service Development Plan which includes \$375,000 of in-kind contributions by DesertXpress Enterprises, LLC.

- C. DELEGATING authority to the Chief Executive Officer or his designee to enter into a Memorandum of Understanding (MOU) and any subsequent extensions or amendments with the Los Angeles County Department of

Public Works to memorialize terms and conditions to advance \$1.5 million of Supervisorial 5th District Proposition A Local Return Transit Program discretionary funds to Metro to begin work on the High Desert Intercity Rail Corridor Service Development Plan and for Metro to repay the County of Los Angeles once the funding becomes available (Refer to Attachment C).

- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all agreements to implement the High Desert Intercity Rail Corridor Service Development Plan.

Attachments: [Attachment A - High Desert Intercity Rail Corridor Study Area](#)
[Attachment B - Virgin Trains USA Vicinity Map](#)
[Attachment C - Los Angeles County August 2020 Board Letter](#)
[Attachment D DesertXpress Enterprises Final Match Letter \(July 2020\) Presentation](#)

18. **SUBJECT: VALUE CAPTURE ASSESSMENT** [2020-0335](#)

RECOMMENDATION

RECEIVE AND FILE Value Capture Assessment.

Attachments: [Attachment A - Value Capture Strategy Report Executive Summary.pdf](#)

19. **SUBJECT: WESTLAKE/MACARTHUR PARK JOINT DEVELOPMENT** [2020-0410](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute an Exclusive Negotiations Agreement and Planning Document (ENA) with the Walter J Company (Proposer) for the joint development of Metro-owned property at the Westlake/MacArthur Park Station (Site) for a period of eighteen (18) months, with an option to extend up to twelve (12) additional months.

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

20. **SUBJECT: VERMONT/SANTA MONICA JOINT DEVELOPMENT** [2020-0279](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute a Purchase and Sale Agreement and agreements containing conditions, covenants, restrictions and easements with SMV Housing, L.P. (Developer), an affiliate of LTSC Community Development Corporation (LTSC), that provide for Developer's purchase from Metro of approximately 33,682 square feet of real property (Metro JD Property) next to the Vermont/Santa

Monica B (Red) Line Station and the construction and operation of a mixed-use, affordable housing project (Project) on the Metro JD Property and adjacent Developer-owned property (collectively, Site), subject to Federal Transit Administration (FTA) and California Transportation Commission (CTC) concurrence;

- B. ADOPTING the attached resolution (Attachment D) authorizing the CEO or his designee to apply for, receive an allocation of funds, and to enter into, execute, and deliver a State of California Standard Agreement, and any and all other documents required or deemed necessary related to the California Department of Housing and Community Development Transit-Oriented Development (TOD) Housing Program in an amount not to exceed \$5,000,000 (TOD Grant) to fund station plaza improvements in support of the Project; and
- C. FINDING that the Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332/Class 32 (In-Fill Development Projects) of the CEQA Guidelines, and statutorily exempt pursuant to Public Resources Code Section §21080.27(a)(3) and Section §21080.27(b)(2) and to authorize the CEO to file a Notice of Exemption for the Project consistent with such exemptions.

Attachments: [Attachment A - Site Map](#)
[Attachment B - Project Rendering and Site Plan](#)
[Attachment C - PSA Terms and Conditions](#)
[Attachment D - HCD TOD Grant Resolution](#)
[Attachment E - Qualifying Criteria for CEQA Exemption Presentation](#)

47. SUBJECT: COUNTYWIDE CALL FOR PROJECTS

[2020-0435](#)

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$137.2 million in existing Fiscal Year (FY) 2020-21 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$4.1 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. REALLOCATING:
 - 1. ~~\$1.67 million of Call funds originally programmed to the City of Los~~

-
- Angeles: 1) Westlake MacArthur Park Pedestrian Improvement –partial– (#F3631), 2) Last Mile Folding Bike Incentive Program (#F7707), and 3) Building Connectivity with Bicycle Friendly Business Districts– (#F9803), to the City of Los Angeles: 1) Exposition West– Bikeway Northvale Project (#F3514) and 2) L.A. River Bike Path– Headwaters Section (#F5518);–
2. \$13.39 million of Call funds originally programmed to the City of Los Angeles: 1) Alameda Street Downtown LA: Goods Movement, Phase I– (#F5207) and 2) Alameda Street Widening– North Olympic Boulevard– to I-10 Freeway (#F9207), to the Metro’s Rail to Rail Project;–
 1. \$3.85 million of Call funds remaining in the City of Los Angeles Victory Boulevard Widening from Topanga Canyon Boulevard to De Soto Avenue, Phase II (#F1141), to the City of Los Angeles: 1) Widening San Fernando Road at Balboa Road (#F1129), 2) Olympic Boulevard and Mateo Street Goods Movement Improvement Phase II (#F1205), and 3) Burbank Boulevard Widening from Lankershim Boulevard to Cleon Avenue (#8046);
 2. \$456,144 of Call funds originally programmed to the County of Los Angeles Willowbrook Area Bikeway Improvements (#F3521), to Metro’s Willowbrook/Rosa Parks Station Improvement Project, to complete the planned bikeway improvements; and
 3. \$582,739 of Call funds originally programmed to the City of Long Beach Park or Ride (#F9808), to the City of Long Beach San Gabriel River Bike Path Gap Closure at Willow Street (#F1528);
- D. AUTHORIZING the CEO to:
1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 2. Amend the FY 2020-21 budget, as necessary, to include the 2020 Countywide Call Recertification and Extension funding in the Subsidies budget;
- E. APPROVING changes to the scope of work for:
1. City of El Monte - El Monte Regional Bicycle Commuter Access Improvements (#F7520);
 2. City of Los Angeles - Westlake MacArthur Park Pedestrian Improvement Project (#F3631);
 3. City of Los Angeles - Magnolia Boulevard Widening (North Side) - Cahuenga Boulevard to Vineland (#F7123);
 4. City of Los Angeles - Walk Pico! A Catalyst for Community Vitality & Connectivity (#F7624); and
 5. City of Santa Clarita - 13th Street/Dockweiler Drive Extension (#F7105);
- F. RECEIVING AND FILING:
1. Time extensions for 62 projects shown in Attachment D;

2. Reprogramming for one project shown in Attachment E; and
3. Update on future countywide Call considerations

Attachments: [Attachment A - FY 2020-21 Countywide Call Recertification](#)
[Attachment B - FY 2019-20 Countywide Call Deobligation](#)
[Attachment C - Background Discussion of Each Recommendation](#)
[Attachment D - FY 2019-20 Countywide Call Extensions](#)
[Attachment E - FY 2019-20 Countywide Call Reprogram](#)
[Attachment F - Result of TAC Appeals Process](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2020-0532](#)

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 #: 2020-0420, File Type: Agreement

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 19, 2020

SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation Agreement and Planning Document (“ENA”) with East Los Angeles Community Corporation (“Developer”) to extend the term by one year with an option to extend the term for an additional year for the joint development of Metro-owned property at the Mariachi Plaza Station.

ISSUE

The Developer and Metro are parties to an ENA for the development of a mixed-use project on 1.45 acres of Metro-owned property at the northeast corner of E. 1st Street and N. Boyle Avenue (“Site”) in the Boyle Heights community of the City of Los Angeles (“City”) (see Attachment A - Site Plan). The ENA is set to expire on September 14, 2020 and an extension of the ENA term is necessary to provide the time for: (a) the Developer and Metro to consider and refine the Project’s design; (b) the Developer to obtain Project entitlements and environmental clearance; (c) the Developer to lead Project-related stakeholder outreach; and (d) the parties to negotiate and finalize the key terms and conditions of a Joint Development Agreement (“JDA”) and Ground Lease, subject to Metro Board of Directors’ (“Board”) approval.

BACKGROUND

In March 2018, Metro entered into an ENA with the Developer to plan and consider the development of the Project on the Site. The proposed project includes sixty (60) units of affordable housing for families earning between 30 to 50% of the Area Median Income, approximately 6,340 sq. ft. ground floor retail, approximately 2,035 sq. ft. mariachi cultural center, community garden and associated parking (“Project”).

DISCUSSION

The Project is complex and has required extensive analysis, including in-depth and on-going review of design, cost, entitlement, operation and funding matters.

During the extension, the parties will continue to work on the Project's scope and design, seeking input from the Boyle Heights Design Review Advisory Committee (DRAC) established by Metro along with broader community input regarding the Project.

The Developer is a non-profit community development corporation based in Boyle Heights which advocates for economic and social justice by building grassroots leadership, developing affordable housing and neighborhood assets, and providing access to economic development for low- and moderate-income families. Of note, the Developer has recently undergone staffing reductions and reorganization that has contributed to Project delays, and as a result the Developer may seek the support of a development partner or third party to expand capacity.

Equity Platform

Consistent with the Equity Platform pillar "listen and learn", the Developer and Metro have engaged the community in an extensive outreach process, securing support for the project's conceptual plans from the local Neighborhood Council and the Boyle Heights DRAC. Furthermore, the Project is an opportunity to "focus and deliver" by adding much needed transit-oriented affordable housing to the community.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA term during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration if and when negotiations result in proposed terms for a JDA and Ground Lease.

FINANCIAL IMPACT

Pursuant to the ENA, certain staff and consultant costs are reimbursed through a developer deposit, and execution of a JDA and Ground Lease will provide a source of revenues going forward. No new capital investment or operating expenses are anticipated to implement the Project.

Impact to Budget

Continued work under the ENA is included in the proposed FY21 budget under 401018. Staff and consultant costs are proposed in the FY21 budget to negotiate the proposed transaction and review design and other project documents.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #3, "Enhance communities and lives through mobility and access to opportunity" by advancing a joint development project which will deliver critical community benefits, including transit-accessible affordable housing and community amenities.

ALTERNATIVES CONSIDERED

The Board could choose not to extend the ENA term, in which case the ENA would expire on September 14, 2020. Metro could then choose to solicit new proposals for development of the Site. Staff does not recommend this alternative due to the time it would take to procure a new developer, and the lost benefit of the proposed Project which will bring much needed affordable housing and community space to Boyle Heights. The Project is also in line with Metro's Equity Platform and Strategic Plan goals.

NEXT STEPS

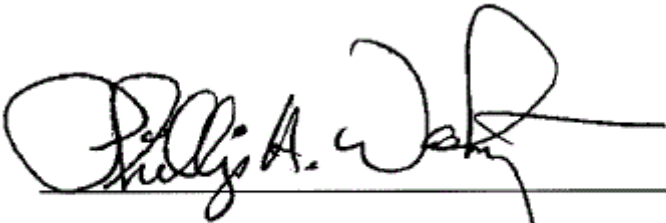
Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing for a one-year extension of the term with an option to extend the term for one additional year if deemed necessary by Metro. Staff will continue working with the Developer to finalize negotiation of a JDA and Ground Lease and will return to Board for approval of key terms and conditions following the Developer's securing of Project entitlements and environmental approvals from the City. In addition, the Developer will continue community outreach regarding the Project's scope and its design during the ENA's extended term.

ATTACHMENTS

Attachment A - Site Map

Prepared by: Olivia Segura, Senior Manager, Countywide Planning & Development, (213) 922-7156
Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-7217
Nick Saponara, EO, Countywide Planning & Development, (213) 922-4313
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

Attachment A – Site Map



Parcel A
Size: 0.62 acres
Current Use: Leased for parking

Parcel B
Size: 0.13 acres
Current Use: Vacant

Mariachi Plaza Gold Line Station and Plaza
Size: 0.70 acres

M Station Entrance



Next stop: building communities.

Mariachi Plaza Joint Development

Planning and Programming Committee

August 19, 2020

Legistar File 2020-0420



Metro







Recommendation

- > Authorize the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation Agreement and Planning Document (“ENA”) with East Los Angeles Community Corporation (“Developer”) to extend the term by one year with an option to extend the term for an additional year for the joint development of Metro-owned property at the Mariachi Plaza Station.

Mariachi Plaza Site Overview



Total: 1.45 Acres

-  Parcel A
Size: 0.62 acres
Current Use: Leased for parking
-  Parcel B
Size: 0.13 acres
Current Use: Vacant
-  Mariachi Plaza Gold Line Station and Plaza
Size: 0.70 acres
-  Station Entrance

Mariachi Plaza Background/Status

- Metro entered ENA with Developer in March 15, 2018; ENA is set to expire September 2020
- Proposed project includes:
 - 60 units of affordable housing at 30-50% AMI
 - 6,340 sq. ft. ground floor space for local-serving businesses
 - 2,035 sq. ft. Mariachi cultural center
 - Community garden
- Project complexity has required extensive analysis, design review and coordination, and entitlements which may require a zone change and General Plan amendment
- Developer is a CBO undergoing organizational restructuring and may pursue additional partnerships to help deliver the project

Community Outreach

Outreach to-date has included:

- Metro's Boyle Heights Design Review Advisory Committee (DRAC)
- Boyle Heights Neighborhood Council and its relevant committee(s)
- Boyle Heights community-based organizations

Next Steps

1. Finalize project scope and design
2. Submit application for project entitlements and environmental review to City of LA
3. Negotiate Joint Development Agreement (“JDA”) and Ground Lease terms
4. Continue Community Engagement
5. Return to Board for approval to enter into JDA & Ground Lease

Project Rendering





Board Report

File #: 2020-0413, File Type: Contract

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 19, 2020

SUBJECT: METRO BIKE HUB OPERATIONS AND MAINTENANCE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

AUTHORIZING the Chief Executive Officer to award Contract No. PS63912000 to BikeHub (dba BikeHub/Tranzito) for a firm fixed price of \$572,680 for a two-year base, and a two-year option term in an amount of \$497,892, for a total amount of \$1,070,572, effective September 22, 2020.

ISSUE

Metro operates group bicycle parking facilities known as Metro Bike Hubs. Facilities include locations at the El Monte Transit Center, Hollywood/Vine Red Line Station, Union Station, Culver City Expo Line Station and Willowbrook/Rosa Parks, opening fall 2020. The current contract to operate and maintain these facilities ends September 21, 2020. Therefore, a new contract award is needed to ensure continued services without interruption for Metro Bike Hub locations.

BACKGROUND

The Metro Bike Hub program provides 24/7, high-capacity bike parking in a secure, monitored, controlled-access environment at key transit locations for a nominal membership fee. Each bike parking facility accommodates at least 50 bicycles and includes 2-tier bike parking racks, video monitoring and a robust alarm system. Additional services may include retail, bike repairs, and bike rentals, which the contractor offers at some locations to lower operating costs. Metro Bike Hubs may also offer educational workshops coordinated by the contractor or in partnership with other Metro programs.

DISCUSSION

BikeHub/Tranzito is the incumbent and has been the contracted operator since 2015 when the program launched. The scope of their services includes tasks related to customer service, account registration, security, facility maintenance, and marketing. These functions are necessary to continue Metro Bike Hub operations and maintain a high level of service for users. This contract includes two

optional tasks: 1) to provide supplemental staffing resources; and 2) to update existing infrastructure to facilitate walk-up registrations and daily membership options. Currently, memberships are only available as 7-day, 30-day and 1-year passes.

Secure and available bicycle parking, as provided by this program, is a key strategy to promoting bikes-to-transit and supporting multimodal mobility in the region. Having secure and available bike parking encourages people to park their bikes at the station instead of bringing them on-board a transit vehicle. These facilities and the program provide transit users with a necessary first and last mile transit connection option.

Moreover, Metro Bike Hubs is designated as a transit program and therefore essential. It provides services to the Los Angeles County community and helps support mobility alternatives. This is especially the case now as the COVID-19 global pandemic continues to evolve, and this active transportation program continues to provide mobility options to essential workers.

Equity Platform

The contract award will allow for continued customer service, including conducting an annual customer satisfaction survey. In addition, this program provides a service to historically disadvantaged communities. These activities support Pillar II. Listen and Learn as well as Pillar III. Focus and Deliver.

DETERMINATION OF SAFETY IMPACT

Approval of the Metro Bike Hub Operations and Maintenance contract award will improve Metro's safety standards by ensuring the continued operation of secure bike parking facilities.

FINANCIAL IMPACT

Approval of this recommendation will not impact the FY 2021 budget, since funding for this contract is already included under Project 308012 (Bike Hub/Lockers O&M), Cost Center 4320 (Bike Share Planning and Implementation). Since this is a multi-year project, the cost center Manager and Chief Planning Officer will be accountable for budgeting the cost in future years. In addition, staff is exploring strategies to reduce future costs and increase revenue at several locations through the establishment of community partnerships and the expansion of retail space.

Impact to Budget

The funding source for this action is Proposition C 25% Streets & Highway. These funds are not eligible for bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following strategic plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system; and

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

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract and allow the current contract to end on September 21, 2020. This would discontinue core functions of the Metro Bike Hub program including customer service, regular auditing of the interior bicycle parking area, and responding to door alarm alerts. This would compromise the security of Metro Bike Hub facilities and impact customer experience.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS63912000 with Bike Hub/Tranzito for Metro Bike Hubs operations and maintenance.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

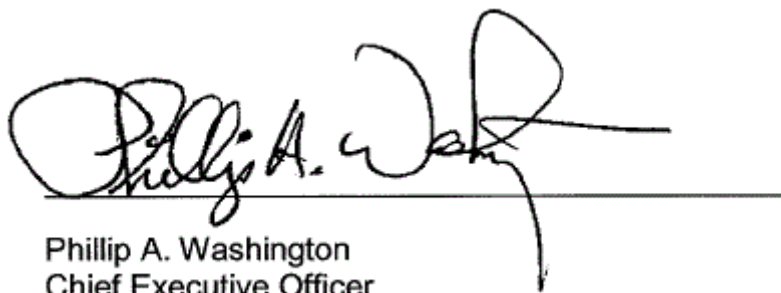
Prepared by: Paula Carvajal-Paez, Senior Director, Countywide Planning & Development, (213) 922-4258

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BIKE HUB OPERATIONS AND MAINTENANCE/PS63912000

1.	Contract Number: PS63912000	
2.	Recommended Vendor: BikeHub (dba: BikeHub/Tranzito)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: July 1, 2019	
	B. Advertised/Publicized: July 1, 2019	
	C. Pre-Proposal Conference: July 10, 2019	
	D. Proposals Due: August 7, 2019	
	E. Pre-Qualification Completed: October 23, 2019	
	F. Conflict of Interest Form Submitted to Ethics: August 14, 2019	
	G. Protest Period End Date: August 25, 2020	
5.	Solicitations Picked up/Downloaded: 23	Proposals Received: 1
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Paula Carvajal-Paez	Telephone Number: (213) 922-4258

A. Procurement Background

This Board Action is to approve Contract No. PS63912000 issued to support the operations of secure-access, group bicycle parking facilities known as Metro Bike Hubs for a two-year base term with one, two-year option term. Metro Bike Hub facilities are designed to offer self-serve unattended group bicycle parking facilities with attended service capabilities. Self-serve refers to registered users that access a securely controlled room to lock their bike to a bike rack at their convenience. Self-serve bicycle parking shall be available at all Metro Bike Hubs allowing 24/7 access. Attended services refers to staffing at a location during specified times where services may include, but not be limited to, customer service, check-in bike parking, bicycle repair/service, limited retail sale of bicycle parts and bicycle rental, and trip planning. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposals (RFP) was issued under the Small Business Enterprise Prime (Set-Aside) Program in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

No amendments were issued during the solicitation phase of this RFP.

A pre-proposal conference was held on July 10, 2019, attended by two participants representing two firms. Six questions were asked during the solicitation phase. A total of 32 firms downloaded the RFP and were included in the planholders list.

One proposal was received on August 7, 2019 from BikeHub. A market survey was conducted of planholders that did not submit a proposal to ascertain the reason(s) for non-submittal. Fifteen responses were received. Reasons given for not submitting proposals included unfamiliar with operating and maintaining bike lockers, not having the experience or manpower to pursue the project, and firm's capabilities did not align with requested services.

B. Evaluation of Proposal

The Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Facilities Maintenance was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- | | |
|---|-----|
| • Experience | 15% |
| • Project Team | 15% |
| • Project Plan | 30% |
| • Cost Reduction Strategies | 10% |
| • Systemwide Access Control Redevelopment | 10% |
| • Cost | 20% |

Several factors were considered when developing these weights, giving the greatest importance to Project Plan. The PET evaluated the proposal according to the pre-established evaluation criteria.

On August 15, 2019 the PET completed its independent evaluation of the proposal and determined that the firm was qualified to perform the required services.

Qualifications Summary of Firm within the Competitive Range:

BikeHub (dba: BikeHub/Tranzito) is a Metro-certified SBE firm with demonstrated experience in designing and operating bike transit programs such as secure bike parking, bike share and mobility hubs. BikeHub's proposed approach is comprehensive and provides a clear plan to provide the required services. Their previous experience with Metro projects and their role as the incumbent contractor has equipped BikeHub for this work effort and places them in an ideal position to benefit both from their knowledge of the current operations as well as affording them the opportunity to enhance their services through innovation.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	BikeHub				
3	Experience	93.33	15.00%	14.00	
4	Project Team	86.67	15.00%	13.00	
5	Project Plan	82.23	30.00%	24.67	
6	Cost Reduction Strategies	86.70	10.00%	8.67	
7	Systemwide Access Control Redevelopment	85.00	10.00%	8.50	
8	Cost	100.00	20.00%	20.00	
9	Total		100.00%	88.84	1

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon a technical analysis, a cost analysis, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	BikeHub	\$1,101,242	\$2,194,551	\$1,070,573

The independent cost estimate (ICE) was developed with the assumption of higher labor rates for each of the classifications needed to fulfill the services required. Additionally, the cost of redeveloping access control was estimated at a higher amount as it assumed that the access control hardware would need to be replaced; however, BikeHub was able to retrofit the existing equipment which resulted in a cost savings. Lastly, due to the unique attributes of the project, some future location(s) may not require staffing which yielded a cost reduction in labor.

Based on the fact finding/statement of work discussion, BikeHub made a \$30,869 reduction to the overall price as there were savings identified in travel and other direct costs.

D. Background on Recommended Contractor

The recommended firm, BikeHub located in Alameda, California, and founded in 2004, specializes in planning, building, and operating bicycle transit projects for

transit agencies, corporations, and developers. BikeHub is the incumbent on the existing Metro Bike Hub contract awarded in September 2014, and has performed satisfactorily.

DEOD SUMMARY

BIKE HUB OPERATIONS AND MAINTENANCE / PS63912000

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to SBE Certified Small Businesses Only.

Bike Hub (DBA: Tranzito), an SBE Prime, is performing 100% of the work with their own workforce.

SMALL BUSINESS GOAL	SBE SET-ASIDE	SMALL BUSINESS COMMITMENT	100% SBE
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	SBE Subcontractors	% Committed
1.	Bike Hub (DBA: Tranzito) (SBE Prime)	100%
Total SBE Commitment		100%

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

C. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract..

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2020-0436, File Type: Program

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 19, 2020

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - SOUTH BAY SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming of additional \$43.9 million within the capacity of Measure M Multi-Year Subregional Program (MSP) - South Bay Highway Operational Improvements Program;
2. programming of additional \$15.9 million within the capacity of Measure M MSP - Transportation System and Mobility Improvements Program; and

B. AUTHORIZING the CEO or his 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 South Bay Subregion and implementing agencies to revise scope of work, schedule, amend project budgets as well as removal of projects.

This update includes changes to projects which have received Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2023-24. The Board's approval is required to program additional funds and the updated project lists which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

DISCUSSION

In September 2019, the Metro Board of Directors approved South Bay Subregion's first MSP Five-Year Plan and programmed funds in: 1) Transportation System and Mobility Improvements Program (expenditure line 50); 2) South Bay Highway Operational Improvements (expenditure line 63); and 3) Transportation System and Mobility Improvements Program (expenditure line 66).

Metro staff continued working closely with the South Bay cities Council of Governments (SBCCOG) 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, schedule, etc. This level of detail will ensure 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 2022-23 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 SBCCOG 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 \$300,000 reduction of funds for one previously approved project and \$61.1 million in additional programming for 19 new projects.

South Bay Highway Operational Improvements (expenditure line 63)

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

Carson

- Program \$700,000 in FYs 21 and 22 for MM5507.02 - Carson Street ITS Project. The funds will be used to complete the PAED, PS&E and Construction phases of the project.
- Program \$6,019,999,000 in FYs 21, 22 and 23 for MM5507.03 - Sepulveda Boulevard Widening from Alameda Street to ICTF. The funds will be used to complete the PS&E and Construction phases of the project.

Gardena

- Program \$5,567,000 in FYs 21, 22, 23 and 24 for MM5507.04 - Redondo Beach Boulevard Arterial Improvements. The funds will be used to complete the PAED, PS&E and Construction phases of the project.

Hawthorne

- Deobligate \$950,000 in FYs 20 and 21 for MM5507.01 - North East Hawthorne Mobility Improvement Project. The funds will be reduced due to minor change in scope of work.

Inglewood

- Program \$500,000 in FY 24 for MM5507.05 - Manchester Boulevard/Prairie Avenue ITS &

Traffic Signal Improvements. The funds will be used to complete the PAED and PS&E phases of the project.

- Program \$7,300,000 in FYs 22, 23 and 24 for MM5507.06 - Downtown ITS. The funds will be used to complete the PAED, PS&E and Construction phases of the project.

LA County

- Program \$1,530,000 in FYs 21, 22 and 23 for MM5507.07 - Avalon Boulevard TSSP in the City of Carson. The funds will be used to complete the PAED, PS&E and Construction phases of the project.

Metro

- Program \$5,871,000 in FYs 21, 22, 23 and 24 for MM5507.08 - I-110 Southbound Off-Ramp to PCH. The funds will be used to complete the Project Approval/Environmental Document (PAED) and Plans Specification and Estimates (PS&E) phases of the project.
- Program \$17,500,000 in FYs 21, 22, 23 and 24 for MM5507.09 - 405/110 Separation. The funds will be used to complete the PAED and PS&E phases of the project.

Transportation System and Mobility Improvements Program (expenditure line 66)

This update includes funding adjustments to one existing and eleven new projects as follows:

Hawthorne

- Program \$260,000 in FYs 21, 22, 23 and 24 for MM5508.07 - Rosecrans Avenue Mobility Improvement Project, Phase II, from Prairie Avenue to Crenshaw Boulevard. The funds will be used to complete the PAED and PS&E phases of the project.
- Program \$260,000 in FYs 21, 22, 23 and 24 for MM5508.08 - Crenshaw Boulevard Signal Improvement and Intersection. The funds will be used to complete the PAED and PS&E phases of the project.

Hermosa Beach

- Program \$1,800,000 in FYs 21, 22, 23 and 24 for MM5508.09 - Mobility and Accessibility Improvements Project. The funds will be used to complete the Project Initiation Document (PID) and PAED phases of the project.

Inglewood

- Program \$6,500,000 in FYs 22, 23 and 24 for MM4602.06 - First/Last Mile Improvements. The funds will be used to complete the PAED, PS&E and Construction phases of the project.

- Program \$1,000,000 in FY 24 for MM5508.10 - Changeable Message Signs. The funds will be used to complete the PAED and PS&E phases of the project.

LA City

- Reduce \$300,000 in FY 23 for MM5508.01 - Signal Operational Improvements. The project scope eliminated one intersection due to design constraints and revised the project title from Five Signal Modification and Operational to Signal Operational Improvements.

LA County

- Program \$1,165,000 in FYs 21, 22, 23 and 24 for MM4602.07 - Westmount/West Athens Pedestrian Improvements, Phase II. The funds will be used to complete the PAED, PS&E and Construction phases of the project.

Palos Verdes Estate

- Program \$677,000 in FYs 21 and 22 for MM5508.11 - Palos Verdes Drive West Corridor Expansion Project. The funds will be used to complete the PAED and PS&E phases of the project.

Rancho Palos Verdes

- Program \$1,330,000 in FYs 21, 22, 23 and 24 for MM5508.12 - Congestion Improvements (25th to Palos Verdes Drive). The funds will be used to complete the Project Study Report (PSR) and PAED phases of the project.

Redondo Beach

- Program \$1,000,000 in FYs 21 and 22 for MM4602.08 - North Redondo Beach Bikeway (NRBB) Extension - Felton Lane to Inglewood Avenue. The funds will be used to complete the PAED, PS&E and Construction phases of the project.
- Program \$200,000 in FYs 21 and 22 for MM4602.09 - North Redondo Beach Bikeway (NRBB) Extension - Inglewood Avenue. The funds will be used to complete the PAED, PS&E and Construction phases of the project.
- Program \$2,000,000 in FYs 21 and 22 for MM5508.13 - Traffic Signal Communications and Network System. The funds will be used to complete the PAED, PS&E and Construction phases of the project.

Equity Platform

Consistent with Metro's Equity Platform, the MSP outreach effort recognizes and acknowledges the need to establish comprehensive, multiple forums to meaningfully engage the community to comment on the proposed projects under all programs. The SBCCOG along with member agencies and adjacent unincorporated area of Los Angeles County undertook an extensive outreach effort and invited the general public to a series of public workshops and meetings. Metro will continue to work with the Subregion to seek opportunities to reach out to a broader constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

In FY 2020-21, \$4.07 million is requested in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401) and \$15.8 million is requested in Cost Center 0442 (Highway Subsidies) for the Transportation System Mobility Improvement Program (Project #475502). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442 in coherence with the FY20 continuing resolution budget until the FY21 budget is adopted in September. 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 sources of funds for these projects are Measure M Highway Construction 17%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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 South Bay Subregion. This is not recommended as the proposed projects were developed by the Subregion 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 2020-21. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

Attachment A - Transportation System and Mobility Improvements Program (expenditure line 50)

Attachment B - South Bay Highway Operational Improvements Program (expenditure line 63)

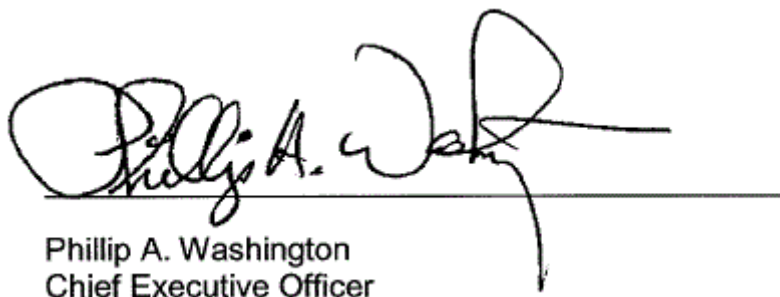
Attachment C - Transportation System and Mobility Improvements Program (expenditure line 66)

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Phillip A. Washington
Chief Executive Officer

**South Bay Subregion
Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 50)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24
1	INGLEWOOD	MM5502.02	ITS (GAP) CLOSURE IMPROVEMENTS	CONSTRUCTION		\$ 13,500,000		\$ 13,500,000	\$ 6,000,000	\$ 7,500,000			
2	INGLEWOOD	MM5502.03	INGLEWOOD INTERMODAL TRANSIT/PARK AND RIDE FACILITY **	PAED, PS&E, CONSTRUCTION		9,193,082		9,193,082	4,596,541	4,596,541			
3	LA CITY	MM4601.01	SAN PEDRO PEDESTRAIN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		7,245,710		7,245,710	774,500	456,155	1,759,559	4,255,496	
4	LA CITY	MM4601.02	WILMINGTON NEIGHBORHOOD STREET IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		3,000,600		3,000,600		175,035	187,538	2,638,027	
5	LA CITY	MM4601.03	AVALON PROMENADE AND GATEWAY *	CONSTRUCTION		8,050,000		8,050,000				8,050,000	
6	LA COUNTY	MM5502.04	182ND ST/ ALBERTONI ST. TRAFFIC SIGNAL SYNCH PROGRAM *	PAED, PS&E, CONSTRUCTION		4,228,500		4,228,500				4,228,500	
7	LA COUNTY	MM5502.06	VAN NESS TRAFFIC SIGNAL SYCH PROGRAM *	PAED, PS&E, CONSTRUCTION		1,702,000		1,702,000				1,702,000	
8	LA COUNTY	MM5502.07	DEL AMO BLVD (EAST) TRAFFIC SIGNAL SYCH PROGRAM *	PAED, PS&E, CONSTRUCTION		1,324,500		1,324,500				1,324,500	
9	LA COUNTY	MM4601.04	WESTMONT/WEST ATJENS PEDESTRIAN IMRROVEMENTS	PAED, PS&E, CONSTRUCTION		6,682,000		6,682,000	571,200	428,400	2,021,066	3,661,334	
10	SBCCOG	MM5502.05	SOUTH BAY FIBER NETWORK	CONSTRUCTION		6,889,365		6,889,365	4,165,114	2,724,251			
11	TORRANCE	MM4601.05	TORRANCE SCHOOLS SAFETY AND ACCESSIBILITY PROGRAM	PS&E CONSTRUCTION		5,027,800		5,027,800	51,600	2,406,500	1,839,200	730,500	
12	ROLLING HILLS ESTATES	MM5502.08	PALOS VERDES DRIVE NORTH AT DAPPLEYGRAY SCHOOL	PAED, PS&E, ROW, CONSTRUCTION		1,554,300		1,554,300	51,300	63,000	1,440,000		
13	INGLEWOOD	MM5502.09	PRAIRIE AVE DYNAMIC LANE CONTROL SYSTEM **	PS&E, CONSTRUCTION		13,120,000		13,120,000	6,560,000	6,560,000			
TOTAL PROGRAMMING AMOUNT						\$81,517,857	\$ -	\$81,517,857	\$ 22,770,255	\$ 24,909,882	\$ 7,247,363	\$ 26,590,357	\$ -

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

** Final itemized project cost estimate shall be prepared by the City and submitted to Metro for review and approval prior to issuance of a Funding Agreement. Only those costs deemed eligible by Metro will be

South Bay Subregion

Measure M Multi-Year Subregional Plan - South Bay Highway Operational Improvements (Expenditure Line 63)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24	
1	CARSON	MM5507.02	CARSON STREET ITS PROJECT	PAED, PSE, CONSTRUCITON	new		700,000	700,000		550,000	150,000			
2	CARSON	MM5507.03	SEPULVEDA BLVD WIDENING FROM ALAMEDA ST TO ICTF	PSE, CONSTRUCTON	new		6,019,999	6,019,999		1,535,437	2,562,607	1,921,955		
3	GARDENA	MM5507.04	REDONDO BEACH BLVD ARTERIAL IMPROVEMENTS	PAED, PSE, CONSTRUCITON	new		5,567,000	5,567,000		104,000	516,000	2,320,000	2,627,000	
4	HAWTHORNE	MM5507.01	NORTH EAST HAWTHORNE MOBILITY IMPROVEMENT PROJECT	PSE, ROW, CONSTRUCTION	deob	\$ 2,950,000	\$ (950,000)	\$ 2,000,000		\$ 250,000	\$ 950,000	\$ 800,000		
5	INGLEWOOD	MM5507.05	MANCHESTER BLVD/PRAIRIE AVE ITS & TRAFFIC SIGNAL IMPROVEMENTS *	PAED, PSE	new		500,000	500,000					500,000	
6	INGLEWOOD	MM5507.06	DOWNTOWN ITS	PAED, PSE, CONSTRUCITON	new		7,300,000	7,300,000			500,000	500,000	6,300,000	
7	LA COUNTY	MM5507.07	AVALON BOULEVARD TSSP IN THE CITY OF CARSON	PAED, PSE, CONSTRUCITON	new		1,530,000	1,530,000		130,000	700,000	700,000		
8	METRO	MM5507.08	I-110 SOUTHBOUND OFF-RAMP TO PCH	PAED, PSE	new		5,781,000	5,781,000		1,850,000	1,600,000	800,000	1,531,000	
9	METRO	MM5507.09	405/110 SEPERATION	PAED, PSE	new		17,500,000	17,500,000		3,000,000	3,000,000	6,500,000	5,000,000	
TOTAL PROGRAMMING AMOUNT							\$ 2,950,000	\$43,947,999	\$46,897,999	\$ -	\$ 7,419,437	\$ 9,978,607	\$ 13,541,955	\$ 15,958,000

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

**South Bay Subregion
Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 66)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24
1	CITIES HEALTH DISTRICT	MM4602.01	DIAMOND ST TO FLAGLER LANE BICYCLE LANE	PSE CONSTRUCTION		\$ 1,833,877		\$ 1,833,877	\$ 1,833,877				
2	EL SEGUNDO	MM4602.02	EL SEGUNDO BLVD	PAED, PSE, CONSTRUCTION		4,050,000		4,050,000		\$ 465,000	\$ 3,585,000		
3	HAWTHORNE	MM4602.03	HAWTHORNE MONETA GARDEN MOBILITY IMPROVEMENTS	PSE, ROW, CONSTRUCTION		3,320,000		3,320,000	200,000	\$ 800,000	\$ 1,220,000	\$ 1,100,000	
4	HAWTHORNE	MM5508.07	ROSECRANS AVE MOBILITY IMPROVEMENT PROJECT, PHASE II FROM PRAIRIE AVE TO CRENSHAW BLVD	PAED, PSE	new	-	260,000	260,000		20,000	20,000	40,000	180,000
5	HAWTHORNE	MM5508.08	CRENSHAW BLVD SIGNAL IMPROVEMENT AND INTERSECTION	PAED, PSE	new	-	260,000	260,000		20,000	20,000	40,000	180,000
6	HERMOSA BEACH	MM5508.09	PACIFIC COAST HWY MOBILITY AND ACCESSIBILITY IMPROVEMENTS PROJECT ***	PID, PAED	new		1,800,000	1,800,000		300,000	400,000	600,000	500,000
7	INGLEWOOD	MM4602.06	FIRST/LAST MILE IMPROVEMENTS	PAED, PSE, CONSTRUCTION	new		6,500,000	6,500,000			500,000	1,500,000	4,500,000
8	INGLEWOOD	MM5508.10	CHANGEABLE MESSAGE SIGNS	PAED, PSE	new		1,000,000	1,000,000					1,000,000
9	LA CITY	MM4602.04	CROSSING UPGRADES AND PEDESTRIAN IMPROVEMENTS	PAED, PSE, CONSTRUCTION		3,260,625		3,260,625	185,531	466,594	1,308,770	1,299,730	
10	LA CITY	MM5508.01	SIGNAL OPERATIONAL IMPROVEMENTS	PAED, PSE, CONSTRUCTION	chg	2,800,000	(300,000)	2,500,000	230,000	240,000	90,000	1,940,000	
11	LA CITY	MM5508.02	ATSAC COMMUNICATION SYSTEM IMPROVEMENT IN SAN PEDRO	PSE, CONSTRUCTION		2,500,000		2,500,000	250,000	750,000	1,500,000		
12	LA CITY	MM5508.03	ASTAC COMMUNICATIONS NETWORK INTEGRATION WITH LA COUNTY	PAED, PSE, CONSTRUCTION		2,000,000		2,000,000	40,000	160,000	400,000	1,400,000	
13	LA COUNTY	MM4602.05	DOMINGUEZ CHANNEL GREENWAY	PAED, PSE, CONSTRUCTION		3,600,000		3,600,000		408,000	259,500	2,932,500	
14	LA COUNTY	MM4602.07	WESTMONT/WEST ATHENS PEDESTRAIN IMPROVEMENTS, PHASE II	PAED, PSE, CONSTRUCTION	new		1,165,000	1,165,000		80,000	80,000	625,000	380,000

ATTACHMENT C

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24
15	MANHATTAN BEACH	MM5508.04	ADVANCED TRAFFIC SIGNAL SYSTEM	PSE, CONSTRUCTION		5,440,000		5,440,000	1,100,000	2,540,000	1,800,000		
16	PALOS VERDES ESTATE	MM5508.11	PALOS VERDES DRIVE WEST CORRIDOR EXPANSION PROJECT	PAED, PSE	new		677,000	677,000		519,000	158,000		
17	RANCHO PALOS VERDES	MM5508.12	WESTERN AVE CONGESTION IMPROVEMENTS (25TH TO PV DR) ***	PSR, PAED	new		1,330,000	1,330,000		90,000	120,000	120,000	1,000,000
18	REDONDO BEACH	MM4602.08	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- FELTON LN TO INGLEWOOD AVE	PAED, PSE, CONSTRUCTION	new		1,000,000	1,000,000		500,000	500,000		
19	REDONDO BEACH	MM4602.09	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- INGLWOOD AVE	PAED, PSE, CONSTRUCTION	new		200,000	200,000		60,000	140,000		
20	REDONDO BEACH	MM5508.05	REDONDO BEACH TRANSITY CENTER AND PARK AND RIDE	CONSTRUCTION		7,250,000		7,250,000	4,000,000	500,000	2,750,000		
21	REDONDO BEACH	MM5508.13	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM	PAED, PSE, CONSTRUCTION	new		2,000,000	2,000,000		200,000	1,800,000		
22	TORRANCE	MM5508.06	TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS	PSE, CONSTRUCTION		390,000		390,000	30,000	360,000			
TOTAL PROGRAMMING AMOUNT						\$36,444,502	\$15,892,000	\$52,336,502	\$ 7,869,408	\$ 8,478,594	\$16,651,270	\$11,597,230	\$ 7,740,000

*** Metro may procure services for the project development phases.



Board Report

File #: 2020-0296, File Type: Contract

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 19, 2020

SUBJECT: SEPULVEDA TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 50-month, firm fixed price Contract No. AE67085000 to HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc., for environmental analysis and advanced conceptual engineering (ACE) design services on the Sepulveda Transit Corridor in the amount of \$48,304,067 (inclusive of two optional tasks: Task 11 for an additional alternative in the amount of \$6,778,040 and Task 12 for Westside-LAX environmental clearance in the amount of \$7,544,627), subject to resolution of protest(s), if any; the amount of \$3,394,472 has been requested in the FY21 budget in Project 460305 (Sepulveda Transit Corridor) in Cost Center 4360 to support environmental clearance, Advanced Conceptual Engineering, and associated community outreach; upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September; and
- B. APPROVE Contract Modification Authority in the amount of 25% of the contract award value and authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

ISSUE

On December 11, 2019, Metro issued a Request for Proposals (RFP No. AE67085) seeking a qualified contractor for environmental and engineering services for the Sepulveda Transit Corridor Project (Project). Optional tasks allow for the inclusion of an additional alternative and/or an extension of the alternatives to Los Angeles International Airport (LAX). Board approval is needed to award Contract No. AE67085000 to allow the contractor to begin work on the environmental process. Approval of this contract supports the advancement of the Pre-Development Agreement (PDA) process.

BACKGROUND

The Project will provide an essential transportation link across the Santa Monica Mountains, connecting the heavy concentration of households in the San Fernando Valley with major employment and activity centers on the Westside, including LAX.

The Project was included in Metro’s 2009 Long Range Transportation Plan (LRTP) and is included in the updated 2020 Draft LRTP. In 2016, the Project was accelerated by the approval of Measure M. The Measure M Expenditure Plan identifies the Valley-Westside portion of the Project (referred to as “Phase 2” in Measure M) for groundbreaking in 2024 and opening in 2033-35. Measure M identifies the Westside-LAX portion of the Project (referred to as “Phase 3” in Measure M) for groundbreaking in 2048 and opening in 2057-59.

On July 27, 2019, the Board approved the PDA approach to support the Project’s development and approved the solicitation of PDA contracts for the Project. The PDA process allows for early contractor involvement in project design through the development of independently proposed alternatives. Services associated with the PDA process and outreach services are each proceeding under separate procurements.

Figure 1 below shows the current Project status along the overall Project Development Process.



DISCUSSION

At the December 2019 meeting (Legistar File 2019-0759), the Board received the findings of the Sepulveda Transit Corridor Feasibility Study. The study included the identification and evaluation of high-capacity rail transit concepts and alternatives that would provide high quality service to a large travel market between the San Fernando Valley and the Westside, including the LAX area.

As described in the September 18, 2019 Board Box, the selection of project alternatives to be evaluated in the environmental document will occur after the PDA proposals are received. Project alternatives will be brought to the Board concurrent with the award of the PDA contract(s), initiating the environmental phase. The contract option for extending environmental analysis to LAX would be

exercised if a PDA contractor team submits a viable proposal for delivering both Valley-Westside and Westside-LAX portions of the project. The number of PDA contracts awarded would determine whether the option to analyze an additional alternative through the environmental contract should be exercised.

Consistency with Metro's Equity Platform Framework

To help address disparities in access to opportunity across Los Angeles County, the Metro Board adopted the Equity Platform policy framework in February 2018 and a working definition of Equity Focus Communities (EFCs) in June 2019. The Sepulveda Transit Corridor is consistent with the Metro Equity Platform in that the alternatives help address accessibility for residential and employment centers, support for transit-oriented communities' policies, support for first/last-mile connections, and investment in disadvantaged communities. In addition, ridership estimates suggest that a large share of the ridership demand would include low-income riders. Going forward, the Project will use the working definition of EFC along with other metrics as appropriate to guide analyses and to conduct robust community engagement. Robust public outreach to all stakeholders, particularly EFCs, will continue to be a critical element of the Project as it advances.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The amount of \$3,394,472 has been requested in the FY21 budget in Project 460305 (Sepulveda Transit Corridor) in Cost Center 4360 to support environmental clearance, Advanced Conceptual Engineering, and associated community outreach. Upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September. This amount is consistent with the CEO's Call to Action Financial Recovery Plan. Costs associated with the PDA contract(s) are being budgeted by the Program Management Division in Cost Center 8510. Since this is a multi-year program, the Cost Center Managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds are Measure R and Measure M 35% Transit Construction funds. These funds are not eligible for bus and/or rail operating expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Sepulveda Transit Corridor Project will support the first goal of the Vision 2028 Metro Strategic Plan by providing high-quality mobility options that enable people to spend less time traveling. Travel times for the Feasibility Study alternatives are less than 30 minutes for the Valley-Westside (from the Ventura County Metrolink Line in the north to the E Line (Expo) in the south), and less than 40 minutes for Valley-Westside-LAX (from Metrolink to the Crenshaw/LAX Line). This performance is highly competitive with travel by car on the I-405 freeway.

ALTERNATIVES CONSIDERED

The Board could choose not to approve any or all of the recommendations. This is not recommended as this work is necessary to prepare for the arrival of the PDA contractor team(s) and maintain the Measure M delivery schedule.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE67085000 with HTA Partners to provide environmental and advanced conceptual engineering design services on the Sepulveda Transit Corridor Project.

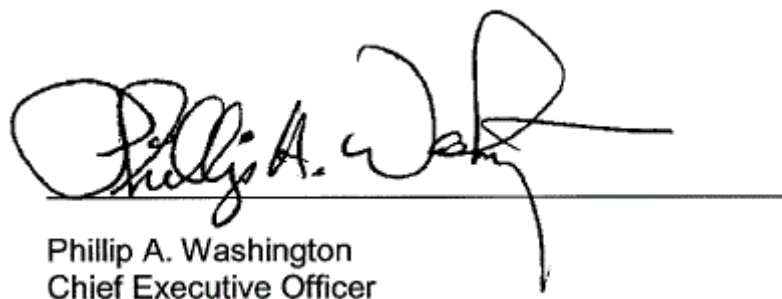
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Jacqueline Su, Transp. Planner, Countywide Planning & Development, (213) 922-2847
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David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

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

1.	Contract Number: AE67085000	
2.	Recommended Vendor: HTA Partners Joint Venture (HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc.)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: December 11, 2019	
	B. Advertised/Publicized: December 11, 2019	
	C. Pre-Proposal Conference: December 19, 2019	
	D. Proposals Due: January 28, 2020	
	E. Pre-Qualification Completed: April 4, 2020	
	F. Conflict of Interest Form Submitted to Ethics: January 29, 2020	
	G. Protest Period End Date: August 25, 2020	
5.	Solicitations Picked up/Downloaded: 137	Proposals Received: 2
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Peter Carter	Telephone Number: (213) 922-7480

A. Procurement Background

This Board Action is to approve Contract No. AE67085000 for the Sepulveda Transit Corridor environmental review and advanced conceptual engineering design services. The Contractor shall begin work on the environmental process and shall support the advancement of the Pre-Development Agreement (PDA) process. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is Firm Fixed Price. The RFP was issued with an SBE goal of 20% and a 3% DVBE goal and is subject to Metro's SBE/DVBE Contracting Outreach and Mentoring Plan (COMP).

Four (4) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 24, 2019, provided revisions related to the Insurance Requirement and DEOD Instruction to Proposers.
- Amendment No. 2, issued on December 24, 2019, provided revisions related to the Scope of Services.
- Amendment No. 3, issued on January 6, 2020, provided revisions clarifying some tasks of the Scope of Services and extended the proposal due date.
- Amendment No. 4, issued on January 17, 2020, provided revisions related to LOI-01 Notice and Invitation allowing proposers to participate on one or more

proposer teams under the solicitation for the pre-development services contract.

A pre-proposal conference was held on December 19, 2019, attended by 75 participants representing 58 firms. A total of 20 questions were asked and responses were released prior to the proposal due date.

A total of 137 firms downloaded the RFP and were included in the planholders list. A total of two proposals were received on January 28, 2020 from the following firms:

- HTA Partners JV
- Sepulveda Transit Partners Joint Venture (STP)

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning, Transit Project Delivery (Program Management), Office of Extraordinary Innovation and Los Angeles Department of Transportation was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|--|-----|
| • Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors) | 20% |
| • Experience and Capabilities of Personnel of the Team | 25% |
| • Effectiveness of Team Management Plan | 20% |
| • Understanding of Work and Approach for Implementation | 35% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) environmental procurements. Several factors were considered when developing these weights, giving the greatest importance to understanding of work and approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria. This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

Both proposals received were determined to be within the competitive range and are listed below in alphabetical order:

- HTA Partners JV
- STP

During the period of January 28 to February 11, 2020, the PET members independently evaluated and scored the technical proposals. Both firms were

within the competitive range and were invited for oral presentation on February 19, 2020, which provided each firm the opportunity to present each team's qualifications and respond to the evaluator's questions.

Following the interviews, the PET finalized technical scores based on both written proposals and the clarifications from the oral interviews. On February 21, 2020, the PET agreed that the final ranking of proposals scored HTA's proposal as the highest technically qualified. The PET concluded that HTA's proposal presented the highest level of skills, a low-risk and achievable management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

HTA Partners JV is comprised of HNTB Corporation, Terry A. Hayes Associates, Inc. and AECOM Technical Services, Inc. and collectively has provided relevant services including planning, environmental and engineering in order to deliver environmental documents and advanced conceptual engineering (ACE) for the Sepulveda Transit Corridor Feasibility Study, Airport Metro Connector (AMC), Eastside Corridor Phase 2 ACE, Expo Line Phase 2, Regional Connector.

As the prime contractor, HTA Partners JV will lead the program management responsibilities, environmental, transit planning, fixed guideway, tunnel, structural and station architecture design and engineering supported by 21 subconsultants that possess extensive experience in various disciplines within transit.

Additionally, HTA's proposed project manager has a significant amount of experience in Los Angeles County, the region and Metro projects. HTA's proposal and responses to interview questions also demonstrated a deeper understanding of the project and a more informed approach to performing the scope of work.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	HTA Partners JV				
3	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	86.00	20.00%	17.20	
4	Experience and Capabilities of Personnel of the Team	87.76	25.00%	21.94	
5	Effectiveness of Team Management Plan	83.70	20.00%	16.74	
6	Understanding of Work and Approach for Implementation	86.34	35.00%	30.22	
7	Total		100.00%	86.10	1

8	STP				
9	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	88.40	20.00%	17.68	
10	Experience and Capabilities of Personnel of the Team	82.52	25.00%	20.63	
11	Effectiveness of Team Management Plan	82.55	20.00%	16.51	
12	Understanding of Work and Approach for Implementation	83.00	35.00%	29.05	
13	Total		100.00%	83.87	2

C. Cost Analysis

The recommended price of \$48,304,067 has been determined to be fair and reasonable based upon Metro's Management and Audit Services (MAS) audit findings, an independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	HTA Partners JV	\$201,377,289.77	\$63,331,583	\$48,304,067

The variance between the initial proposed price and the final negotiated price is due to scope clarifications and refinements that include, but is not limited to, the following:

- Separation of CEQA and NEPA into sequential processes
- Clarification of the role of third-party services in providing geotechnical and hazardous materials
- Clarification of roles and responsibilities of PDA and outreach contracts
- Assumption of alignments, number of stations, and mode for costing purposes
- Removal of requirement to analyze single bore tunneling
- Use of available surveying and mapping data from Feasibility Study
- Use of parametric cost estimates
- Planning-level, rather than construction-level, analysis for traffic handling and sustainability management
- First/Last Mile analysis only at stations where the analysis is not already existing or planned as part of other projects

D. Background on Recommended Contractor

The recommended firm, HTA Partners JV, is located in Los Angeles County and collectively have been in business for 172 years (106 years for HNTB Corporation, 36 years for Terry A. Hayes Associates, Inc. and 30 years for AECOM Technical Services, Inc.). HTA Partners JV offers cross-disciplinary services across various

sectors including transportation and infrastructure, engineering, and construction management.

The team is based in Los Angeles County (downtown Los Angeles and Culver City) with a depth of delivering dense urban fixed guideway transit projects, including Expo Line Phase 1 and 2, Regional Connector, Airport Metro Connector, VTA/Bart to San Francisco, Gold Line Foothill Extension Phase 2B, and Sepulveda Transit Corridor Feasibility Study.

All firms under the HTA Partners JV team have worked on several Metro projects and have performed satisfactorily.

Of the 21 subcontractors whom are members of the proposed team, 12 are Metro certified SBEs and three are DVBE certified.

DEOD SUMMARY

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

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. HTA – Partners, a Joint Venture, is comprised of HNTB Corporation, AECOM Technical Services, Inc., and Terry A. Hayes Associates Inc., a certified SBE, exceeded the goal by making a 20.61% SBE and 3.02% DVBE commitment.

SMALL BUSINESS GOAL	20% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	20.61% SBE 3.02% DVBE
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	SBE Subcontractors	% Committed
1.	A/E Tech LLC	0.52%
2.	CityWorks Design	0.88%
3.	Connetics Transportation	0.37%
4.	D'Leon Consulting Engineers	2.51%
5.	Epic Land Solutions, Inc.	0.20%
6.	Fariba Nation Consulting	0.20%
7.	Terry A. Hayes & Associates (JV Partner)	10.97%
8.	Geospatial Professional	1.33%
9.	LKG CMC, Inc.	0.84%
10.	Paleo Solutions	0.07%
11.	Suenram and Associates	1.45%
12.	VICUS	0.46%
13.	Wagner Engineering	0.81%
Total SBE Commitment		20.61%

	DVBE Subcontractors	% Committed
1.	Conaway Geomatics	1.16%
2.	MA Engineering	0.97%
3.	OhanaVets, Inc.	0.89%
Total DVBE Commitment		3.02%

A. Contracting Outreach and Mentoring Plan

Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP), which included its plan to mentor two (2) SBE firms and one (1) DVBE firm for protégé development. The selected protégés are D'Leon Consulting Engineers (SBE), Suenram & Associates (SBE), and Conaway Geomatics (DVBE).

B. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

C. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage / Service Contract Worker Retention Policy is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT



Metro®

Planning & Programming Committee

Item 15, 2020-0296

August 2020

Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD AND EXECUTE a 50-month, firm fixed price Contract No. AE67085000 to HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc., for environmental analysis and advanced conceptual engineering (ACE) design services on the Sepulveda Transit Corridor in the amount of \$48,304,067 (inclusive of two optional tasks: Task 11 for an additional alternative in the amount of \$6,778,040 and Task 12 for Westside-LAX environmental clearance in the amount of \$7,544,627), subject to resolution of protest(s), if any; the amount of \$3,394,472 has been requested in the FY21 budget in Project 460305 (Sepulveda Transit Corridor) in Cost Center 4360 to support environmental clearance, Advanced Conceptual Engineering, and associated community outreach; upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September; and

B. APPROVE Contract Modification Authority in the amount of 25% of the contract award value and authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

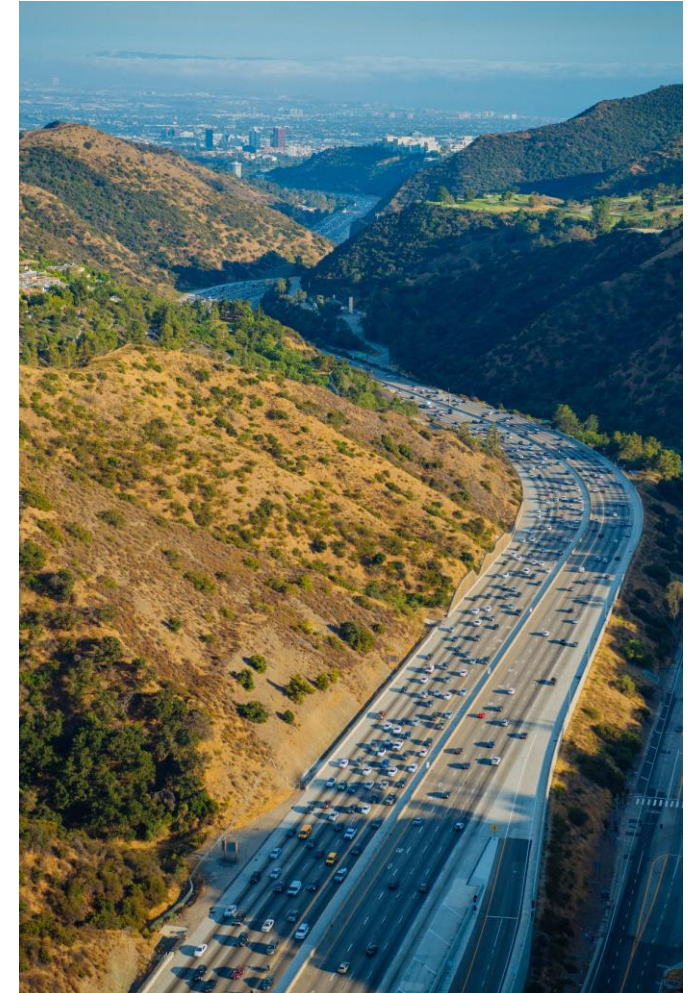
Background and Context

- > September 18, 2019 Board Box: the selection of project alternatives will occur after the PDA proposals are received.
- > October 31, 2019: Metro issued RFP for PDA
- > December 11, 2019: Metro issued RFP for environmental contract
- > January 24, 2020: Metro issued RFP for outreach contract
- > December 2019 Board Meeting: the Board received the findings of the Sepulveda Transit Corridor Feasibility Study.



Environmental Contract Award

- The base environmental contract includes design of one project alternative and CEQA and NEPA clearance for all project alternatives.
- The contract option for extending environmental analysis to LAX would be exercised if a PDA contractor team that submits a viable proposal for delivering both Valley-Westside and Westside-LAX portions of the project is selected.
- The number of PDA contracts awarded would determine whether the option to analyze an additional alternative through the environmental contract should be exercised.



Project Schedule



Early Planning and Procurement

2017-2021

Metro conducts Feasibility Study of transit service between San Fernando Valley and LAX.

Metro issues requests for proposals and selects contractors for environmental, outreach, and up to two Pre-Development Agreement (PDA) teams.



Pre-Development Agreement and Environmental Review

2021-2025

PDA teams develop project alternatives optimized for public-private partnership (P3) delivery.

Metro conducts state and federal environmental studies.



Public-Private Partnership

2025

Metro issues request for P3 proposal for LPA delivery.

Project alternatives are refined through feedback with environmental process.

Metro identifies a Locally Preferred Alternative (LPA).

Engineering for LPA advances.

Next Steps

- Outreach contract will be brought to the Board for approval.
- PDA contract(s) will be brought to the Board for approval.
- Project alternatives will be brought to the Board concurrent with the award of the PDA contract(s).
- The environmental phase, including public scoping meetings, will begin after all contracts have been awarded.

**Board Report**

File #: 2020-0174, **File Type:** Contract**Agenda Number:** 16.

**PLANNING AND PROGRAMMING COMMITTEE
AUGUST 19, 2020****SUBJECT: CRENSHAW NORTHERN EXTENSION****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the Crenshaw Northern Extension Advanced Alternatives Screening Study; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to award and execute a 30-month, firm fixed price Contract No. AE64930000 to Connect Los Angeles Partners, a joint venture between WSP USA, Inc. and AECOM Technical Services, Inc., for environmental analysis (CEQA) and advanced conceptual engineering (ACE) in the amount of \$50,367,851, subject to resolution of protests, if any. However, only the amount of \$2.19M is requested in the FY21 budget for Professional Services in Cost Center 4350 (Special Projects), Project 475558 (Crenshaw Northern Extension). Upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September.

ISSUE

Work has been completed on the Crenshaw/LAX Northern Extension Advanced Alternatives Screening Study (Attachment A) in accordance with Board direction received in September 2018 (Item #50, Legistar File #2018-0589). The study included public outreach (Attachment B) and a review of preliminary project alternatives with recommendations for a refined set of alternatives to advance into environmental review.

On August 12, 2019 Metro issued a Request for Proposals (RFP No. PS63932) seeking a qualified contractor for environmental and engineering services for the Crenshaw Northern Extension Corridor Project. The principal goal is to make the project shovel-ready for any potential new sources of construction funding that could accelerate project delivery under the Measure M program.

The City of West Hollywood has been an active partner with Metro during the early feasibility and alternatives analysis studies and has prepared a Crenshaw/LAX Northern Extension Funding and

Project Delivery Strategic Plan (Attachment C) in accordance with Metro's Early Project Delivery Policy. The City of Los Angeles has also participated.

Board approval is needed to award Contract No. AE64930000 to allow the contractor to begin work on the environmental clearance. In accordance with the CEO's Call to Action Financial Recovery Plan, funding included in the Draft FY21 budget has been reduced to \$2.1 million for this project to meet austerity targets established for the Countywide Planning and Development Department. Availability of additional funding to continue advancing the study will be considered in the FY21 mid-year budget and in future FY22 and FY23 budgets.

BACKGROUND

The Crenshaw/LAX Northern Extension Project is a Measure M project with a groundbreaking date of FY 2041 and project completion date in FY 2047. Originally, \$2.24 billion in Measure M funds (\$2015) were allocated for this project.

History

A northern extension was first identified as a part of planning studies for the Crenshaw/ LAX Line project in 2009. Studies at that time considered an extension of the Crenshaw/LAX Line north of the Metro Expo Line to the Metro Purple Line on Wilshire Boulevard, with the potential to ultimately extend farther north to the Metro Red Line in Hollywood. Funding for the extension was not identified at that time and therefore the northern terminus of the Crenshaw/LAX project was set at the Exposition/Crenshaw Station and further studies of the northern extension were deferred.

In February 2016, the Crenshaw Northern Extension project was included in Metro's "Operation Shovel Ready Initiative" list of projects for advancement through early stages of project planning. The Crenshaw Northern Extension Feasibility Study was initiated in May 2016. Following the passage of the Measure M in November 2016, it was further expanded to include an Alternatives Analysis.

The Feasibility/Alternatives Study defined and analyzed four potential alignment alternatives that could extend the Crenshaw/LAX Line northward from the Metro Expo Line to the Metro Purple Line on Wilshire Boulevard and onward to the Metro Red Line in Hollywood, as well as one alignment alternative that would extend from the Expo Line to the Red/Purple Line Wilshire/Vermont Station, with a connection to Hollywood via transfer to the existing Metro Red Line, but would not serve West Hollywood.

In July 2018, the Crenshaw Northern Extension Feasibility/Alternatives Analysis Study was completed and presented to the Metro Board as a Receive and File item. Metro staff were directed by the Board to meet with the cities of West Hollywood and Los Angeles to review next steps in the planning process and report back. Those meetings resulted in the following requests from both cities.

The City of West Hollywood's fundamental requests of Metro included:

- Find all reasonable and appropriate approaches to streamline the process to expedite bringing

the project to a state of readiness that would enable it to be delivered much earlier than scheduled, should the opportunity exist to do so;

- Move aggressively on the schedule to complete the work effort;
- Prepare a Project Environmental Impact Report (EIR), rather than a Program or Staged EIR, to reduce the potential for needing additional environmental clearance in the future and bolster efforts to accelerate delivery. Procure the environmental work as a joint National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) document, with an option for invoking the NEPA scope of services;
- Prepare additional studies to support subsequent NEPA review and clearance in the future, to streamline that transition, when appropriate and authorized by the Federal Transit Administration;
- Simplify the public engagement process by eliminating low-performing alternatives early, packaging similar alternatives and conducting latter outreach efforts with the benefit of additional technical information;
- Deliver the project as a single, complete phase, as early as possible.

The City of Los Angeles' input regarding the proposed, continued work on the Crenshaw Northern Extension project included:

- Public engagement should be adequate and address all alternatives;
- West Hollywood should consult with the City of Los Angeles on its Funding and Delivery Strategy;
- Study land use and demographics, which would inform an understanding of the process to winnow the alternatives.

Both cities agreed that Metro should set a threshold for deciding when to enter the procurement process for preliminary engineering (30 percent design), while understanding that Metro should only undertake this work when efforts to accelerate project delivery appear promising.

Based on the above input, in September 2018, the Board authorized the initiation of an Advanced Alternative Screening Study which has now been completed (Attachment A) with further engineering design, community outreach and the completion of a procurement process for environmental clearance.

DISCUSSION

There has been a long-standing interest among West Hollywood local elected officials and stakeholders to accelerate the delivery of the Crenshaw Northern Extension project. Within the provisions allowed under Measure M, Metro staff committed to exploring a viable path forward to accelerate the project, consistent with adopted Board Early Project Delivery Strategy, led by the City of West Hollywood. A significant finding emerging out of the 2018 Feasibility/Alternatives Analysis Study was the fact that the cost of all five alternatives exceed Measure M funding allocations, some by approximately double. This funding gap is even greater, should even longer segments of the

routes require below-ground, subway construction than initially identified. Any potential acceleration strategy at this juncture would have to address that factor, either through mitigating cost, securing new revenue, or a hybrid of both.

Advanced Alternatives Screening Study (2019-20)

To better support the City of West Hollywood in identifying project delivery options and a funding strategy in collaboration with Metro, this study has conducted broad public outreach and further technical study to narrow and refine the alternatives. This work effort has focused on more detailed design, a transit-oriented communities study, initial environmental screening and cost estimation to support public engagement and winnowing of the alternatives.

Two separate rounds of community meetings were conducted in early 2019 through spring 2020 throughout the study area to raise awareness about the Crenshaw Northern Extension Study and gather input on the alternatives.

The study has documented the corridor's existing conditions, conducted community outreach, and identified and screened potential alternatives by way of an Advanced Alternatives Screening Report. The study identified five main problems demonstrating that the study area needs high-capacity north-south transportation infrastructure based on the existing travel conditions, transportation infrastructure performance and travel demand.

- **Transit Network:** Transit options within the study area are limited to east-west rail services and buses that operate on congested roadways. North-south travel on the rail network requires transfer through downtown Los Angeles, thus decreasing network efficiency. The lack of high capacity roadways/highways in the study area, combined with existing congestion levels and the inability to expand the existing roadway network all negatively impact existing bus service. The addition of a north-south transit line in the study area has the potential to (1) effectively serve local population, employment, and activity centers within the study area, and (2) form part of a well-connected transit system for regional transit users travelling to or through the study area.
- **Congestion & Transit Reliability:** Commuters' willingness to use transit is negatively impacted by long and unpredictable travel times due to traffic congestion. The project must increase the efficiency and convenience of transit trips by providing faster, more reliable service in an exclusive guideway that is not affected by local roadway congestion.
- **Travel Demand:** High demand exists for trips within the study area as well as trips between the study area and surrounding region. Projected increased travel demand will place additional strain on an already overburdened system and further increase travel times. The project would provide a high-capacity, grade-separated transit service to meet growing travel demand.
- **Demand for High-Quality (Fast and Reliable) Transit Service:** The study area consists largely of transit-supportive land uses that attract a high volume of transit trips from within the study area and the entire region. Despite existing high levels of transit use, transit ridership is constrained by slow speeds, circuitous travel routes, high travel times, and unreliability due to congestion.
- **Transit Dependency:** The study area has a significant proportion of transit-dependent

residents compared to the average of L.A. County. Transit-dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system. The Project has the potential to address these mobility challenges by providing reliable, high-speed and high-capacity transit service that serves as a critical link in the regional transit network, enhancing mobility within the study area and the broader region, particularly to the north (San Fernando Valley/North County) and south (South LA, LAX, and South Bay). The study area's urban character and land use densities lead to both high transit ridership and a much higher percentage of people riding transit as compared to the rest of the region.

The Advanced Alternatives Analysis alternatives are projected to attract approximately 88,000 to 91,000 daily trips on the project over the no-build scenario based on the results of ridership projections from the Metro Regional Travel Demand Model. This projected ridership is at the same level as Metro's heavy rail lines and some heavily utilized rail lines in the nation (like MBTA Orange Line in Boston). The Crenshaw Northern Extension project closes a gap in the rail system and thereby greatly improves transit mobility from the San Fernando Valley to the South Bay and Gateway cities.

Community and Stakeholder Outreach

Metro staff conducted an extensive community outreach effort (Attachment B), completing 32 community outreach meetings including neighborhood councils, neighborhood associations, Westside COG, C/LAX Community Leadership Council, major retail and employment centers, and public events such as Black History Month in Leimert Park and Ciclavia "Hollywood to West Hollywood", two online surveys and one informational video. Additionally, staff attended numerous briefings and attended various pop-up events. Through these efforts, staff obtained 171 emails, 224 in-person comments and 675 survey responses.

A majority of stakeholders and community members indicated a strong desire for the western alignments (San Vicente/Hybrid) because it included major destinations and job centers. There was also a smaller group that favored the La Brea alternative due to the direct connectivity through the region.

Best Performing Alternatives

All alternatives studied in the Advance Alternatives Screening Analysis have high ridership projections and great potential in serving low-income riders. While the benefits are comparable among all alternatives, the issues of constructability (including engineering constraints) did result in notable differences in project costs and impacts.

Based on the findings described above related to ridership, costs, Transit Oriented Communities/First-Last Mile, and engineering constraints, the following recommendations are made (see Figure 1):

- San Vicente Alternative (Hybrid)
 - Hybrid Alignment- Modify the San Vicente Alignment by deletion of the section between Fairfax Avenue and Beverly Boulevard. Replace this segment with a new hybrid

alignment that would travel north on Fairfax between San Vicente and Beverly Boulevard where it would turn west to rejoin San Vicente Boulevard near the Cedars-Sinai Medical Center and the Beverly Center Shopping Center. The original San Vicente alignment included a poorly performing station at Wilshire Boulevard where a transfer connection to the Metro Purple Line D would require passengers to walk approximately 1,300 feet between San Vicente Boulevard and La Cienega Boulevard. Additionally, the alignment through the Carthay Circle community would have required an aerial configuration that would be incompatible with the Historic Preservation Overlay Zone (HPOZ) status. The Fairfax alignment between San Vicente and Beverly Boulevard would provide a significantly better connection to the Purple Line at Wilshire/Fairfax and much better land use connectivity to Museum Row, Farmers Market, the Grove and CBS Television City.

- Delete La Cienega Optional Segment- The optional alignment section along La Cienega between Beverly Boulevard and Santa Monica Boulevard is recommended for deletion in favor of the San Vicente Hybrid Alignment described above. This option would have required that the station serving Cedars-Sinai Medical Center, Beverly Center and the Beverly Connection would have required significant impacts to properties north and east of the intersection of Beverly/La Cienega in order to construct the cut and cover subway station. In order to avoid such impacts, the station would need to be constructed much farther east of the intersection of Beverly/La Cienega creating much fewer direct connections to the major land uses in the area.
- Hollywood Bowl Extension- Introduce an extension from Hollywood/ Highland Station to the Hollywood Bowl.
- Initial Operable Segments- Include further study of three initial operable segments: 1) Crenshaw/Expo Station to Wilshire/Fairfax Station; 2) Crenshaw/Expo Station to San Vicente/Santa Monica Station; 3) Crenshaw/Expo Station to Hollywood/Highland-Hollywood Bowl Station.
- Fairfax Alternative
 - Retain this alternative for further study.
 - Initial Operable Segments- Include further study of three initial operable segments: 1) Crenshaw/Expo Station to Wilshire/Fairfax Station; 2) Crenshaw/ Expo Station to Fairfax/Santa Monica Station; 3) Crenshaw/ Expo Station to Hollywood/Highland-Hollywood Bowl Station.
 - Hollywood Bowl Extension- Introduce an extension from Hollywood/ Highland Station to the Hollywood Bowl.
- La Brea Alternative
 - Retain this alternative for further study
 - Dismiss Aerial Segment- Dismiss further consideration of an aerial configuration due to community opposition, roadway and property impacts, and the potential for substantial

visual and aesthetic effects. Retain an underground configuration in the La Brea corridor due to high cost effectiveness and the high level of regional connectivity provided by the alternative.

- Initial Operable Segments- Include further study of three initial operable segments: 1) Crenshaw/Expo Station to Wilshire/La Brea Station; 2) Crenshaw/Expo Station to Hollywood/Highland-Hollywood Bowl Station.
- Hollywood Bowl Extension- Introduce an extension from Hollywood/ Highland Station to the Hollywood Bowl.
- Vermont Alternative
 - Dismiss this alternative from further consideration. The Vermont Alternative does not meet several key goals of the project. Other alignments under consideration provide much greater travel time savings for trips to, from and between major study area activity centers/ destinations, offering a speedier connection to Line D (Purple Line) and significantly less travel times to points further north throughout Central Los Angeles and the San Fernando Valley, and west.
 - In addition, action by the Metro Board calls for a separate transit study that would extend south along the Vermont corridor instead of this alignment that would divert Vermont trains off of Vermont south of Wilshire Boulevard. Separate studies indicate that the Vermont Corridor is the heaviest used bus corridor in the Metro system and should be served by a separate, high-capacity transit line that stays on the Vermont Corridor.

Figure 1: Recommended Screening of Alternatives



Environmental Review

Initiating the Draft EIR will allow Metro to continue to study, analyze, and seek additional community input on these alternatives pursuant to CEQA. Federal funds have not been identified for this project. Environmental review pursuant to NEPA would occur only if federal funds were applied to this project. Staff propose to initiate the CEQA analysis first in order to identify a Locally Preferred Alternative, thoroughly analyze and document potential impacts, and advance the design of the alternatives in order to streamline the NEPA analysis should federal funds become available.

Equity Platform

The study area has a significant proportion of transit-dependent residents compared to the average of L.A. County. Transit-dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system. The project has the potential to address these mobility challenges by providing reliable, high-speed and high-capacity transit service that serves as a critical link in the regional transit network, enhancing mobility within the study area and the broader region, particularly to the north (San Fernando Valley/North County) and south (South LA, LAX, and South Bay). The study area's urban character and land use densities lead to both high transit ridership and a much higher percentage of people riding transit as compared to the rest of the region.

Metro will continue to engage the community in order to plan, design a project that improves access to opportunities and reflects the needs of the communities and the overall region.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of Metro customers and/or employees because this project is in the planning process phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

The amount of \$2.19M is requested in the FY21 budget for Professional Services in Cost Center 4350 (Special Projects), Project 475558 (Crenshaw Northern Extension). Upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September. Project will also be reassessed during the FY22 and FY23 budget process. Since this is a multi-year program, the Cost Center manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The funding source for the project is Measure M 35%. These funds are earmarked for the Crenshaw Northern Extension project and are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The project will support the goals of the strategic plan by enhancing communities and lives through mobility and access to opportunity by adding a new high-quality mobility option, closing a gap in the rail network that provides outstanding trip experiences and enhances communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Metro Board could decide not to take action. This alternative is not recommended, as this would impact commencing the project's environmental clearance process and risk delay in the delivery of the Project through Metro's Early Project Delivery Strategy.

NEXT STEPS

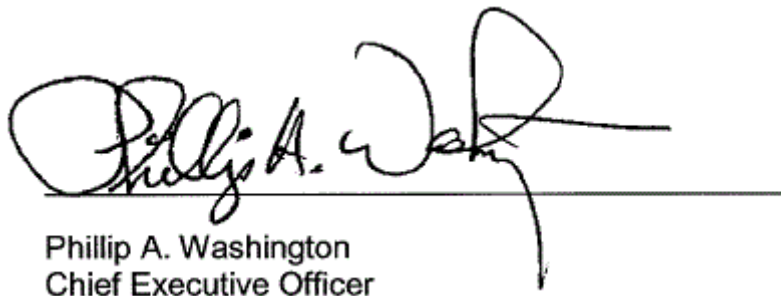
Upon Board approval, staff will execute Contract No. AE64930000 with Connect Los Angeles and initiate the Draft Environmental Impact Report/Advanced Conceptual Engineering and community engagement.

ATTACHMENTS

Attachment A - Crenshaw Northern Extension Advanced Alternatives Screening Study
Attachment B - Community Outreach & Meeting Report
Attachment C - Crenshaw/LAX Northern Extension Funding and Project Delivery Strategic Plan
Attachment D - Procurement Summary
Attachment E - DEOD Summary

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Metropolitan Transportation Authority

Advanced Alternative Analysis Study Executive Summary

CRENSHAW NORTHERN EXTENSION



February, 2020

Prepared for:

Prepared by:



Metro

AECOM



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1 Background

The project currently under evaluation is an extension of the Crenshaw/LAX project to destinations north of the current terminus at Crenshaw and Exposition. The original concept of the Crenshaw/LAX Line was first introduced in the 1990s to better serve transit-dependent residents and to stimulate economic growth in South Los Angeles. Metro completed the Draft Environmental Impact Report (DEIR) for this transit line in 2009 and selected a light rail alternative as the Locally Preferred Alternative based on public input and environmental analysis. While the original plan was to connect from Wilshire Boulevard (Blvd.) to LAX, due to budget constraints the portion north of Exposition Blvd. was deferred and considered as a future extension of the original Crenshaw/LAX Line. Also in 2009, Metro released a feasibility report of this northern extension to Wilshire Blvd.¹ (Final Feasibility Study - Wilshire/La Brea Light Rail Transit Extension), which determined that future extensions of the Crenshaw/LAX line would consider north/south alignments including La Brea, Fairfax and La Cienega Blvds., given great compatibility with land use, plans, and cost-effectiveness measures. Further potential extensions heading north of Wilshire Blvd. into West Hollywood and/or the Hollywood area were also briefly discussed in this report (Figure ES - 1).

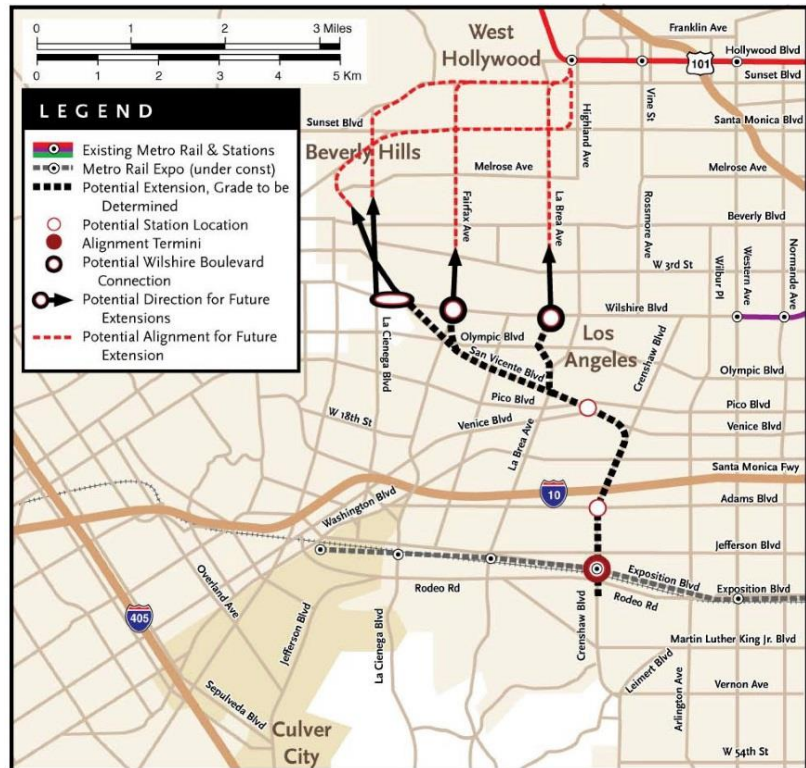


Figure ES - 1 Potential Alignments for Extension of Crenshaw Line from the 2009 Wilshire/La Brea LRT

According to the 2009 feasibility report, the ridership on the Crenshaw/LAX Line was forecast to increase up to 150% if the line were extended to the Purple Line at Wilshire/La Brea, suggesting notable demand for additional transit connectivity and providing grounds to further refine and analyze the alignment alternatives. Building on the alignments identified in the 2009 feasibility report, seven years later, Metro initiated the Crenshaw Northern Extension Feasibility/Alternatives Analysis Study in 2018 (2018 Feasibility Study²) to analyze the northern extension of the Crenshaw/LAX Line from the Metro Expo Line to connect to the Purple and Red Lines via Mid-City Los Angeles, West Hollywood and Hollywood.

Based on review of the existing street right-of-way, traffic conditions, track geometry, and other engineering criteria, five alternatives were established (including San Vicente, La Cienega, Fairfax, La Brea and Vermont Alternatives, as shown in Figure ES - 2). These alternative configurations were then initially analyzed on their ability to provide reliable transit service while attempting to maximize use of

¹ Metro. May 2009. Crenshaw Transit Corridor Project Final Feasibility Study - Wilshire/La Brea Transit Extension" (PDF). Available at http://media.metro.net/projects_studies/crenshaw/images/Feasibility%20Study%20Wilshire-La%20Brea%20LRT%20Extension%20-%20Report.pdf

² Metro. June 2018. Crenshaw Northern Extension Feasibility/Alternative Analysis Study Final Report. https://media.metro.net/projects_studies/crenshaw_northern_extension/images/executive_summary_crenshaw_north.pdf

at- or above-ground guideways to limit capital cost. The alignments were then further refined considering operations, potential for environmental sensitivities, urban design, and stakeholder feedback. While this study concluded with a set of preliminary alternatives with the most cost-effective and potentially feasible configurations, additional study was still needed to further define the feasibility of at-grade operation. Similarly, more detailed engineering analysis was needed to confirm the viability for aerial alignments given specific roadway constraints related to traffic and transit access as well as other issues of concern such as turn radius, property impacts, and community fit.



Figure ES - 2 Crenshaw Northern Extension Feasibility/Alternatives Analysis Study Universe of Alternatives

Upon completion of the 2018 Feasibility Study, in 2019 Metro initiated the Advanced Alternative Analysis study intended to inform stakeholders and communities about alternative alignments being considered, gather input to further refine and screen alternatives, incorporate Metro’s Transit-Oriented-Communities and First/Last Mile policies into the screening process, update ridership, further refine engineering feasibility of alignment configurations, and most importantly, to determine which alternatives should be carried forward into the environmental process.

2 Purpose and Need

The Crenshaw/LAX Line Northern Extension project (the Project) has significant potential local and regional benefits serving as a critical north-south link between Metro's east-west rail lines and providing reliable travel time and transit connectivity not currently available north of the Expo Line. The purpose and need for the Project have not changed from what was established in the 2018 Feasibility Study. A summary description is provided below.

As stated in the 2018 Feasibility Study, the study area is a major travel destination with high-density tourism spots, shopping and employment centers. The study area is also currently faced with some of the region's worst surface traffic due to the relatively narrow right-of-way on its arterial network, a network that dates back to the early twentieth century, and the high volume of trips traveling within and through the study area. As the population and employment within the study area grow further, these conditions will continue to intensify and will impact economic development, quality of life, and the environment. The 2018 Feasibility Study identified five main mobility problems demonstrating that the study area is in need of high-capacity north-south transportation infrastructure based on the existing travel conditions, transportation infrastructure performance and travel demand:

- **Transit Network:** Transit options within the study area are limited to east-west rail services and buses that operate on congested roadways. North-south travel on the rail network requires transfer through downtown Los Angeles, thus decreasing network efficiency. The lack of high capacity roadways/highways in the study area, combined with existing congestion levels and the inability to expand the existing roadway network all negatively impact existing bus service. The addition of a north-south transit line in the study area has the potential to (1) effectively serve local population, employment, and activity centers within the study area, and (2) form part of a well-connected transit system for regional transit users travelling to or through the study area.
- **Congestion & Transit Reliability:** Commuters' willingness to use transit is negatively impacted by long and unpredictable travel times due to traffic congestion. The project must increase the efficiency and convenience of transit trips by providing faster, more reliable service in an exclusive guideway that is not affected by local roadway congestion.
- **Travel Demand:** High demand exists for trips within the study area as well as trips between the study area and surrounding region. Projected increased travel demand will place additional strain on an already overburdened system and further increase travel times. The Project would provide a high-capacity, grade-separated transit service to meet growing travel demand.
- **Demand for High-Quality (Fast and Reliable) Transit Service:** The study area consists largely of transit supportive land uses that attract a high volume of transit trips from within the study area and the entire region. Despite existing high levels of transit use, transit ridership is constrained by slow speeds, circuitous travel routes, high travel times, and unreliability due to congestion.
- **Transit Dependency:** The study area has a significant proportion of transit-dependent residents compared to the average of L.A. County. Transit-dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system. The Project has the potential to address these mobility challenges by providing reliable, high-speed and high-capacity transit service that serves as a critical link in the regional transit network, enhancing mobility within the study area and the broader region, particularly to the north (San Fernando Valley/North County) and south (South LA, LAX, and South Bay). The study area's urban character and land use densities lead to both high transit ridership and a much higher percentage of people riding transit as compared to the rest of the region.

A north-south connection is greatly needed for the study area to facilitate local and regional trips more efficiently, so that riders will not need to make detours through the downtown area. Such a connection can also improve transit efficiency by providing direct connections to Metro rail lines. The investment in the original Crenshaw/LAX Line will be better leveraged, and the regional network from the Valley to South Los Angeles will also be complete with this connection (Figure ES - 3).

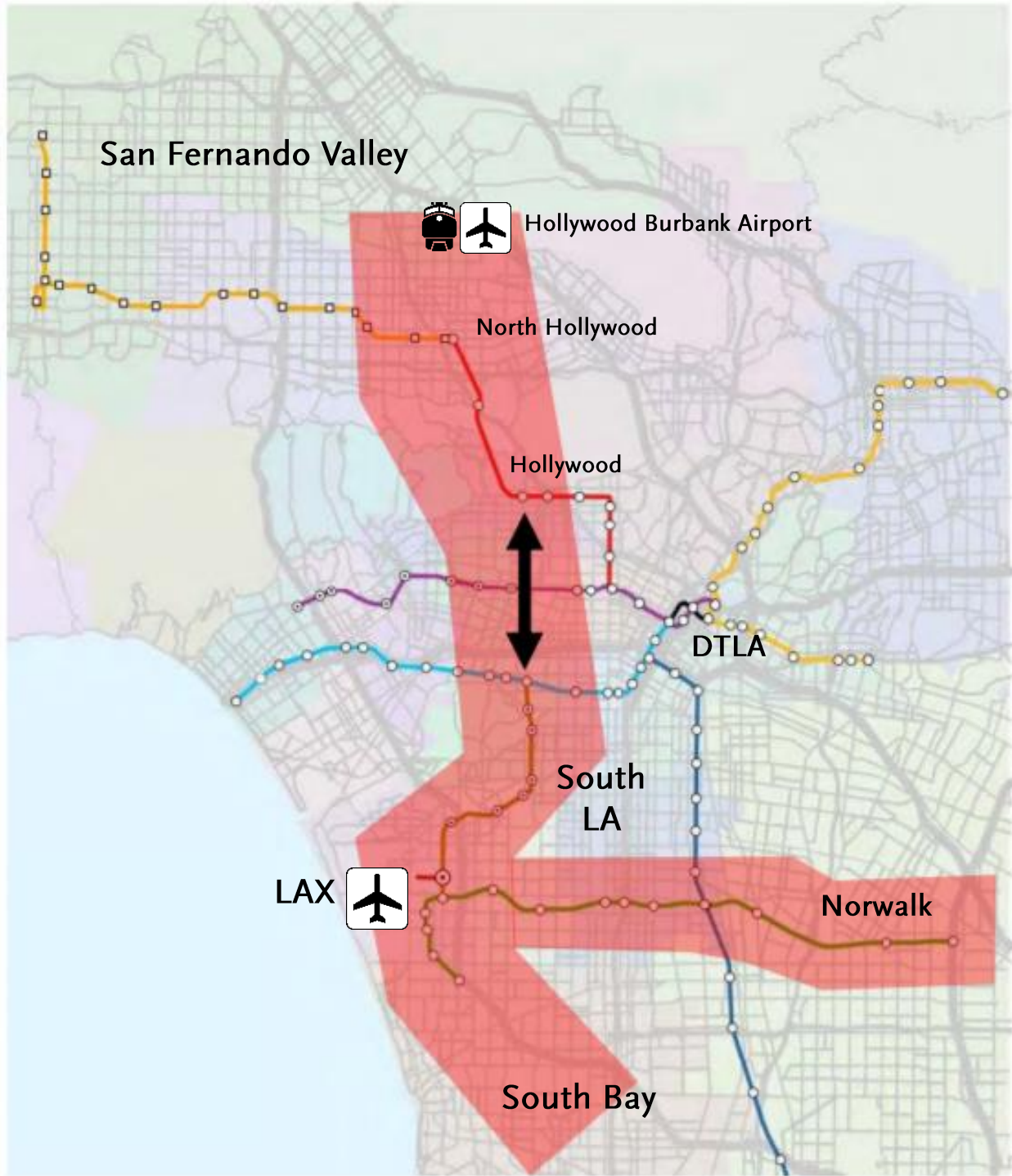


Figure ES - 3 Regional Connectivity with Project

Table ES - 1 provides examples of anticipated travel times between several key origins and destinations that can be realized with the development of the Project. Travel times between key locations can be dramatically improved with the Project. For example, a transit trip between Hollywood and CBS/The Grove that currently takes 24 minutes could be completed in 5 minutes with the Project. Similarly, trips between LAX and CBS/The Grove and Leimert Park and Beverly Hills could be reduced by about half or more, providing significant travel time savings.

Table ES - 1 Anticipated Travel Times between Major Destinations with the Project

Between	And	Without Project	With Project
Hollywood	LAX	64	32-39
Hollywood	CBS/The Grove	24	5-9
Hollywood	Culver City	52	24-31
Hollywood	Inglewood	60	27-34
Hollywood	Cedars-Sinai	44	8
Hollywood	Westwood	35	17-21
LAX	CBS/The Grove	90	31
LAX	Cedars-Sinai	102	32
LAX	Miracle Mile	84	27-29
LAX	WeHo Rainbow District	105	32-34
West Adams	CBS/The Grove	35	11
Leimert Park	CBS/The Grove	47	17
Leimert Park	Beverly Hills	59	21-22
Leimert Park	Westwood	44	25-26
Leimert Park	Cedars-Sinai	53	18
WeHo Rainbow District	LACMA	35	15
WeHo Rainbow District	Hollywood	34	6
North Hollywood	Culver City	58	34-41
North Hollywood	Expo/Crenshaw	50	22-29
Burbank Airport	Culver City	84	56-63

3 Alternatives Considered

3.1.1 2018 Feasibility Study

Preliminary alternatives developed during the 2018 Feasibility Study built upon alignments studied in the 2009 Wilshire/La Brea LRT Extension Feasibility Study and served as the starting point for Advanced Alternatives Analysis. These included the following route alternatives between Expo/Crenshaw and Hollywood/Highland:

- **San Vicente Boulevard:** Mid-City to Hollywood/Highland via San Vicente Blvd. and Santa Monica Blvd.
- **La Cienega Boulevard:** Mid-City to Hollywood/Highland via San Vicente Blvd., La Cienega Blvd., and Santa Monica Blvd.
- **Fairfax Avenue:** Mid-City to Hollywood/Highland via San Vicente Blvd., Fairfax Ave., and Santa Monica Blvd.
- **La Brea Avenue:** Mid-City to Hollywood/Highland via La Brea Avenue.
- **Vermont Avenue:** Crenshaw to Wilshire/Vermont via Olympic Blvd.

The Vermont Avenue alternative was included in the universe of 2018 Feasibility Study alternatives as it provided the shortest connection to both the Red and Purple Lines at the Wilshire/Vermont Station, whereas all other alternatives connect to the Metro Purple Line along Wilshire Blvd. and the Metro Red Line at the Hollywood/Highland Station.

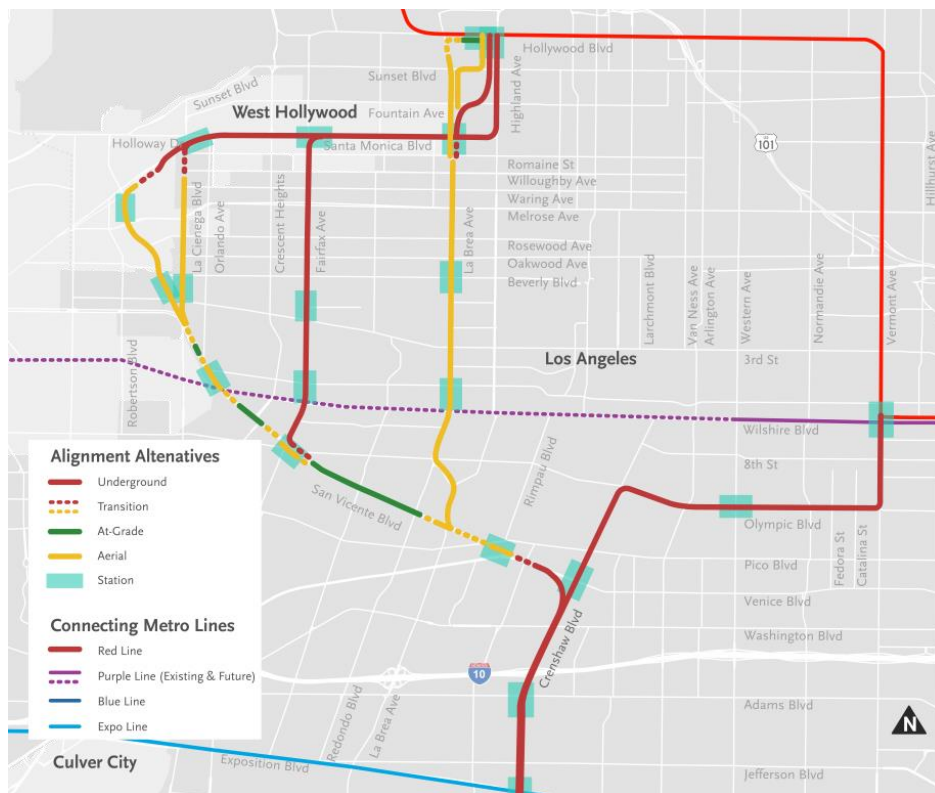


Figure ES - 4 Alternative Alignment Baseline Configurations in the Feasibility/Alternative Analysis Study

With the establishment of the preliminary routes as mentioned above, baseline alignments were developed on the rationale of maximizing at- or above-ground configuration in order to reduce capital cost (Figure ES - 4). At the 2018 Feasibility Study phase, the alignments did not address detailed issues related to constructability, urban form, or community fit. Alternatives were primarily evaluated based on performance measures related to ridership and cost-effectiveness.

At the conclusion of the 2018 Feasibility Study process, the Vermont Alternative was recommended for dismissal from further consideration due to poor performance relative to the other alternatives and its inability to meet several aspects of the project's purpose and need. All other alternatives were recommended to be further evaluated in the next phase of the project. Since no public outreach occurred as part of the 2018 Feasibility Study effort, however, the Vermont Alternative was included in initial public outreach conducted as part of the Advanced Alternatives Analysis as described below.

3.1.2 Advanced Alternatives Analysis

A critical first step for the Advanced Alternatives Analysis was to engage with stakeholders and the public through a series of outreach meetings. The 2018 Feasibility Study process did not include public engagement, so Metro wanted to share information developed during that study and get feedback from the public on alternatives and issues that should be evaluated as part of the Advanced Alternatives Analysis. Although the Vermont Alternative was recommended for dismissal during the 2018 Feasibility Study, it was included along with all other alternatives shared to obtain public input on all alternatives that were considered.

Four outreach meetings were held in spring 2019, at the outset of the Advanced Alternatives Analysis. Information shared at these meetings included alternative alignment corridor locations, summary of performance of alternatives as identified during the 2018 Feasibility Study, and descriptions of additional performance measures (ridership, cost, travel time savings, Transit Oriented Communities (TOC) and First and Last Mile (FLM) characteristics), proposed to be utilized as part of the Advanced Alternatives Analysis screening.

Several public meeting participants expressed an interest in exploring further extending the project north to connect to the Hollywood Bowl. Although not initially considered as part of the project goals and purpose and need, this idea was determined to have merit, particularly related to the constructability of alternatives in light of the limited number of options for tunnel boring machine (TBM) launch sites near the Hollywood/Highland Station location. Metro recommends that a potential extension north to the Hollywood Bowl be considered as part of all alternatives that advance to the environmental and advanced conceptual engineering phase of project development. Although not specifically considered or evaluated as part of the Advanced Alternatives Analysis, an extension to the Hollywood Bowl will be addressed as part of analysis during the next phase and will be accommodated by the conceptual design of alternatives included in the Advanced Alternatives Analysis that connect with the Red Line at Hollywood/Highland Station.

Three new alternatives were also suggested by the communities at the initial public outreach meetings conducted in spring 2019. The suggestions included continuing the alignment to Burbank Airport, interlining with the Expo Line, and a new hybrid alignment that would serve Fairfax Ave. and San Vicente Blvd. After closer investigation, the first two community-suggested alternatives were dismissed from further study by not meeting the purpose and need established for the Project as well as engineering and right-of-way constraints along the Expo line.

The hybrid alignment was determined to be a viable alternative, meeting project goals and the purpose and need. Therefore, it was included for additional analysis as a design option to the San Vicente Alternative. The alternative is a hybrid of alignment characteristics of both the Fairfax and San Vicente

Alternatives investigated in the 2018 Feasibility Study, while providing service to additional regional cultural, retail, and employment destinations along both alternatives, including LACMA, the Grove, the Beverly Center, Cedars-Sinai, etc. (Figure ES - 5).



Figure ES - 5 San Vicente Alternative Design Option 2 – Hybrid Alignment Map

During the fall of 2019, four additional outreach meetings were conducted. Information shared with the public at these meetings included updated results from performance measures, station location options for each alternative corridor, information on the funding analysis undertaken by the City of West Hollywood as part of Metro’s Early Project Delivery Strategy, and criteria analyzed as part of the TOC/FLM analysis for the current phase of study. Feedback received from the public at this second round of meetings was largely supportive of the project. No new alternatives were recommended as part of the second round of outreach meetings that require additional analysis.

Throughout the outreach efforts, communities consistently expressed more interest in western alternatives that provide better access to large activity and employment centers and less support for alternatives in the eastern portion of the study area. As part of outreach meetings, Metro shared with the public that the Vermont Alternative was recommended for elimination for two reasons. First, it does not meet some key goals of the project, and second, recent action by the Metro Board called for a separate transit study along the Vermont corridor. Existing Metro rail service (Expo Line) already provides rail service for a large portion of through trips headed towards Downtown L.A. and points east. The other four alignments under consideration would provide much greater travel time savings for trips to, from and between the major study area activity centers/destinations, offering a speedier connection to the Purple Line and significantly lower travel times to points further north throughout Central Los Angeles and the San Fernando Valley, and west, including major employment centers on the Westside.

Additionally, the Measure M Expenditure Plan includes a high capacity Bus Rapid Transit (BRT) project along the Vermont Corridor which would partially compete with the Vermont Alternative analyzed in the 2018 Feasibility Study. The 2019 Vermont Transit Corridor Rail Conversion & Feasibility Study and Metro Board actions in April 2019 indicate that an underground heavy rail system along this corridor interlining with the Red Line or Purple Lines will be evaluated. In this context, the Vermont Alternative of the 2018 Feasibility Study would preclude a separate rail project that would serve the Vermont corridor south of Wilshire Blvd. and the existing Red Line.

The alternatives considered as part of the Advanced Alternative Analysis build on initial concepts developed during the 2018 Feasibility Study and were modified to reflect the initial screening performance, community and stakeholder input, and Metro Board direction. The five alternatives evaluated as part of this study are illustrated on Figure ES - 6. They include San Vicente (A), San Vicente Design Options for La Cienega (A1) and the Hybrid (A2), Fairfax (B), and La Brea (C).

In addition to the alternatives described above, the Advanced Alternatives Analysis also included a high-level evaluation of the potential locations where a maintenance facility could be constructed that would provide storage and maintenance capacity necessary to accommodate the vehicle fleet associated with the Crenshaw Northern Extension.



Figure ES - 6 Map Alternatives for the Advanced Alternative Analysis Phase

4 Performance of Alternatives

The five alternatives and options were evaluated against several performance measures, including ridership, costs, and TOC/FLM-supportiveness. Issues related to environmental sensitivity and equity concerns were also included as part of the evaluation. Alternatives were also further evaluated for engineering feasibility of vertical configurations, constructability of the full alignment, and phasing of an initial operating segment (IOS) based on potential funding availability.

4.1.1 Ridership Forecasting³

The Advanced Alternatives Analysis alternatives are projected to attract approximately 88,000 to 91,000 daily trips on the project over the no-build scenario based on the results of ridership projections from the Metro Regional Travel Demand Model. It should be noted that the ridership projections from the Metro model focus on home-based work trips. As a result, the model does not necessarily capture all trips that might occur for unique purposes such as tourism and special events. Nevertheless, projected ridership is at the same level as Metro’s heavy rail lines and some heavily utilized rail lines in the nation

³ The ridership forecasting results are based on home-based work trips on weekdays, and did not reflect potential impacts from tourism, special events, surrounding land use, etc.

(like the MBTA Orange Line in Boston). Among those, 21,000 to 23,000 trips are by new transit users, who would not have used transit for their trip purpose without this project (Figure ES - 7). The San Vicente Alternative and San Vicente Alternative Option 1 - La Cienega are projected to have the highest daily project ridership and new transit trips, followed by San Vicente Alternative Option 2 – Hybrid, Fairfax, and La Brea Alternatives.

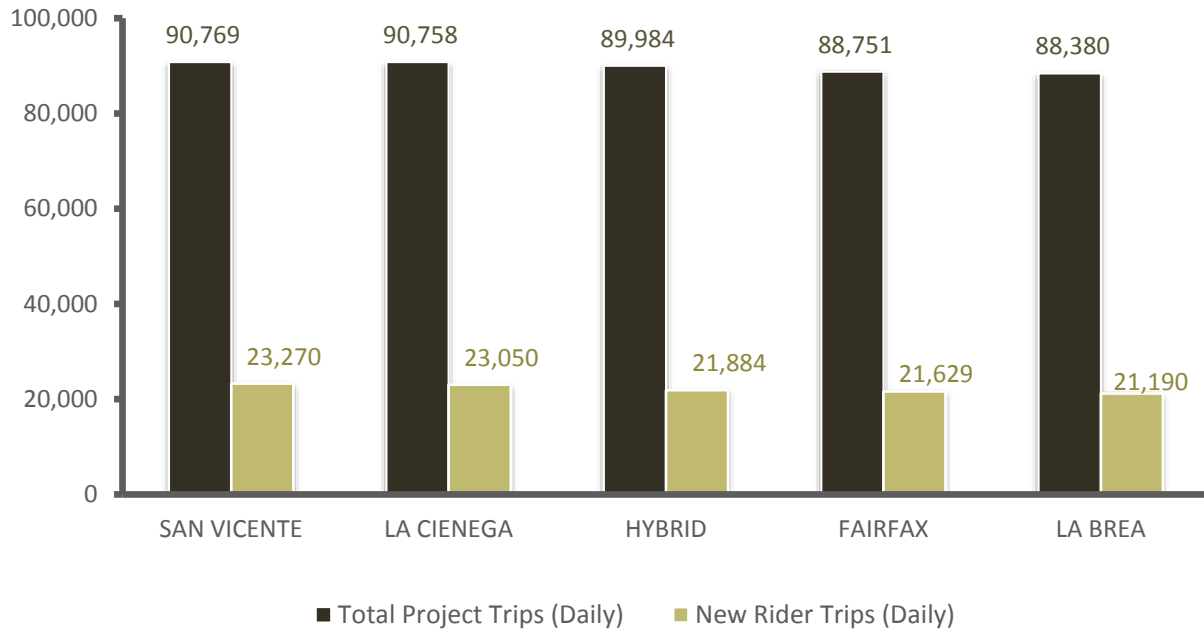


Figure ES - 7 Daily Ridership and New Rider Trips for Alternatives

A similar pattern is illustrated for travel time savings (Figure ES - 8). While all alternatives would result in notable reduced transit travel times and improved transit service compared to existing conditions, the western alignments have greater overall time savings as well as travel time savings per project trip, and thus can provide larger benefits.

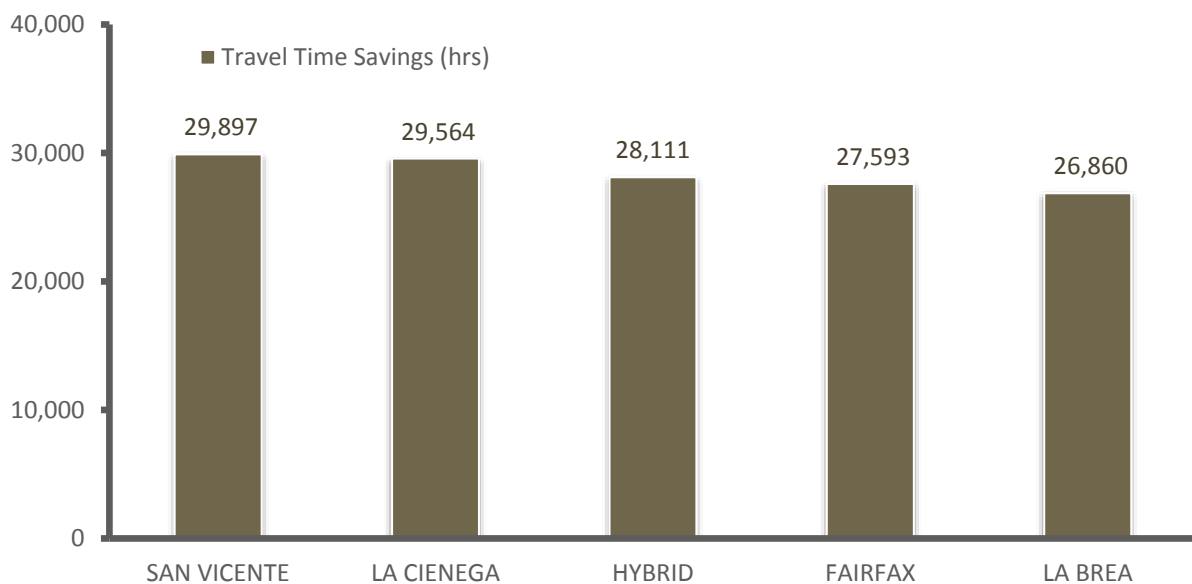


Figure ES - 8 Travel Time Savings by Alternative

Figure ES - 9 provides an illustration of the number of through trips, local trips, and riders who get on or off within the corridor for each alternative. A couple of clear patterns emerge from this information. One is that alignments further east serve a higher level of through trips originating outside the study area and terminating outside the study area. This is likely a result of the lower travel time associated with the more direct alternatives such as La Brea or Fairfax. Another pattern is that the alignments further west serve a much higher level of local trips due to the connectivity they provide with key activity and employment centers. This suggests that the western alignments provide a greater combination of both local trips within and through the study area than that provided by eastern alignments.

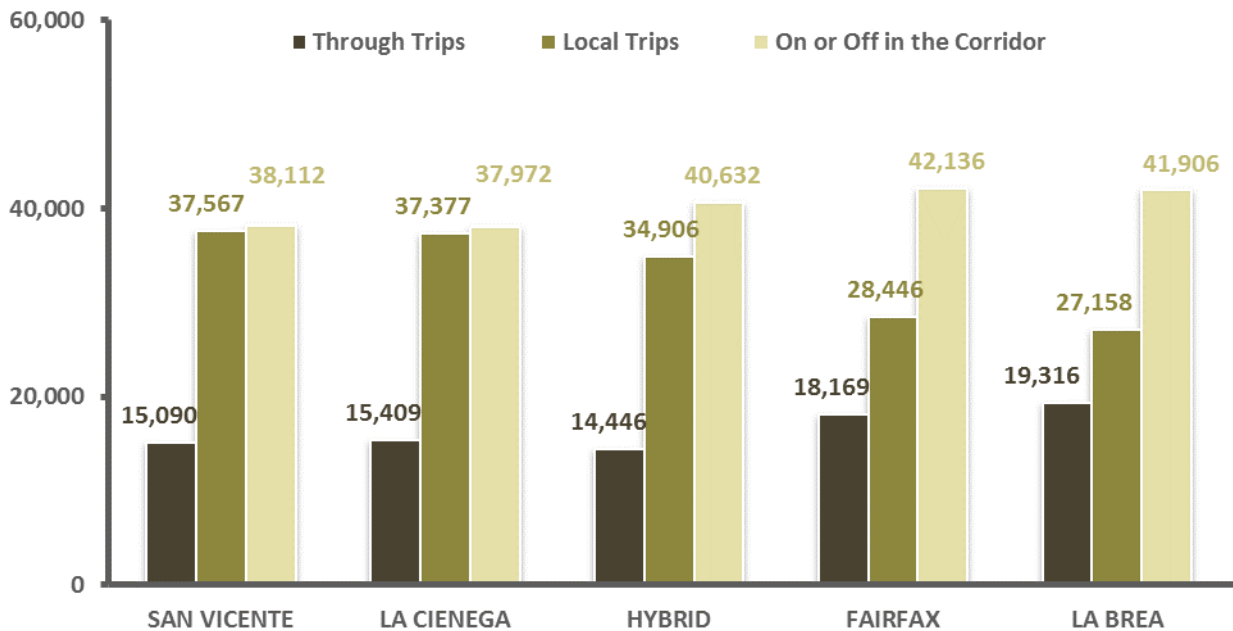


Figure ES - 9 Daily Ridership Breakdown for Alternatives

4.1.2 Socio-economic Analysis

As seen in **Error! Reference source not found.** and Figure ES - 9, the forecasted daily ridership decreases among the alternatives from west to east. The longer, western alternatives have higher ridership because they have more stations and provide better access to more activity, population, and employment centers than the eastern alternatives. This is reinforced by the number of projected jobs and population that could potentially be served by each alternative in 2040 within a half-mile of proposed stations (Figure ES - 10). For example, not including Venice/Vineyard and Santa Monica/La Brea (which are shared by all alternatives), the longer western alignments (San Vicente Alternative and La Cienega and Hybrid Design Option) provide access to twice as many jobs (from 55,700 to 64,500) and more than four times as many residents (from 62,400 to 67,400) compared to the La Brea Alternative (21,600). Conversely, while the Fairfax Alternative provides fewer total jobs (44,500) it is on par with the San Vicente Alternative and Design Options in providing job accessibility on a per mile basis (at 9,300 jobs/mile). In all, the San Vicente Alternative and Design Options serve significantly more people near their proposed station areas - about double the population of the Fairfax Alternative stations areas and more than five times as many people near the stations along the La Brea Alternative.

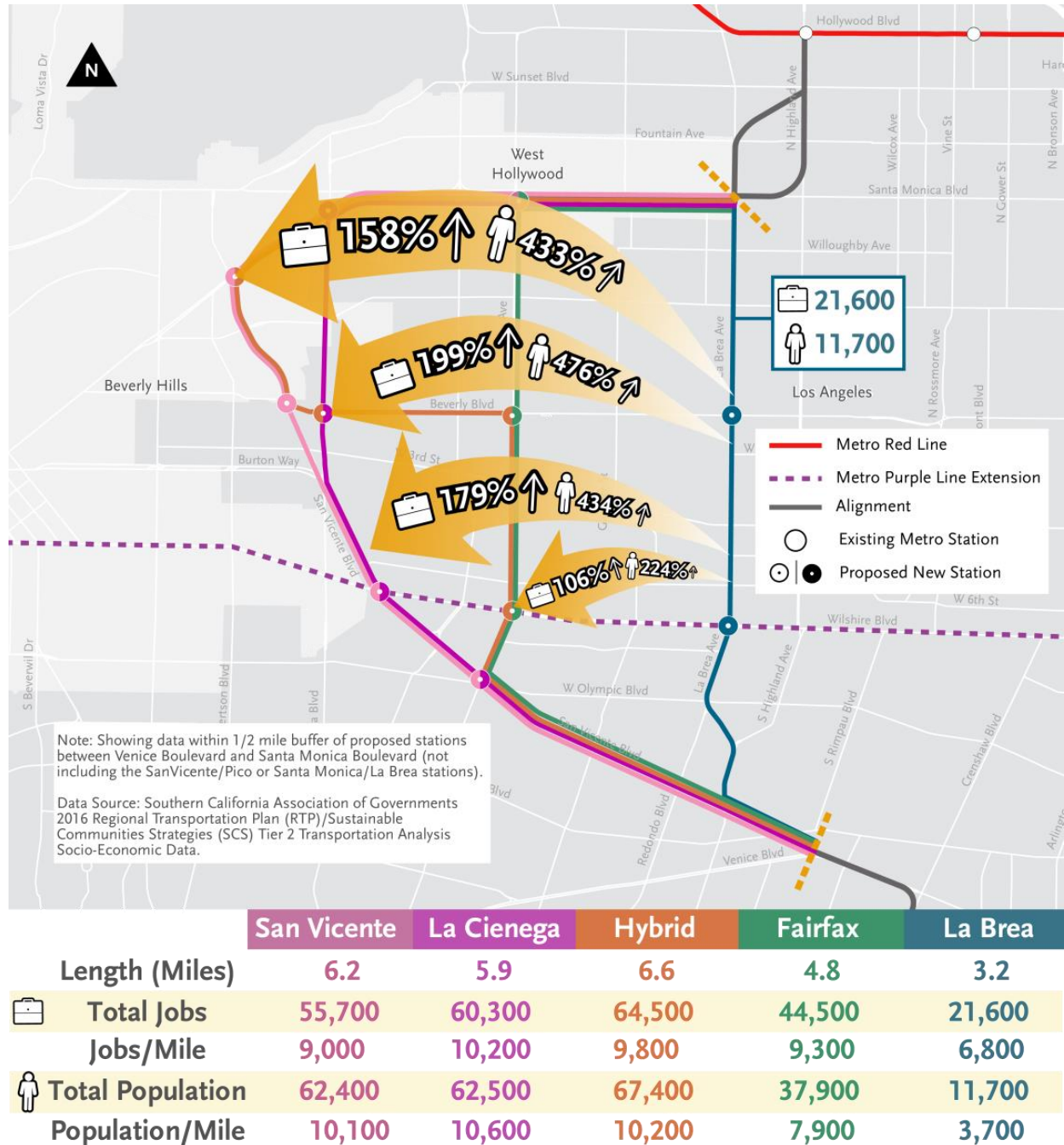


Figure ES - 10 Comparison of Alternatives Access to Employment and Population in 2040

In addition, the western alignments go through more census tracts that are considered transit dependent, where high percentages of zero-car, low-income, and/or low-income senior citizen households are present, presenting extensive opportunities to provide robust transit options for vulnerable and transit dependent residents (Figure ES - 11).

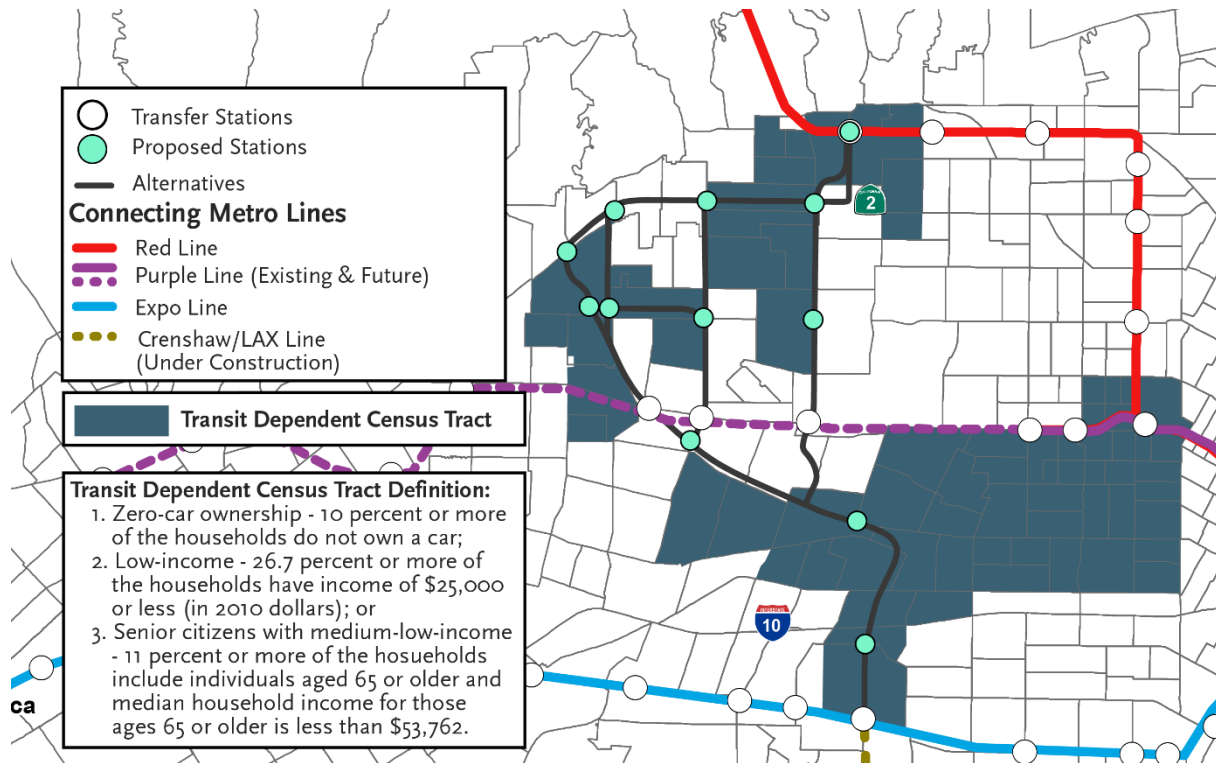


Figure ES - 11 Crenshaw Northern Extension study area Transit Dependency by Census Tract

4.1.3 Cost Estimating

The capital cost of the project alternatives ranges from \$3 to \$6.5 billion (Figure ES - 12). While the La Brea Alternative has fewer project trips and serves less transit-dependent populations compared to the San Vicente Alternative and Design Options, it has the lowest capital cost (\$3.0 to \$4.4 Billion, depending on the design configuration). The same pattern exists for annual operations & maintenance (O&M) costs. As the project length, travel time, and estimated revenue-hours of operation increase, the annual O&M costs also increase. As a result, the La Brea Alternative has the lowest annual O&M costs at \$42 million and the San Vicente Alternative Design Option 2 – Hybrid has the highest at \$75 million (Figure ES - 13).

Alignment and guideway vertical configurations have the potential to dramatically impact capital and operating costs. This is reflected in the range of costs presented which capture a best-case baseline condition (as reflected in the 2018 Feasibility Study alignments where at and above-grade configuration was maximized), to a fully underground configuration where all guideway and stations are in subway (avoiding environmental and other impacts).

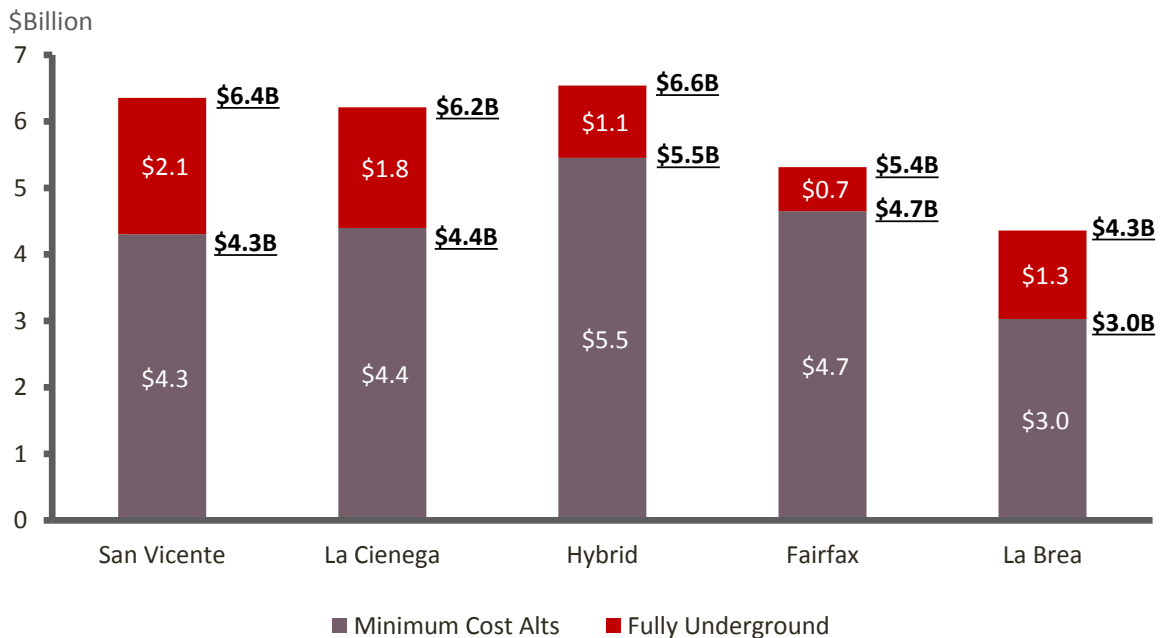


Figure ES - 12 Capital Cost Estimates for Project Alternatives

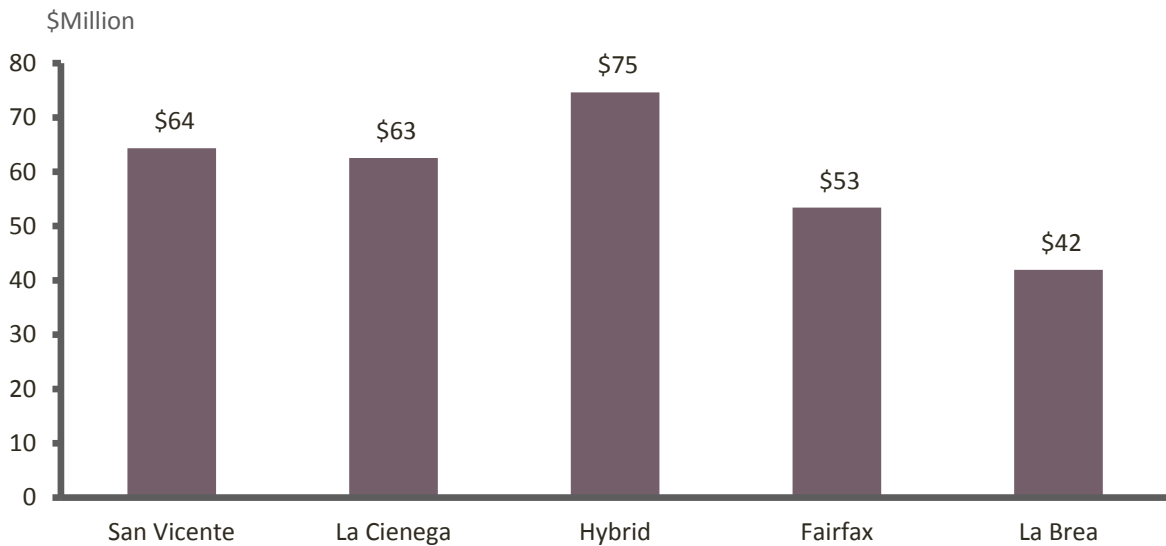


Figure ES - 13 O&M Cost per Project Trip by Alternative

4.1.4 Engineering Constraints and Limitations

The alternative configurations have notable engineering constraints for design and construction that substantially impact the feasibility and cost-effectiveness of at-grade or aerial configurations for certain segments. Some constraints are universal, for example, it's difficult to find a potential TBM launch site (at minimum 3 acres) on the north side of Wilshire Blvd. for all alternatives. This limitation makes certain potential underground segments infeasible if construction were to require cut and cover methodology as opposed to boring. The infeasibility is a function of cost for land and the potential for significant environmental impacts. Specific engineering constraints and limitations for the alternative configurations that were developed during the 2018 Feasibility Study process to minimize cost were

further evaluated as part of the Advanced Alternatives Analysis. The constraints and limitations specific to each alternative corridor are described below:

- **San Vicente Alternative:** Four primary engineering constraint issues exist along the unique portion of the San Vicente Alternative that limit viability of aerial and at-grade configurations developed during the 2018 Feasibility Study. First, the combination of aerial and at-grade configuration through the Carthay Circle area would allow for only a limited amount (approximately 1,300 feet) of actual at-grade operation due to the need for aerial transitions necessary to cross the Fairfax/Olympic/San Vicente (asterisk) intersection and the aerial crossing of Wilshire Blvd. This would result in the need for aerial structure within the Historic Preservation Overlay Zone (HPOZ) established for Carthay Circle which would be in conflict with the HPOZ designation of the area. Second, an aerial crossing of Wilshire Blvd. would require placement of the Wilshire Station north of Wilshire Blvd. while the Purple Line station is located west of San Vicente Blvd. This would necessitate a walk of about 1,300 feet for passengers who would transfer between the Crenshaw Northern Extension and the Purple Line stations in this location which is a concern due to the large volume of passenger transfers (potentially 20,000 plus) forecast between the two lines. Third, an aerial configuration north of Wilshire Blvd. through the Cedars Sinai/Beverly Center area would be extremely difficult to construct based on the level of existing and proposed future development. Combined with a likely need for straddle bents to accommodate a wide crossing of La Cienega Blvd., the aerial alignment in this area is considered too impactful to be viable. The fourth constraint pertains to the option for underground alignment through the Carthay Circle portion of the alignment. There are not identifiable adequate locations for potential TBM launch or extraction sites within this area that would foster development of an initial operating segment (IOS) between the Exposition Line and the Purple Line.
- **San Vicente Alternative Design Option 1 – La Cienega:** The primary constraint associated with an aerial alignment on La Cienega Blvd. is the limited right-of-way width. An aerial station or a transition from aerial to underground alignment would result in the need to reduce travel lanes from three to two in each direction or would require major real estate impacts due to the need to acquire adjacent property. For those reasons, an alignment utilizing La Cienega Blvd. would need to be underground prior to reaching La Cienega Blvd.
- **San Vicente Alternative Design Option 2 – Hybrid:** The primary design constraint for this alternative is also related to the roadway right-of-way width, but for this alternative it is the widths along Beverly Blvd. (approximately 70 feet) and Fairfax Ave (as low as 55 feet). The limited width results in similar impacts related to either travel lane reduction or property acquisition. As a result, this alternative would need to be underground starting just south of the Fairfax/Olympic/San Vicente (asterisk) intersection and would continue underground to the northern terminus. The alternative avoids the issues described above for the San Vicente Blvd. Alternative and also could provide an opportunity to utilize either La Cienega or San Vicente Blvd. north of Beverly Blvd.
- **Fairfax Alternative:** The 2018 Feasibility Study recognized that the Fairfax corridor is not viable for aerial or at-grade configuration due to limited right-of-way width that exists along the street combined with high volumes of ADT. Additional engineering constraints identified during the Advance Alternatives Analysis include those associated with potential stations at Wilshire/Fairfax and Santa Monica/Fairfax. At Wilshire/Fairfax, the 2018 Feasibility Study identified the station location north of Wilshire but did not consider in detail the impacts for construction of a cut and cover station on the adjacent land use or the impacts associated with the depth of station required to be beneath the planned Purple Line in this location. The adjacent

land use includes important cultural and historic properties that would likely represent significant environmental impacts due to the extent and duration of construction that would be required to build the deep station. Furthermore, construction of a potential IOS to Wilshire Blvd. would be substantially more viable if the station were to be located on the south. As a result, it is recommended that the station should be moved to the south side of Wilshire Blvd. where better construction staging opportunities exist relative to adjacent land use. At the intersection of Santa Monica Blvd. and Fairfax Blvd. the most desirable location for a station is directly under the intersection with access provided from the intersection quadrants. Due to the need for the alignment to turn east on Santa Monica Blvd. from Fairfax Blvd., the placement of a station would have to be located near Genesee Ave., approximately 1,000 feet to the east of the intersection, due to turn radii limitations associated with TBM equipment. An alignment option was developed that would allow placement of the station directly at the intersection, but it would result in substantial impact to adjacent land use due to the diagonal station placement required and the cut and cover construction method utilized for station construction.

- La Brea Alternative: Three primary engineering constraints limit the viability for aerial configuration through this corridor. First, the turn from San Vicente Blvd. to La Brea Blvd. would require either a tight radius configuration that would slow operations or property acquisition in order to accommodate a flatter curve and higher speed operation. Second, a series of roadway turns exist along La Brea Blvd. between San Vicente Blvd. and Olympic Blvd. that would likely require straddle bent structures due to limitations for placement of columns, thus impacting adjacent land use and necessitating right-of-way acquisition while significantly limiting speed through this segment. Finally, aerial configuration would require acquisition of additional right-of-way in order to maintain current traffic lane configurations, particularly at station locations. The existing average daily traffic (ADT) volumes along La Brea Blvd. are the highest of those in any corridor under consideration at over 27,000 ADT. Therefore, traffic lane elimination or reduced width is not considered viable due to potentially significant impacts associated with increased congestion or land acquisition. Alternatively, the existing traffic lane configuration could be preserved, but reduction of sidewalk width would be necessary to accommodate aerial stations. This condition presents limitations for aerial station development at Wilshire, Beverly, and Santa Monica Blvds. Reduction of sidewalk width would not only conflict with the City of LA's standards for streets and sidewalk widths which require 15 feet at minimum, but also would counter Metro's FLM policies that encourage pedestrian connectivity and the creation of an inviting public realm. An underground configuration along La Brea Blvd. is considered to be the only viable solution for an alignment in this corridor due to roadway and land use impacts associated with the limited right-of-way space in the corridor.

The Southwestern Yard Maintenance and Storage Facility (MSF) serving the Crenshaw/LAX Line and Green Line are unlikely to have additional capacity to accommodate the maintenance and storage needs of this project's full fleet (including overnight storage of vehicles, routine maintenance, and overhauls) and maintenance equipment (for maintaining the guideway and right-of-way). Approximately 9.7 to 13.3 acres at minimum are estimated to accommodate the fleets for the alternatives analyzed during this phase of study. The study area consists of densely developed residential and commercial uses and has few vacant and underutilized properties. An MSF in such an urban setting could pose significant environmental impacts to the neighborhoods or require challenging and costly underground construction. However, several potential sites have been identified outside of the study area along the Crenshaw/LAX corridor in the vicinity of LAX. These sites will be further evaluated during the next phase of the study.

4.1.5 Transit Oriented Communities and First/Last Mile Analysis

To promote transit accessibility for existing neighborhoods, healthy and active lifestyles, improve access to jobs and economic opportunities, and reduce greenhouse gas emissions, a TOC and FLM compatibility analysis was conducted during the Advanced Alternatives Analysis. The TOC/FLM analysis process integrates Metro's TOC/FLM policies and planning principals to ensure that expansion of the transit system connects communities, integrates future, and promotes accessibility via active transportation modes.

The analysis was developed for the area within a half-mile radius around each proposed station (which is roughly a 15-minute walk).

For TOC the analysis consisted of the following elements:

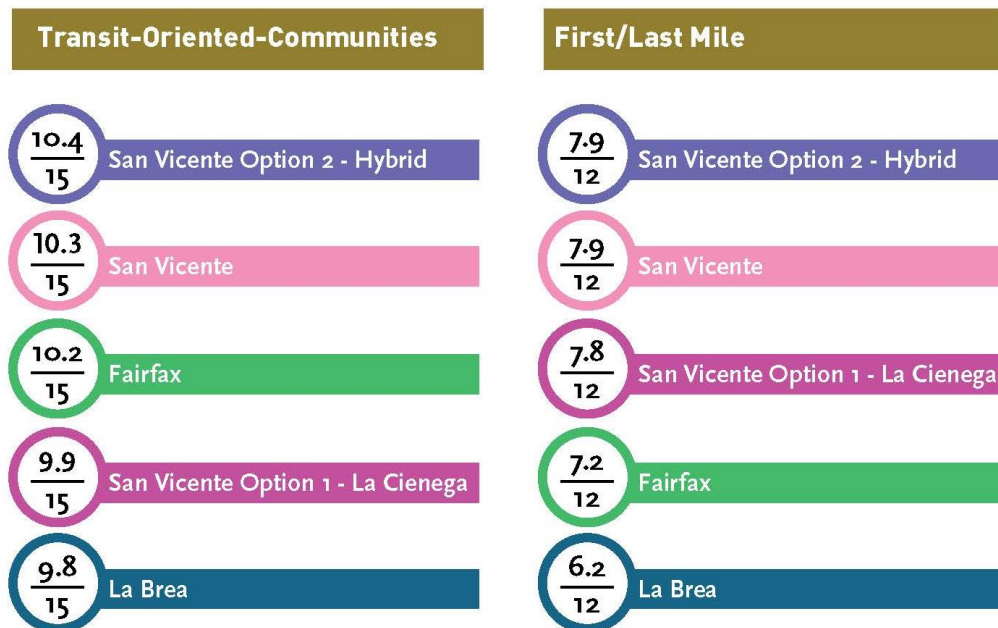
- Transit supportive density expressed through the population and employment surrounding stations including:
 - Activity units – total jobs plus total population divided by acreage of the half-mile catchment area
 - Activity centers – mixed-use areas that draw a high number of visitors such as retail corridors, shopping centers, universities, or medical centers
- The presence of vacant or underutilized parcels
- Transit supportive plans, parking management policies, and affordable/ inclusionary housing policies in place by local municipalities

For FLM, the analysis consisted of the following elements:

- FLM supportive infrastructure including block size (intersection density), pedestrian access, bicycle facilities, ADA, and new mobility access.
- Quality of the public realm
- FLM supportive plans and policies
- Safety and security including active transportation collision rates, lighting, visibility, crossings, and security elements

Results show that the San Vicente Alternative Design Option 2 – Hybrid scored highest and the La Brea Alternative scored lowest. Generally speaking, alternatives and design options are relatively comparable in their existing TOC supportiveness within the corridor. The main differences between alternatives relate to higher densities and activity centers along western alignments and amount of vacant and underutilized parcels. Applicable transit supportive plans and policies relate to a majority of proposed stations, with some cities leading the charge for early adoption of existing plans.

Similar results are seen for FLM supportiveness, with the San Vicente Alternative Design Option 2 - Hybrid and San Vicente Alternatives tied for first place ranking, closely followed by the San Vicente Design Option 1 - La Cienega. The Fairfax and La Brea alternatives are in fourth and fifth positions respectively. The existing conditions and planned investments in West Hollywood have led to higher intersection density levels, existing and planned supportive infrastructure for active transportation modes, and enhancements to the public realm improving accessibility, safety and security, and thus resulting in the difference in the scoring of all alternatives (Figure ES - 14).



Note: Metro will develop TOC baseline studies to analyze additional detail in the next phase of project development.

Figure ES - 14 TOC/FLM Analysis Results by Alternative

4.1.6 Environmental Considerations

A high-level environmental evaluation was completed for the 2018 Feasibility Study based on baseline alternative configurations that maximized the potential above-grade vertical alignment for each alternative. Due to the high-level nature of the analysis conducted to date and the likely changes to alternative vertical configurations from the baseline configurations evaluated during the 2018 Feasibility Study, additional environmental analysis was limited to a similar evaluation for the new San Vicente Alternative Design Option 2 – Hybrid in order to provide a similar base of comparison. Inclusion of this new alternative did not result in any new conclusions overall. Similar to earlier analysis, the longer alignments have potentially greater environmental effects depending upon final vertical configuration. The San Vicente Alternative – Design Option 2 resulted in a slightly higher expectation for potential environmental effects based on its longer length and the baseline vertical alignment that included aerial and underground configuration. Additional detailed environmental analysis was not conducted for the Advanced Alternatives Analysis since vertical alignment has not been confirmed. This will be the subject of the next phase of project development during environmental review.

Several conclusions can be drawn however, from qualitative review of alternatives in light of environmental considerations and the potential for impacts. For example, all alternatives would be anticipated to contribute to lower regional Vehicle Miles Traveled (VMT) and associated improvements in air quality conditions by increasing the volume of travel by public transit and reducing travel by automobile. Similarly, all alternatives would have the benefit of improved travel time and increased accessibility for many individuals, particularly those transit dependent populations present within the study area. Specific additional conclusions for each alternative include:

- San Vicente Alternative: the baseline alternative included substantial at-grade and aerial configuration throughout San Vicente Blvd. Impacts likely to be associated with this configuration include impacts related to visual and aesthetic conditions; noise and vibration, particularly near adjacent residential areas; cultural resource impacts, particularly for areas along the corridor designated as historic preservation overlay zones (HPOZ); and traffic impacts resulting from the

reconfiguration of streets necessary to accommodate a rail guideway and potential columns for aerial structure. Many of these impacts would be substantially mitigated by an underground alignment through this corridor, however, an underground alignment would be likely to have some other impacts including those related to underground gases or hazardous materials such as oil wells/deposits, utility conflicts and relocations, and potential discovery of cultural or paleontological resources requiring special treatment.

- San Vicente Alternative Design Option 1 – La Cienega: the baseline alternative included similar at-grade and aerial configuration throughout San Vicente Blvd. as well as aerial configuration along La Cienega Blvd. Impacts along San Vicente Blvd. between the Venice/Vineyard Station location (between San Vicente and Pico Blvds.,) and La Cienega Blvd. would be identical to those described above for the San Vicente Alternative, including those related to visual and aesthetic conditions, noise and vibration, and cultural resources. Along La Cienega Blvd. this alternative would have high potential for additional impacts related to visual and aesthetic conditions; noise and vibration, particularly near adjacent residential areas; and traffic impacts resulting from the reconfiguration of streets necessary to accommodate guideway columns or related property acquisitions to maintain current street configuration. Many of these impacts would be substantially mitigated by an underground alignment through this corridor, however, an underground alignment would also be likely to have impacts similar to those described for the San Vicente Alternative, but they would occur on La Cienega Blvd. instead of on San Vicente Blvd. between about Burton Way and Santa Monica Blvd.
- San Vicente Alternative Design Option 2 – Hybrid: the baseline alternative included vertical alignment options similar to those for the Fairfax Alternative on the south, an aerial configuration along Beverly Blvd. between Fairfax Blvd. and San Vicente Blvd. and aerial configuration along San Vicente Blvd. north to Santa Monica Blvd. where the alignment would transition to underground. As a consequence of the additional length for this alternative, additional impacts would be anticipated, particularly along Beverly Blvd. where traffic impacts resulting from the reconfiguration of the street necessary to accommodate guideway columns or related property acquisitions to maintain current street configuration would be necessary. Many of these impacts would be substantially mitigated by an underground alignment through this corridor, however, an underground alignment would also be likely to have impacts related to underground gases or hazardous materials such as oil wells/deposits, utility conflicts and relocations and potential discovery of cultural or paleontological resources along Beverly Blvd. in addition to San Vicente Blvd. north of Beverly Blvd.
- Fairfax Alternative: the baseline alternative included an underground configuration due to the limitations of street width in many sections of Fairfax Blvd. Impacts likely to be associated with this configuration include those related to underground gases or hazardous materials, utility conflicts and relocations, and potential discovery of cultural or paleontological resources requiring special treatment. Depending upon the location for access portals to stations, this alternative could also have the potential to impact some recognized historic resources located with the corridor.
- La Brea Alternative: the baseline alternative included aerial configuration throughout the length of the alignment, therefore this alternative would have high potential for impacts related to visual and aesthetic conditions; noise and vibration, particularly near adjacent residential areas; and traffic impacts resulting from the reconfiguration of streets necessary to accommodate guideway columns and station locations or related property acquisitions to maintain current street configuration. Many of these impacts would be substantially mitigated by an underground alignment through this corridor, however, an underground alignment would be likely to have some other impacts including those related to underground gases or hazardous materials, utility conflicts and relocations, and potential discovery of cultural or paleontological resources requiring special treatment.

4.1.7 Phasing

Measure M provides approximately \$2.3 billion in funding for the project. As a result, it is possible that the project will need to be constructed in more than a single construction phase, through Interim Operable Segments (IOS), in order to complete the full extension to Hollywood/Highland and/or the Hollywood Bowl. One potential IOS that would produce considerable benefits is between the Metro Expo Line and the Metro Purple Line (Figure ES - 15).

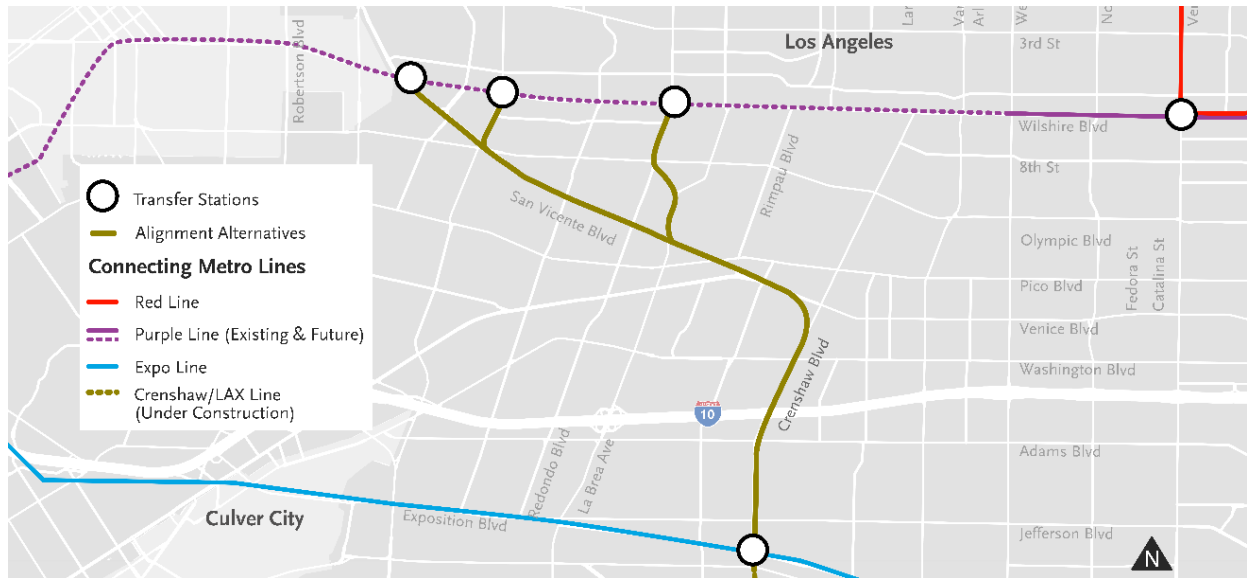


Figure ES - 15 Initial Operable Segments for Alternatives

In contrast to the full alternatives, the total trips on IOS segments between the Expo Line and the Purple Line are higher for the eastern alignments than the western alignments (Figure ES - 16). This is due to the fact that the phased scenario would operate more as a regional serving alignment and less as a locally serving alignment, given the concentration of activity and employment centers north of Wilshire Blvd. Therefore, the alignment with the shortest and fastest travel time connecting the Expo and Purple lines is expected to have the highest ridership among the IOS options.

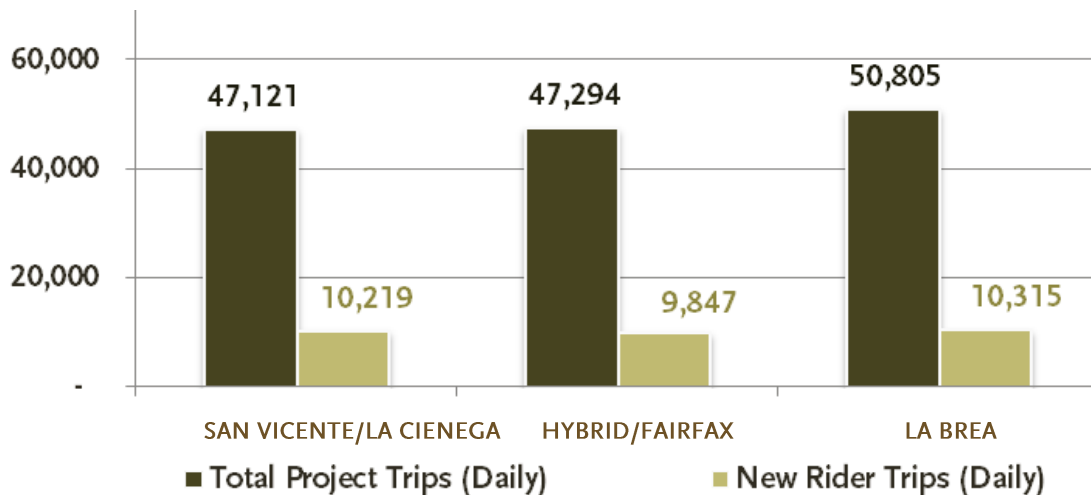


Figure ES - 16 Daily Ridership for Project Phased to Purple Line

As mentioned above, all IOSs to Wilshire Blvd. will fall within the Measure M funding allotment for their respective baseline configurations developed during the feasibility study phase (Figure ES - 17). The Fairfax Alternative IOS will have the highest capital cost, followed by San Vicente and La Brea Alternatives. Fully underground configurations may require additional funding in order to complete an IOS segment to the Purple Line.

If the IOSs were built as fully underground alignments, the costs would exceed the Measure M funding allotment. If additional funds were secured to deliver the initial phase of the project, the project alternatives could be delivered to the Metro Purple Line. The fully underground San Vicente IOS would cost roughly \$3.1 billion, or about \$800M more than the Measure M funding in 2017 value. The fully underground Fairfax IOS would cost roughly \$2.8 billion, or about \$500M more than the Measure M funding in 2017 value. The fully underground La Brea IOS would cost roughly \$2.6 billion, or about \$300M more than the Measure M funding in 2017 value.

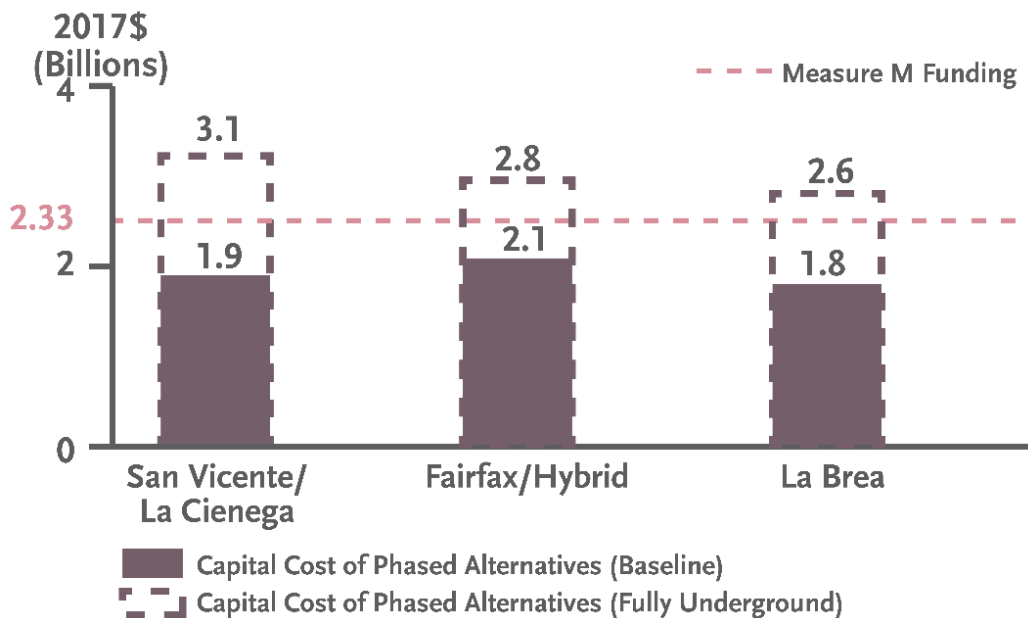






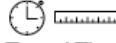




Figure ES - 17 Capital Cost Estimates of Phased Alternative

In addition, there have been discussions on potential acceleration for this project through Metro's Early Project Delivery Strategy, and the City of West Hollywood has conducted early project delivery study with input from City of Los Angeles and Metro. According to the study findings, the potential maximum additional funding sources identified to date within the City of West Hollywood include: \$47 Million from local return, \$447 Million from West Hollywood's sales tax, \$65 Million from advertising and \$573 Million from the Enhanced Infrastructure Financing District (EIFD) funding, totaling \$1.13 Billion. Given the City of West Hollywood's role as a potential funding partner, future environmental review will consider additional IOS segments or multiple segments that provide the opportunity to extend the project to Santa Monica Blvd. within an initial phase and at the earliest date possible.

5 Findings, Recommendations and Next Steps

Below is a summary of the key performance statistics of the alternatives considered in the Advanced Alternatives Analysis (Figure ES - 18).

	SAN VICENTE	SAN VICENTE DESIGN OPTION 1 - LA CIENEGA	SAN VICENTE DESIGN OPTION 2 - Hybrid	FAIRFAX	LA BREA
 Key Map					
 Travel Time & Distance	19.0 min 9.6 mi	18.4 min 9.2 mi	20.6 min 9.9 mi	15.7 min 8.0 mi	12.4 min 6.3 mi
 Ridership	90,800	90,800	90,000	88,800	88,400
Low-income Riders*	32,100	32,500	32,000	32,500	32,700
 Cost	\$4.3-\$6.4 B	\$4.4-\$6.2 B	\$5.5-\$6.5 B	\$4.7-\$5.3 B	\$3.0-\$4.4 B

*Based on home-based work trips

Figure ES - 18 Key Performance Results for the Advance Alternative Analysis Alternatives

Overall, all alternatives have high ridership projections and great potential in serving low-income riders. While the benefits are comparable among all alternatives, the issues of constructability (including engineering constraints) have resulted in notable differences in project costs and impacts.

The San Vicente Alternative has a few segments that will go through sensitive neighborhoods that are traffic-heavy, residentially dense, and environmentally constrained that require additional right-of-way or property acquisition or underground configuration for the majority of the alignment, reducing the cost-effectiveness of the project. While some of the issues could be avoided by utilizing the La Cienega alignment from Beverly Blvd. to Santa Monica Blvd., at- or above-grade configuration is still unlikely due to the built environment, natural conditions, and utilities placement in this area. A hybrid alignment (San Vicente Design Option 2) that travels on Fairfax north to Beverly Blvd. is the seemingly most constructible alignment that will still serve similar neighborhoods and produce considerable benefits. It would also avoid most issues identified for the other design options of this alternative by utilizing different routes or underground configuration.

Most aerial segments of Fairfax and La Brea Alternatives are faced with right-of-way acquisition issues due to tight design curvature and station placement challenges because of street and alignment configurations.

Therefore, despite the small differences between the alternatives and design options in project benefits, the feasibility of the alignments and configurations are largely driven by engineering constraints which will result in considerable differences in costs and other impacts. The alignments developed during the 2018 Feasibility Study phase to maximize at-grade configurations and to reduce costs have been screened and refined further from the feasibility and constructability perspectives in the Advanced Alternative Analysis phase.

5.1.1 Recommendations

Based on the findings described above related to ridership, costs, TOC/FLM, and engineering constraints, the following recommendations are proposed:

1. Dismiss the San Vicente Alternative from further study in favor of the San Vicente Alternative Design Option 2 – Hybrid. This recommendation is based on several issues including the limitations for a quality transfer connection between the extension and the Purple Line at Wilshire and San Vicente where a transfer connection would require passengers to walk approximately 1,300 feet to access the Purple Line. Additional complications include the difficulty of constructing at-grade/aerial alignment along San Vicente Blvd. in the vicinity of Carthay Circle due to its designation as an HPOZ area. Underground construction for operation of an IOS would require a cut and cover method that would be highly disruptive and impactful to adjacent land uses. As a result, the benefits of this alignment will be better captured with the San Vicente Alternative Design Option 2 – Hybrid since it would connect all major activity centers and destinations while avoiding the complicated asterisk intersection of Olympic/Fairfax/San Vicente Blvds. and a suboptimal connection to the Purple Line.
2. Dismiss the San Vicente Alternative Design Option 1 – La Cienega in favor of a new design option associated with the San Vicente Alternative Design Option 2 – Hybrid whereby the alignment would turn north from Beverly Blvd. under La Cienega Blvd. This recommendation is based on the recommendation above for dismissal of the San Vicente Alternative in favor of Design Option 2 - Hybrid.
3. Retain the San Vicente Alternative Design Option 2 – Hybrid for further study due to its the high level of connectivity for destinations/activity centers, the highest rating of all alignments for combined TOC/FLM, public popularity, and general constructability and quality transfer connection with the Purple Line. The alternative would include options for above ground or underground configuration at Venice/Vineyard Station (between San Vicente and Pico Blvds) and on San Vicente Blvd. between the Venice/Vineyard Station and just south of Olympic Blvd. The alignment would then transition to underground before turning north at Fairfax Blvd. and west under Beverly Blvd. The primary alignment would connect with San Vicente Blvd. and continue underground along Santa Monica Blvd. to the Red Line connection at Hollywood/Highland and potentially further north to the Hollywood Bowl. A design option for the Hybrid Alternative would be to turn onto La Cienega Blvd., remaining below grade north to Santa Monica Blvd. and to Hollywood/Highland and/or the Hollywood Bowl.
4. Retain the Fairfax Alternative for further study as an option to the San Vicente Alternative Design Option 2 – Hybrid. This recommendation is based on the common alignment characteristics of the two alternatives up to the vicinity of Beverly Blvd. Although there are fewer destinations/activity centers located along Fairfax Blvd. north of Beverly Blvd., and potential engineering challenges associated with development of a station location at the intersection of Fairfax and Santa Monica Blvd., the alternatives would still serve the primary destinations/activity centers within the Fairfax corridor and would provide a faster end-to-end travel time than the San Vicente Alternative Design Option 2 – Hybrid.
5. Retain the La Brea Alternative, but dismiss further consideration of an aerial configuration due to community opposition, roadway and property impacts, and the potential for substantial visual and aesthetic effects. Retain an underground configuration in the La Brea corridor due to high cost effectiveness and the high level of regional connectivity provided by the alternative.

6. Dismiss the Vermont Alternative as recommended at the conclusion of the 2018 Feasibility Study. The Vermont Alternative does not meet several key goals of the project. For example, other alignments under consideration would provide much greater travel time savings for trips to, from and between the major study area activity centers/destinations, offering a speedier connection to the Purple Line and significantly lower travel times to points further north throughout Central Los Angeles and the San Fernando Valley, and west. In addition, action by the Metro Board calls for a separate transit study along the Vermont corridor including a potential underground heavy rail system interlining with the Red Line or Purple Lines. In this context, the Vermont Alternative as developed under the 2018 Feasibility Study would preclude a separate rail project that would serve the Vermont corridor south of Wilshire Blvd. and the existing Red Line.
7. For all agreed-upon recommendations noted above (including La Brea Alternative, Fairfax Alternative and Hybrid Alternative La Cienega option), connections to the Hollywood Bowl will be considered and studied in the next phase of work.

Figure ES - 19 illustrates the proposed preliminary configurations for the three alternatives and one design option to be further screened in the next phase of study.



Figure ES - 19 Proposed Preliminary Configurations of Alternatives

6 Next Steps

The next steps for the Advance Alternative Analysis include the Metro Board's consideration and acceptance of the recommendations noted above and the initiation of the CEQA environmental process and advanced conceptual engineering. A funding plan would then need to be in place before preliminary engineering and final design/construction.



Attachment B – Community Outreach & Meeting Report

From the beginning of the study, Metro staff conducted a robust community outreach effort to engage residents and employees through the Study Area and beyond, including transit riders, neighborhood and homeowner associations, neighborhood councils, Westside Cities Council of Governments, Crenshaw/LAX Leadership Council, and major retail, medical and employment centers. To meet residents and other potential riders in their community, project staff helped distribute information about the project through informational booths setup at Black History Month events in Leimert Park, Taste of Soul in the Crenshaw District, PRIDE in West Hollywood, and Ciclavia’s “Meet The Hollywoods” Additionally, staff organized briefings for elected officials’ staff. Through outreach efforts that began in Winter 2018 to Winter 2020, staff received 171 emails, 224 in-person comments, and 675 survey responses.

As part of the additional outreach in Winter 2020, project staff held 32 direct meetings with ownership and management of major destinations and employment centers, community groups and residents in the project study area.

Spring 2019 Outreach

Four community open house styled meetings were held throughout the Crenshaw Northern Alignment Advanced Alternatives Screening Study area in Spring 2019 (March 21, 23, 26 & 28). The report below captures outreach activities during this periods and partial outreach activities following the meetings. Additionally, it captures high level information on the reach and engagement captured by e-mail distribution and Facebook ads. A summary of preferred alternatives is captured based on attendee feedback in either the comment cards or the question cards. The report captures data as of April 1, 2019.

General Summary of information captured from all four meetings:

- 82 relevant social media comments derived from four separate Metro Facebook Crenshaw Northern Extension event invitation posts and one The Source Metro Facebook post.
- 33 Crenshaw Northern Extension project email comments.
- 24 comments responding to two articles regarding the project posted on The Source.Metro.net.
- One phone voicemail from an individual who has utilized the Crenshaw Northern Extension Project Telephone Hotline.

As part of the Crenshaw Northern Extension’s Advanced Alternatives Screening Study, Metro’s outreach efforts to solicit public input yielded robust and diverse public comments and participation.

In Spring 2019 outreach efforts were focused around four community meetings held within the Crenshaw Northern Extension study area. In anticipation of the four initial community meetings, one elected official briefing and one media briefing were conducted prior to the start of the four community meetings.



Throughout the study period, there was ample participation by elected officials and their staffs, local media, community leaders, residents, business owners and the general public. From all of the meetings and community engagement, there was a demonstrated the desire and need to accelerate completion of this project. Although the comments and questions were diverse and varied the following common themes should be recognized:

- Acceleration of the project was frequently asked about and advocated for.
- The desire to explore innovative acceleration funding sources through partnerships with real estate developers was frequently asked about and advocated for.
- Specific alignment preferences were articulated and advocated for with Alignment A (San Vicente/La Cienega) most frequently cited due to the alignment's close proximity to job centers.
- Grade separation concerns were articulated with strong advocacy for not completing this project with at-grade alignments.
- Gentrification and displacement issues were cited as concerns.
- The issue of parking and neighborhood parking impacts in locations near stations were frequently cited as areas of concern.
- Rail transit line connectivity was frequently cited as a concern when studying connecting rail transit lines.
- Expedient completion of the Crenshaw/LAX line was often asked about and advocated for.
- Equity in Metro hiring and contracting was mentioned as a concern.

Fall 2019 Outreach

Community Meetings and Outreach Summary

Metro hosted a second round of outreach meetings to update the community on what changed with public input from the first round of community meetings in Spring 2019. The first round of community meetings in Spring 2019 was focused on introducing the Crenshaw Northern Extension project with alternatives that have been studied as feasible extensions to the Crenshaw Transit light rail line. The meetings were held in geographically sensible areas throughout the Advanced Alternatives Screening Study area, including West Hollywood, Central Los Angeles, Mid-City, Koreatown and West Adams. The purpose of the Fall 2019 outreach and community meetings was to receive feedback from the public on the preferred alternative of the five—including the newly proposed San Vicente Hybrid option—and reveal the potential stations for each alternative. Metro's presentation also included a transit-oriented communities analysis and



a first/last mile analysis to educate the public on the factors being taken into consideration for each alternative.

When preferences for specific alignment alternatives were articulated, A2 San Vicente-Fairfax Hybrid was most often cited as a preferred alternative. In addition to this, the A2 San Vicente-Fairfax Hybrid was most often cited as a preferred alternative by individuals articulating a concern with Historic Preservation Overlay Zones (HPOZ). The following is a breakdown of comments received by alignment preference during the Fall 2019 community meetings:

- 21 comments were supportive of Alternative A2 San Vicente-Fairfax Hybrid
- 6 comments were supportive of Alternative A San Vicente
- 6 comments were supportive of Alternative C La Brea
- 5 comments were supportive of Alternative B Fairfax and;
- 3 comments were supportive of Alternative A1 La Cienega

Below is a summary of attendees and comment and question cards received at the Fall 2019 Advanced Alternatives meetings:

Combined Meeting Report

Total attendees that signed in: 161

Total question cards submitted: 77

Total comment cards submitted: 30

Total comments (post-it notes) submitted on two feedback boards: 68

Total comments on social media: 24

A majority of the attendees expressed overall support for a line that would connect the Crenshaw Transit line north to the Metro Red and Purple lines. Attendees and individuals that submitted comments online articulated that they wanted an alignment that could get them to as many destinations as possible and be built in an accelerated timeframe.

In order to attract a substantial number of stakeholders to the open house meetings, various media outlets were used, such as email blasts with a reach of just over 800 recipients; Metro distributed the same e-blast to Purple Line stakeholders. An elected official briefing was also conducted beforehand, in preparation for the Fall outreach. These meetings garnered continued support for the acceleration of the project, along with common public feedback including:

- Historical Preservation Overlay Zones as they relate to Carthay Circle
- Possible funding sources that would allow an early project delivery
- Neighborhood preservation and pedestrian safety



- Factors that determine grade separation (at-grade, aerial and/or underground)
- Underground (below-grade) vertical preferences
- Community outreach concerns, specifically within Carthay Circle Historical Preservation Overlay Zone
- Demand for station parking lots
- Alternatives that have received the most support
- Accessibility to the Hollywood Bowl
- Ridership figures and comparisons

Winter 2020 Outreach Commerce and Employment Centers

To further enhance outreach in the CNE study area, the project team provided presentations to the ownership and management of some of the largest employers and centers for commerce in Los Angeles. The locations included The Grove, The Farmers Market, Beverly Connections, Cedars-Sinai Medical Center, and The Beverly Center. There was a general consensus of support for northwestern alignments that would either have stations adjacent, under or in the vicinity of their facilities. These meetings garnered continued support for the acceleration of the project, along with feedback including:

- Finding ways to reduce vehicle parking while increasing patron visits
- Partnership to provide employees with more reliable and consistent transit options
- Exploring options to provide station access
- Reducing traffic congestion
- Expanding potential commercial uses to parking structures
- Placing stations near high-density mix-use commercial and residential structures

The following pages provide a more details about the community outreach conducted in Fall 2019



Open House Community Meeting & Outreach Report Fall 2019

I. Community Meetings and Outreach Summary

Metro hosted a second round of outreach meetings to update the community on what changed with public input from the first round of community meetings in Spring 2019. The first round of community meetings in Spring 2019 was focused on introducing the Crenshaw Northern Extension project with alternatives that have been studied as feasible extensions to the Crenshaw Transit light rail line. The meetings were held in geographically sensible areas throughout the Advanced Alternatives Study area, including West Hollywood, Mid-City, Koreatown and West Adams. The purpose of the Fall 2019 outreach and community meetings was to receive feedback from the public on the preferred alternative of the five—including the newly proposed San Vicente Hybrid option—and reveal the potential stations for each alternative. Metro's presentation also included a transit-oriented communities analysis and a first/last mile analysis to educate the public on the factors being taken into consideration for each alternative.

A majority of the attendees expressed overall support for a line that would connect the Crenshaw Transit line north to the Metro Red and Purple lines. Attendees and individuals that submitted comments online articulated that they wanted an alignment that could get them to as many destinations as possible and be built in an accelerated timeframe.

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- Possible funding sources that would allow an early project delivery
- Neighborhood preservation
- Factors that determine grade separation (at-grade, aerial and/or underground)
- Underground (below-grade) vertical preferences
- Community outreach concerns, specifically within Carthay Circle
- Demand for station parking lots

- Alternatives that have received the most support
- Accessibility to the Hollywood Bowl
- Ridership figures and comparisons
- Pedestrian safety

When preferences for specific alignment alternatives were articulated, A2 San Vicente-Fairfax Hybrid was most often cited as a preferred alternative. In addition to this, the A2 San Vicente-Fairfax Hybrid was most often cited as a preferred alternative by individuals articulating a concern with Historic Preservation Overlay Zones (HPOZ). The following is a breakdown of comments received by alignment preference during the Fall 2019 community meetings:

- 21 comments were supportive of Alternative A2 San Vicente-Fairfax Hybrid
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- 5 comments were supportive of Alternative B Fairfax and;
- 3 comments were supportive of Alternative A1 La Cienega

Below is a summary of attendees and comment and question cards received at the Fall 2019 Advanced Alternatives meetings.

Combined Meeting Report

Total attendees that signed in: 161

Total question cards submitted: 77

Total comment cards submitted: 30

Total comments (post-it notes) submitted on two feedback boards: 68

Total comments on social media: 24

Elected officials and/or representatives in attendance at meetings:

1. West Hollywood City Councilmember Lindsey Horvath
2. Former West Hollywood City Councilmember Abbe Land
3. Jay Greenstein, Chief Field and Transportation Deputy, Office of LA City Councilmember Paul Koretz
4. Stewart Lozano, Field Representative, Office of Assemblymember Richard Bloom
5. Angie Aramayo, Central Area Representative, Office of Mayor Eric Garcetti
6. Fernando Morales, West/Metro LA Senior Field Deputy, Office of LA County Supervisor Sheila Kuehl
7. Sonia Lopez, Senior Field Representative, Office of California State Senator Holly Mitchell

The Community Update Meetings were scheduled as follows:

- Meeting #1: West Hollywood
Plummer Park
7377 Santa Monica Boulevard, West Hollywood
Tuesday, October 22, 2019; 6:00– 8:00 pm
58 people signed in at this meeting, and 29 individuals submitted question cards.
Metro received 12 written comments at the end of this meeting.

- Meeting #2: Mid-Wilshire
 Wilshire Crest Elementary School
 5241 W. Olympic Boulevard, Los Angeles
 Thursday, October 24, 2019; 6:00– 8:00 pm
 29 people signed in at this meeting, and 15 individuals submitted question cards.
 Metro received 6 written comments at the end of this meeting.

- Meeting #3: West Adams
 Virginia Road Elementary School
 2925 Virginia Road, Los Angeles
 Saturday, October 26, 2019; 10:00 am – 12:00 pm
 35 people signed in at this meeting, and 19 individuals submitted question cards.
 Metro received 2 written comments at the end of this meeting.

- Meeting #3: Beverly Grove / West Hollywood
 Rosewood Avenue Elementary
 503 N. Croft Avenue, Los Angeles
 Tuesday, October 29, 2019; 6:00– 8:00 pm
 Saturday, October 26, 2019; 10:00 am – 12:00 pm
 39 people signed in at this meeting, and 14 individuals submitted question cards.
 Metro received 10 written comments at the end of this meeting.

II. Overview of Support Tasks and Activities

To support Metro Community Relations, the Lee Andrews Group (LAG), implemented the following activities, and supporting tasks:

Tasks	Date	Notes
Take-One content	Electronic file available October 1: Print	Placed on Metro website October 1, 2019.
Define Take-One distribution Plan	October 9: Community distribution	Hard copies distributed to the following locations: <ul style="list-style-type: none"> • Robertson Branch Library (50 English/Spanish) • Baldwin Hills Branch Library (50 English/Spanish) • Washington Irving Branch Library (50 English/Spanish) • Pio Pico Branch Library (50 English/Korean & 50 English/Spanish) Memorial Branch Library (50 English/Spanish) • John C. Freemont Branch Library (50 English/Spanish) • Fairfax Branch Library (50 English/Spanish)

Website content	Final Content October 8: Live	Anticipate quarterly updates to the website content.
Social Media content	October 8- Pre-meeting During meeting Post meeting	Facebook posts 10/8-10/29. <ul style="list-style-type: none"> • 10/22 West Hollywood Meeting Facebook post reached 23.6K Facebook feeds and generated 174 Facebook responses. • 10/24 Mid-City Meeting Facebook post reached 35.6 K Facebook feeds and generated 153 Facebook responses. • 10/26 West Adams Meeting Facebook post reached 29.4K Facebook feeds and generated 249 Facebook responses. • 10/29 Beverly/Fairfax Meeting • Facebook post reached 28K Facebook feeds and generated 147 Facebook responses.
Tasks	Date	Notes
Electronic Meeting Notification	October 11: Meeting Notification Email October 22: Meeting Reminder Email October 25: Meeting Reminder Email October 29: Meeting Reminder Email	Email Open Rates: <ul style="list-style-type: none"> • October 11 – 400 opens • October 22 – 364 opens • October 25 – 294 opens • October 29 – 280 opens
Elected officials' briefing	October 16:	A total of 20 individuals from federal, state and local elected official offices including: City of Culver City, City of Beverly Hills, City of West Hollywood, Los Angeles City Councilmember Paul Koretz, Los Angeles City Councilmember Mitch O'Farrell, City of Los Angeles Mayor Eric Garcetti, Los Angeles County Supervisor Sheila Kuehl, Los Angeles County Supervisor Mark Ridley-Thomas, California State Assemblymember Sydney Kamlager, California State Assemblymember Miguel Santiago, California State Assemblymember Richard Bloom, State Senator Ben Allen, Congressman Ted Lieu, Congressman Jimmy Gomez, Congressmen Adam Schiff, Congresswoman Karen Bass and United States Senator Diane Feinstein
Stakeholder List	October 8: Utilize list to send email invite	Sent email to list of stakeholder email addresses, staff of elected officials, BIDs, local chambers, neighborhood councils, and association members, West Hollywood Advisory Board members, and various community leaders identified asking to promote and attend the series of community meetings

Community Events/Pop-ups	October 11 -26, 2019	Take-Ones and additional information was distributed at the following events/locations: Taste of Soul, Hollywood & Melrose Farmers Market, West Hollywood Farmers Market, La Cienega Farmers Market. Communities surrounding the community meeting were additionally canvassed by street team members.
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In addition to the four open public meetings conducted during the fall, Metro staff and the outreach team conducted outreach at the community group level with the following community groups:

- August 20, 2019: Carthay Circle Community Meeting
- October 10, 2019: Wellington Park Neighborhood Association Meeting
- November 19, 2019: Mid City West Neighborhood Council Meeting
- December 10, 2019 meeting with the leadership at Cedars Sinai.
- February 16, 2020 – African American History month event at Leimert Park

III. Open House Community Meetings Recap



Meeting 1

Date: October 22, 2019

Location: Plummer Park

Attendees: 58

Question cards submitted: 29

Comment cards submitted: 12

Total comments (post-it notes) submitted on two feedback boards: 33

Media: KNBC-4

Elected officials and/or representatives:

1. West Hollywood City Councilmember Lindsey Horvath

Below is a summary (by category) of the *questions* submitted:

Environmental

- Why aren't stations ever cleaned in areas such as Santa Monica Blvd.
- Besides environmental factors, are resident opinions and the WeHo City Council being considered when choosing at-grade or underground on San Vicente?

Alternative Selection

- If the train is at-grade on Santa Monica Blvd, where would it be? In the middle of the street? Will that take away traffic lanes?
- Would traffic lanes be eliminated altogether if the train runs on San Vicente?
- Is Metro surveying riders of the 105, 217, 780, 218, 212 and other N-5 routes to see what alignments they prefer, since they are the Angelenos currently traveling N-5 on this corridor?
- Will the City of LA support the development of the La Cienega alternative?
- Will Metro commit to underground to preserve WeHo public space if the San Vicente line is chosen?
- Who decides which route will be completed?
- Can a BRT and rail option be considered under the current scope (I.e. Alternative C with a BRT on San Vicente)?
- What are the operating cost comparisons between A2 and C?
- Will the San Vicente Hybrid option be significantly quicker than riding insurface traffic?
- Why can't there be a station at Crenshaw/Wilshire?

Transit-oriented Communities

- Does Metro offer incentives to cities to implement plans for pedestrian and bicycle facilities in the vicinity of stations?

- Has there been other cities with a strong distinctive character/personality such as WeHo that has acquired a Metro line? If so, were there any noticeable changes to the town?

Early Project Delivery

- Why aren't DOT funds being issued for funding the needed construction of the CNE line instead of a local sales tax increase?
- What funding sources will the City of WeHo use to accelerate the project?
- How will EIFD special taxing district work to provide more money to accelerate the project?
- Are property owners expected to pay more taxes for the budget of this project?
- What would make it possible for the line to open in 2028?

Other

- Land use
 - Will the City of LA change zoning of R1 lots where at-grade or underground rail lines will run? Has this happened before with other lines, such as the Expo?
 - How can the public make an informed decision on a preferred route without knowing the contents of the related transit plans, such as tenant protections and upzoning?
 - Did upzoning along routes cause a reduction in ridership?
 - Why not study the potential increase in ridership by building parking garages at stations?
 - Will the City of LA change R1 zoning on lots bordering or near new lines? Has this happened with other existing lines, such as Expo?
- FLM—What is being done for first/last mile accommodations?
- Displacement
 - What is Metro doing for the Leimert Park community and other areas regarding gentrification issues and businesses being affected.
 - How do we prevent displacement of residents and more gentrification?

Below is a summary (by category) of the *comments* submitted:

Environmental

- Children and elderly people are subjected to drugs and smoking at stations/stops.

Alternative Selection

- I support the A2 Hybrid route; I greatly oppose the other routes.
- Have the rail at-grade north of Melrose to resolve the “sharp right” turn issue—allowing the LRT train to run on the center median on Fairfax and make a right on Santa Monica Blvd.
- I like Alternative A2 for access to popular destinations (I.e. LACMA, The Grove, CBS, Cedars-Sinai, Beverly Center, WeHo Library, PDC, etc.).
- Aerial for alternative A2 would free up narrow crowded streets and prevent pedestrian injuries.

- The San Vicente Hybrid option supports gig food couriers in conducting their business effectively and safely.
- Metro should consider a station on La Cienega/Santa Monica Blvd and at the Hollywood Bowl.
- I believe alternative “C” (Fairfax Ave) makes most sense because Fairfax Ave has the most points of interest (Museums, La Brea Tar Pits, 3rd Street Farmer’s Market, The Grove, Fairfax High School, etc.) Fairfax Ave also has the most density.
- I vote for option A if it is underground only—aerial is ugly and at-grade makes traffic worse.
- I support the A2 Hybrid alternative, and greatly oppose the other routes and plan to fight them along with my neighbors and HPOZ community.
- As a resident of WeHo, I prefer the Hybrid option because it covers more dense areas.
- If WeHo and LA City pursue an EIFD, we should pursue a network concept consisting of option C and BRT on San Vicente from Sunset to Pico/Rimpau Transit Center. Bus lanes can be implemented on streets like Sunset, Fairfax, La Cienega, Beverly and 3rd Street. We need an actual network improvement in the area.
- The response to the question “Why can’t the Crenshaw line go to the Purple line/Wilshire Blvd was inadequate! The stop at Crenshaw/Wilshire would work as a transfer point to the Purple line East and West. This would bring passengers to the West and connect with new northern routes through WeHo.
- I’m a homeowner in the Miracle Mile HPOZ and I’m very excited about these proposed plans! Especially the portion that runs along San Vicente, whether or not it’s above ground. Right now, it’s noisy, polluted and always jammed with cars and terrible for pedestrians.
- I definitely prefer the Hybrid alignment as it serves the community and its largest employers and attractions (such as museums on Wilshire, Farmer’s Market, The Grove and Beverly Center). I also support the extension to the Hollywood Bowl.
- I am thrilled that there is preference for the San Vicente/La Cienega because that is way more effective and needed than moving farther east. San Vicente ultimately would be the absolute best for WeHo residents and the vast majority of visitors going to the Rainbow District.
- Location of stations is key—need to be convenient to destinations.
- La Brea makes for a better transit network.

Transit-oriented Communities

- Metro park and ride lots will not work if there is a \$3 charge per day.

Early Project Delivery

- Do not accelerate the timeline. Do it right and don’t rush!
- I believe the northern extension must be accelerated to be completed by 2030.

Other

- Safety
 - The elevators never work at stations in lower-income communities.

- There needs to be security at park and ride lots to avoid vandalism and theft.
- Funds—allocate funding to keep trains clean.



Meeting 2

Date: October 24, 2019

Location: Wilshire Crest Elementary School

Attendees: 29

Question cards submitted: 15

Comment cards submitted: 6

Total comments (post-it notes) submitted on two feedback boards: 7

Media: Larchmont Buzz

Elected officials and/or representatives:

1. West Hollywood City Councilmember Lindsey Horvath
2. Stewart Lozano, Field Representative, Office of Assemblymember Richard Bloom
3. Angie Aramayo, Central Area Representative, Office of Mayor Eric Garcetti
4. Fernando Morales, West/Metro LA Senior Field Deputy, Office of LA County Supervisor Sheila Kuehl

Below is a summary (by category) of the *questions* submitted:

Environmental

- To increase the usefulness of the CNEP, will the lights in the area be revised/increased to synchronize with the rail line?
- Does the study account for signal prioritization for at-grade?
- Will stations be designed to LEED standards or include solar power?
- Could safety improvements for people walking to future stations be included in the project?
- If Metro runs up Fairfax, is there an opportunity to improve pedestrian crossing/safety at the Fairfax asterisk? Would studies be performed?

Alternative Selection

- Is Metro seriously contemplating a below-ground alternative that our city council assured us its approval depended on?
- What determines where the line is above/below ground?
- Why doesn't Crenshaw line connect at Crenshaw/Wilshire?
- Would the Hollywood Bowl station/stop reduce car traffic on Highland?

Early Project Delivery

- How soon could this extension open if the funding was found by the local communities? What would be the advanced/expedited timeline?

Other

- Funds
 - Is the \$2 billion the max that is needed?
 - How would EIFD be decided in LA? Is this a voter decision to divert tax revenue away from general fund?
 - How many of Metro's rail projects were fully funded at this stage? Would this be competitive for State and Federal grants?
 - What measures is Metro (not West Hollywood) taking to secure the funding required to expedite the project?
- Outreach
 - Has Metro written to all property owners on San Vicente to inform them of meeting dates and route options? Most properties are not owner occupied. How did you notify property owners along San Vicente?
 - How have you engaged with non-English speaking communities?
 - Have you proactively engaged with young people/children? They will be the ones benefiting the most.
 - Can more outreach be done like radio, signage, etc.
- Stations
 - Will stations include bicycle storage and/or mobility hubs?
 - Will you take away street parking near the new stations to get more people into transit and out of cars?
 - Will you build new turnstiles to prevent cheating on fares?
- Art
 - For murals, is there anything historical for African-Americans?

Below is a summary (by category) of the *comments* submitted:

Environmental

- My house on San Vicente Blvd falls under historic zoning; Metro should follow the same restrictions as residents when it comes to construction.
- I could not care less about parking—why are we subsidizing your private vehicle use?

Alternative Selection

- The A2 option would be the best choice.
- I would suggest starting a study for La Brea to have a BRT, preferably with a dedicated bus lane in the middle. This could push for a car-ban all along Hollywood Blvd, similar to 14th street in New York.
- I prefer alignment A (San Vicente) all the way!
- Alignment A2 seems like it would be a fantastic way to connect destinations in WeHo with the transit system. It's imperative, though, that this is accompanied by upzoning, reducing parking minimums and creating more walkable communities.
- Any above ground rail system on San Vicente will cut our Carthay Circle in half. It will diminish our physical continuity, bring noise, remove part of our community greenery, serenity, and "small town" feel that we cherish in the middle of our sprawling city. Historic (HPOZ) neighborhood residents wish to keep their neighborhood intact.

Transit-oriented Communities

- We need more density around stations! Home owners will whine but us renters desperately need transit-oriented options.

Other

- Stations
 - I suggest that a small entrance be installed underground to cross Hollywood Blvd.
 - All stations need to be ADA compliant—no excuses.
 - Please protect bike storage; not comfortable leaving my bike chained.
- Rail stops
 - Ensure that there are less than 6-minute headways on all rail lines!



Meeting 3

Date: October 26, 2019

Location: Virginia Road Elementary School

Attendees: 35

Question cards submitted: 19

Comment cards submitted: 2

Total comments (post-it notes) submitted on two feedback boards: 10

Media:

Elected officials and/or representatives:

1. West Hollywood City Councilmember Lindsey Horvath
2. Sonia Lopez, Senior Field Representative, Office of California State Senator Holly Mitchell

Below is a summary (by category) of the questions submitted:

Environmental

- What are the top three things that will impact the route decision?
- How will traffic be affected?
- What is the role of the public during the environmental process next year?

Alternative Selection

- What is the most supported alternative line option based on current feedback?
- Which sections will be underground, at-grade or aerial?
- Have the purple line extensions planned for/incorporated a connection to the CNE?
- Is it possible for the project to be built in phases; phase 1 connecting to the purple line beginning in 2021-22 to be ready before the Olympics, and phase 2 connecting to the red line.
- Why was the Pico – San Vicente stop at mid-town not considered as a station stop? There is no shopping center at Olympic – San Vicente and connections to BBB #7 bus.

Transit-oriented Communities

- Will any existing home be destroyed to make way for railway?
- Will zoning laws be changed to permit density building (i.e. 5-story apartment complex)
- How will VMT (vehicle miles traveled) change the environmental review of transit projects? Will this be the first Metro project that uses VMT instead of LOS?

Early Project Delivery

- How long is it going to take to finish the project?
- Why is the CNE projected to take longer to build than the Expo?
- What is the timeframe for the five options?
- Unfortunately, the Metro boards current plans do not call for construction to even begin until 2041. This does not focus on the underserved communities and a pathway to travel to work and more. Do we really want additional generations or minority residents to be denied full access to LA's economic and cultural life because they can't travel easily?
- What would the accelerated timeline be?

Other

- Stations
 - Would the Hollywood Bowl station only operate during events?

Below is a summary (by category) of the *comments* submitted:

Alternative Selection

- Most of the focus in this effort seems to be building the train lines. As I see, making it easier for riders to use connecting buses (better/larger shelters, bus hubs, easier to quickly load/unload bikes) might make the train alignment choices easier, faster and more user friendly. I believe we need to retrain riders to use train/bus combinations.
- Alignment A2 is a winner, providing access to the Beverly Center, Farmer's Market, LACMA and more.
- Strongly suggest the San Vicente route, above ground on the San Vicente portion. Keep cost down by using current median.
- Do not use Adams Blvd. as a stop; use Washington Blvd. instead.
- Could you combine the CNE with a WeHo streetcar to capture both regional and local trips? Perhaps the budget savings on a more direct route (options C or D) could be used to fund the streetcar. Perth, Australia, is looking to use "Autonomous-rail rapid transit" (ART) to build light-rail-like capacity and ride quality for the price of BRT! Perhaps this technology can be used for a WeHo streetcar.

Transit-oriented Communities

- Displacement of lower income residents for builders to take advantage of convenient travel for middle and upper class.

Early Project Delivery

- Accelerate construction and start by the end of 2021.



Meeting 4

Date: October 29, 2019

Location: Rosewood Avenue
Elementary School

Attendees: 39

Question cards submitted: 14

Comment cards submitted: 10

Total comments (post-it notes)

submitted on two feedback

boards: 18

Media:

Elected officials and/or representatives:

1. West Hollywood City Councilmember Lindsey Horvath
2. Jay Greenstein, Chief Field and Transportation Deputy, Office of LA City Councilmember Paul Koretz

Below is a summary (by category) of the *questions* submitted:

Environmental

- What has Metro's process been in terms of partnering with planning and HPOZ's to determine the impact of alignments A, B and C on Carthay Circle?
- What acknowledgement and consideration is being given to the impacts of alignments A, B and C on Carthay Circle, which is a historic, residential community?
- Regarding land use, have the percentages of residential areas directly impacted by the various alignments been calculated?
- What will you be able to do to minimize disruption during construction?
- What are the impacts of underground construction to nearby properties (i.e. access, noise, vibrations, pollution, debris, traffic, etc.)?
- I am a HPOZ Carthay Circle resident. A decade ago San Vicente underwent a "Flood Zone" improvement costing millions to the taxpayer, including removing median trees, crating, having arborists care for trees—some over 100 years old—by putting transit underground, how will this impact flood draining, does it negate?
- What measures will be taken for protecting HPOZ residential areas, Carthay Circle in particular.

Alternative Selection

- Where will the rail be above and below ground?
- How does an alignment on San Vicente "preserve the character" of the historic Carthay Circle community or respect the protections of the HPOZ?
- This project is a critical link in our rail network. If the La Brea alternative is chosen, will West Hollywood still support this project?
- How many people drive into Beverly Hills and Century City who live in Mid City and WeHo who could be served by this project?
- How would the light rail stations connect to subway stations?
- What is the likelihood of the line being above ground?

Transit-oriented Communities

- Will homes and businesses be condemned? What type of businesses will go in stations?

Early Project Delivery

- Will the CNE be operational in time for the Olympics?

Other

- Rail stops
 - How often will trains run?
- Council
 - What is councilman Koretz's view on the alignments directly impacting the Carthay Circle historic community?

- Outreach
 - In terms of community outreach, what has the process been for the notice of meetings? Carthay Circle residents haven't been noticed yet and the top 3 alignments directly bisect our historic residential community.
 - Why hasn't there been a meeting in Carthay Circle?
- Art
 - How can I get involved in Metro art projects?

Below is a summary (by category) of the *comments* submitted:

Environmental

- HPOZ charm of neighborhood above ground train would ruin appearance of San Vicente. Underground utilities buried will be impacted. These are concerns of most of the residents of Carthay Circle, the same as those of WeHo who apparently do not want this eye sore in "their" tolerant community but would benefit from its commerce.

Alternative Selection

- Extending plans to Hollywood Bowl sound smart.
- Option A2 looks like the most versatile option, but the require funding is concerning. Option A or A1 would be a great 2nd best option, especially for WeHo residents and workers.
- I support the project, specifically the A, A1 and A2 routes. My concern is regarding to use of at-grade track on San Vicente between Olympic and Wilshire; for many reasons I hope that segment would be underground.
- Please choose alignments B or C. La Brea is likely better, but Fairfax works as well. I support elevated alignments if it saves money, and I think the views from the train would be incredible.
- The top three alignments threaten to critically impact the historic, residential/Carthay community. This makes me think of the Boyle Heights community that was forever changed by infrastructure, freeways bisecting that historic community. Communities can be destroyed by these large transportation projects.
- La Cienega has businesses, restaurants, and a school that would be accessible! Nothing on San Vicente!
- What is important to me and the community that I live in is the congestion you will bring by building A1 or A2 above ground (which I am totally against) or below ground. Between the station and the parking, you destroy the atmosphere of WeHo that everyone is trying to get to. Have you factored in the proliferation of Uber and Lyft, which is unstoppable?
- I like the San Vicente Alternative 2; it's the option I would personally utilize the most. It seems to me that with all the money, time and effort that goes into each of these extensions, we should take advantage of an opportunity to create a line that links the most visited/lived in areas of LA rather than focus on how short the trip from A to B is.
- Options A2 and B make the most sense to me. I think it's of critical importance to connect to the Hollywood Bowl. Like a lot of Angelenos, I'm worried about gentrification, but I think that connecting our major stadiums and culture is extremely

important (The Bowl, Dodger Stadium, Getty, etc.). That could actually make a huge difference and strengthen the access to our institutions and alleviate event traffic and parking.

- Fairfax would be ideal as this is a business access and only impacts Park Ls Brea residents instead of an entire cozy HPOZ protected area.

Transit-oriented Communities

- Close Hollywood Blvd. to cars! It's already shut down so often for events.

Early Project Delivery

- This is a critical project for the future of the region. Whatever is necessary in terms of alignments, securing funding sooner, etc. – Do it! The opponents are local, but do not reflect LA's future.

IV. Social Media Feedback


Relevant Facebook Comments on Crenshaw Northern Extension – Overview Video

- **Alex Jenkins wrote:** "Wouldn't it be good if we could have a time machine, go back to perhaps the 1930's and 40's, and keep the entirety of the Los Angeles Railway and Pacific Electric, and then build up the zoning laws in LA county around them, with zoning based on proximity to LARY and PE Lines, so the closer you'd be to them, the higher you could build (so essentially TOD all around LA county)? I believe the northern extension must be accelerated to be completed by 2030."
- **Btomimatsucunard wrote:** "It'd be awesome! Tho the travel times might have been an annoyance. I looked at an old rapid transit proposal from '47, and they referenced current travel times from Santa Monica to LA as being 70 minutes. Similar travel times for Hollywood as well."
- **Alex Jenkins wrote:** "btomimatsucunard I wouldn't be surprised if part or all of the network, especially in Downtown LA and the surrounding areas would have been put in tunnel or elevated in that case Or the monorail could have been built up, that's shorten journey times massively"
- **Btomimatsucunard wrote:** "@Alex Jenkins the plan had that in it I believe but I was referencing the old Red Car system. We lost a huge opportunity for a relatively easy and cheap upgrade of the existing system."
- **Alex Jenkins wrote:** "btomimatsucunard Ah, sorry, I think I might have misunderstood you. It'd actually be good today, if the PE network, especially in Downtown, Hollywood and those areas, was put into tunnels, but as you said, it's a huge opportunity that we've lost."
- **Btomimatsucunard wrote:** "Right, if the first incarnation of the MTA or the County could have seen the opportunity we had and modernize the Red car and Yellow car systems we could have been on par with San Fran or Pittsburg with their heritage systems."

- **Alex Jenkins wrote:** “btomimatsucunard Yeah, or even something like the Stadtbahn networks in Germany. It would have been possible to create a full blown metrosystem out of them in the future if LA had gone down that route”
- **Xcelron wrote:** “I agree, but that all sounds like a dream. It'd be nice if this was a train city. It's more relaxing to be on a train, i'm on board with this.”
- **Jh Zhou wrote:** “Yeah, but with a groundbreaking date set for 2041 and expected opening in 2047. I would be 200 yrs old by then.”
- **ChariotManGaming wrote:** “That's why NYC MTA Transit is the best because it takes you anywhere in the city.”
- **Richared Le wrote:** “Thank you based Metro”
- **nintenmetro wrote:** “First off, if it goes to Hollywood/Highland, I hope you can extend it to Universal, Toluca Lake (iHeartRadio theater), and Burbank (Olive/San Fernando). Second, what's the name of the music in the background?”

Relevant Facebook Comments on Crenshaw Northern Extension – Overview YouTube Video Posted to Facebook

- **Michael Ramirez wrote:** “While a Crenshaw Northern Extension would be great how about instead of having the line meet up and terminate at Hollywood and Highland we extend it down Santa Monica Blvd through Hollywood to Echo Park and Silver Lake where it turns into Sunset and to downtown to end at Union Station instead and fill more than the gaps in West Hollywood?”
- **Paul Karaitis wrote:** “Michael Ramirez Oh, YES. If I had the \$4 billion or so it'd probably take to make that happen I'd give it in a heartbeat! Unfortunately, I don't have anything near that amount.....”
- **Kyle Remmenga wrote:** “Michael Ramirez call me crazy, go to hollywood highland since hollywood has way more people and tourist and that’s where it should go BUT add another designated line along the route you propose going from union station up sunset and tunneled parallel between sunset and santa monica to eventually meet and connect with crenshaw northern extension.”
- **Rick Russell wrote:** “Michael Ramirez a better rout would be to extend from Hollywood to the valley conecting the orange line”
- **Luis Rebolledowrote:** “Ha.....Realistically this is a proposal that will not benefit anyone in the near future. I have yet to hear any ideas that would benefit our current traffic situation. I realize planning for the future is important but what is metro doing for the now?”
- **Samantha Carroll wrote:** ““2041 groundbreaking” what’s. What’s the point of even talking about it like this now? This won’t benefit, like, anyone who lives here now?”
- **Adam G. Linder wrote:** “Samantha, HAHAHAHAHA. And here’s the problem with the entire world. ^^ screenshooting this for history books on why the kids of the future don’t have nice things.”
- **Carlos Velasco wrote:** “2041? We ain't gonna need no metro bythen”
- **Julien Jorda wrote:** “Christelle Cenatiempo Jorda Arnaud Lefay well, it's planned for 2041 ...but it's qd mm colos!”

- **Arnaud Lefay wrote:** “so you stay 10 more years??”
- **Mita Fane wrote:** “The Grove is not in West Hollywood. He needs a map”
- **Kim Walling wrote:** “No traffic congestion hassles for me, for 20+years, LA West area. Only 2block walk to 7 different Transit lines, via www.metro.net THE better way by: helping clean air, no car costs/hassles, far safer from distracted drivers, crime, +more ppl bonding! 


Meeting 1

Date: October 22, 2019

Location: Plummer Park

Questions submitted:

1. Will LA City change zoning of R1 lots where above or below-grade rail lines run? Has this happened with other lines, such as Expo?
2. Where is WeHo with helping the ½ mile to 1 mile...residents need to travel to stations (i.e. scooter, e-bike)?
3. Instead of a local sales tax increase, why aren't the state of California and the Federal government DOT funds being issued for funding for the needed construction of the CNE line? Sales tax is a very regressive measure!
4. What is Metro doing for the Leimert Park community and other areas as far as gentrification issues and businesses being affected?
5. How can the public make an informed decision on a route for the Crenshaw extension without knowing the contents of the related transit plans, including tenant protections and upzoning?
6. Is the City of LA transit plan upzoning along the routes responsible for reducing ridership?
7. Why can't the Crenshaw line connect to the Purple line?
8. If you have above ground on Santa Monica Blvd. or any other street, where would it be? In the middle of the street? Will that take away traffic lanes?
9. Would you eliminate car lanes altogether on San Vicente if that route is chosen?
10. Why not study the potential increase in ridership by building parking garages at stations?
11. Is Metro surveying riders of the 105, 217, 780, 218, 212 and other N-5 routes to see what alignments they prefer, since they are the Angelenos currently traveling N-5 on this corridor?
12. If the alignment is on La Cienega that would be the City of LA, thus less costly to WeHo; will the City of LA support that development?
13. Does Metro offer incentives to cities to implement plans for pedestrian and bicycle facilities in the vicinity of stations?
14. Who decides which route will be completed?
15. Does Metro have any opinions they can share regarding the recent findings of the City of WeHo funding sources, which could be used to accelerate the project?

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16. Explain how EIFD special taxing district would work to provide more money to accelerate the WeHo connection? Are you expecting property owners to pay even more for the budget?
 17. Could a BRT and rail option be considered under the current scope (i.e. a pairing of option C and a BRT on San Vicente)?
 18. Can you describe the operating costs between option A2 and C?
 19. When does the money need to be in place to be completed by 2028?
 20. Is it true that the San Vicente/Hybrid alignment will be significantly quicker than riding in surface traffic?
 21. Have there been other cities with as strong a distinctive personality/character that has gotten Metro, and has there been any noticeable change to the town?
 22. Environmental impacts are what decide whether the line in WeHo is about or underground, but what about what many residents want and what the WeHo city council said that it must be underground?
 23. Why can't the Crenshaw line end at Wilshire with a station at Crenshaw and Wilshire?
 24. When preserving HPOZ, will you go underground only (i.e. San Vicente)?
 25. How do we prevent displacement of residents and more gentrification?
 26. Will LA City change R1 zoning on lots bordering or near new Metro lines? Has this happened with other existing rail lines, like Expo? R1 to R3 would support property value.

Comments submitted:

1. I support the A2 Hybrid route, and greatly oppose the other routes.
2. Safety and environmental factors need to be taken into consideration such as people (particularly children and elderly) being subjected to drugs and smoking around the stations, safety hazards like nonworking elevators, and uncleaned train stations.
3. I want the train near my house so we can get more places.
4. I love this project and wish I could ride the line today.
5. A solution to resolve a "sharp right" turn issue—from Fairfax onto Santa Monica Blvd—is to bring the train onto the street level—north of Melrose. The LRT train could then run in the center median of Fairfax, then make a sharp right (at-grade) onto Santa Monica Blvd, continue at-grade.
6. There are many Metro park and ride lots that were placed there for easy commutes and to have a cleaner environment. Metro has decided to charge \$3/day; now the lots are empty and LAX workers are affected. Rates of \$3 do not seem to work, especially with no security onsite to monitor vehicle safety, vandalism and theft.
7. Allocate funding to keep trains clean and tidy.
8. The best option is to complete the Crenshaw line to Wilshire.
9. I like A2 for access to LACMA, Grove, CBS, Cedars-Sinai, Beverly Center, WeHo Library, etc. Overhead would reduce traffic density and free up narrow crowded streets and avoid pedestrian/traffic injuries.
10. I very much like the Hybrid option A2, as this will provide the greatest coverage for access to key community sites (i.e. Grove, Cedars-Sinai, CBS, WeHo Library, rec. center and Beverly Center). Provides western most course, enabling the line to go down middle of Santa Monica Blvd.



11. I support the San Vicente Hybrid option. As a gig food courier, it helps me (and my colleagues) conduct (our) business effectively and safely. The San Vicente Hybrid option serves destinations residents and tourists like to go to (The Grove, Beverly Center, San Vicente/Santa Monica Blvd, WeHo Gateway and Hollywood/Highland). I would like to see more consideration toward adding a station on La Cienega/Santa Monica Blvd and a station at the Hollywood Bowl. I would also like Metro to consider another study to extend the Crenshaw line north of the Hollywood Bowl to Downtown Burbank or Burbank Airport via Barham Blvd, Olive Ave, or Hollywood Way; this can potentially alleviate traffic on Burham Blvd during Hollywood Bowl events.
12. I believe the alternative "C" (Fairfax Ave) makes most sense because Fairfax Ave has the most points of interest (Museums, La Brea Tar Pits, 3rd Street Farmer's Market, The Grove, Fairfax High School, etc.) Fairfax Ave also has the most density.
13. For the "sharp right" turn from Fairfax onto Santa Monica Blvd, it is possible by bringing the LRT onto the street level. The LRT can run in the center median of Fairfax Ave, then proceed east in the center of Santa Monica Blvd.
14. I vote for Option A; this alternative is the best as it goes to the City Library and park, the main WeHo nightlife area, the Sherriff station and Pride/Halloween events.
15. I vote for underground only—aerial is ugly and at-grade makes traffic worse.
16. Do not accelerate the timeline; do it right and don't rush!
17. I support the A2 Hybrid route; I greatly oppose the other routes and plan to fight them along with my neighbors and HPOZ community.
18. As a resident of WeHo, I prefer the Hybrid option because it covers more dense areas (i.e. The Grove, Beverly Center, Cedars-Sinai, WeHo entertainment area and Pacific Design Center).
19. If WeHo and LA City pursue an EIFD, we should pursue a network concept consisting of option C and BRT on Sam Vicente from Sunset to Pico/Rimpau Transit Center. Bus lanes can be implemented on streets like Sunset, Fairfax, La Cienega, Beverly and 3rd Street. We need an actual network improvement in the area, not a Disneyland circulator train (A2).
20. The response to the question "Why can't the Crenshaw line go to the Purple line/Wilshire Blvd was inadequate! The stop at Crenshaw/Wilshire would work as a transfer point to the Purple line East and West. This would bring passengers to the West and connect with new northern routes through WeHo.
21. Please stay off San Vicente from Pico to Wilshire; it is only residential and would destroy historical communities.
22. I'm a homeowner in the Miracle Mile HPOZ and I'm very excited about these proposed plans! Especially the portion that runs along San Vicente, whether or not it's above ground. Right now, it's noisy, polluted and always jammed with cars and terrible for pedestrians.
23. Please complete the project in phases, at least up to Wilshire, to encourage new ridership and earn more money through fees to fund the remaining phases.
24. Please improve your app, and GPS sync with Google Maps; this is the primary reason why young people find it so frustrating to "Go Metro."
25. I am extremely pleased to see the addition of the A2 Hybrid route. I definitely prefer that alignment as it serves the community and its largest employers and attractions



(such as museums on Wilshire, Farmer's Market, Grove and Beverly Center). I also support the extension to the Hollywood Bowl.

26. I believe the northern extension must be accelerated to be completed by 2030.
27. I am thrilled that there is preference for the San Vicente/La Cienega because that is way more effective and needed than moving farther east.
28. San Vicente ultimately would be the absolute best for WeHo and LA residents visiting WeHo. Why? The vast majority love visiting the Rainbow District/Gayborhood; it is one of the largest collections in the world for LGBT activities, bars and shops and I am constantly being asked on the buses on Santa Monica Blvd how to get to the Rainbow District. That is the shining star of our wonderful city; anything else (such as routes B and C) would be an extreme mistake and misuse of funds.
29. Thank you so much for all your incredible work! WeHo is amazing and I try to tell everyone I know to use Metro because it doesn't get enough credit and it is wonderful.
30. It is important to guarantee frequent service—minimum of every 20 minutes.
31. Location of stations is key—need to be convenient to destinations.
32. La Brea makes for a better transit network. People don't just want to go to all the destinations in WeHo, they want to move around LA efficiently. If we don't make a functional network, we won't get people out of cars. La Brea, at half the cost, half the travel time, and the same ridership, is the more responsible choice. Just build a busway down Santa Monica Blvd.

Meeting 2

Date: October 24, 2019

Location: Wilshire Crest Elementary School

Questions submitted:

1. Is Metro seriously contemplating a below-ground alternative that our city council assured us its approval depended on? West Hollywood West residents are concerned that an at-grade or aerial route on a San Vicente alignment north of Beverly would divide our neighborhood, run in front of homes on San Vicente and interfere with the Halloween and Pride festivals.
2. To increase the usefulness of the CNEP, will the lights in the area be revised/increased to synchronize with the rail line?
3. Is the \$2 billion the max that is needed?
4. Has Metro written to all property owners on San Vicente to inform them of meeting dates and route options? Most properties are not owner occupied. How did you notify property owners along San Vicente?
5. How have you engaged with non-English speaking commuties?
6. Have you proactively engaged with young people/children? They will be the ones benefiting the most.
7. Does the study account for signal prioritization for at-grade?
8. Will stations be designed to LEED standards or include solar power?
9. Will stations include bicycle storage and/or mobility hubs?
10. Can more outreach be done like radio, signage, etc.
11. What determines where the line is above/below ground?
12. Employment of communities involved?
13. Why doesn't Crenshaw line connect at Crenshaw/Wilshire?
14. For murals, is there anything historical for African-Americans?
15. How does the ridership of this line compare to other existing and planned Metro lines?
16. How many Metro staff members took alternative transit modes (i.e. not driving) to get here today?
17. Could safety improvements for people walking to future stations be included in the project?
18. If Metro runs up Fairfax, is there an opportunity to improve pedestrian crossing/safety at the Fairfax asterisk? Would studies be performed?
19. How would EIFD be decided in LA? Is this a voter decision to divert tax revenue away from general fund?
20. How soon could this extension open if the funding was found by the local communities? What would be the advanced/expedited timeline?
21. Would the Hollywood Bowl station/stop reduce car traffic on Highland?
22. Does Metro have a list of artists that they would consider using to commission work and how will they choose them?
23. How many of Metro's rail projects were fully funded at this stage? Would this be competitive for State and Federal grants?
24. Will you take away street parking near the new stations to get more people into transit and out of cars?
25. Will you build new turnstiles to prevent cheating on fares?

26. What measures is Metro (not West Hollywood) taking to secure the funding required to expedite the project?
27. What is being done to ensure Crenshaw line trains will have signal preemption when operating at-grade (to avoid the frustrating wait times Expo line riders experience in DTLA)?


Comments submitted:

1. My house on San Vicente Blvd falls under historic zoning; Metro should follow the same restrictions as residents when it comes to construction.
2. Please install Chicago/New York style entrances. I take the 780 to Hollywood and Western B line to the 720, and have lost too many connections because I have to wait almost a minute to cross the street. It adds 10-15 minutes to my commute, and buses slow down after rush hour. I suggest that a small entrance be installed underground to cross Hollywood Blvd.
3. The A2 option would be the best choice. Having a heavy-rail option would be a better long-term solution. La Brea (212/312) is underserved. I would suggest to start a study for La Brea to have a BRT, preferably with a dedicated bus lane in the middle. This could push for a car-ban all along Hollywood Blvd, similar to 14th street in New York. Make no unnecessary reductions to project due to neighborhood pressure; this project is crucial to the area.
4. NIMBY's are always the loudest; ignore them. For every NIMBY, there are 10 NIMBY's who couldn't attend or didn't feel comfortable speaking up—I'm tired of angry property owners yelling and misbehaving
5. We need more density around stations! Home owners will whine but us renters desperately need transit-oriented options.
6. All stations need to be ADA compliant—no excuses.
7. Please protect bike storage; not comfortable leaving my bike chained.
8. I could not care less about parking—why are we subsidizing your private vehicle use?
9. I prefer alignment A (San Vicente) all the way!
10. Alignment A2 seems like it would be a fantastic way to connect destinations in WeHo with the transit system. It's imperative, though, that this is accompanied by upzoning, reducing parking minimums and creating more walkable communities. Also, ensure that there are less than 6-minute headways on all rail lines!
11. I live in historic Carthay Circle, which was built as its own small community—1926 movie theater, market, park, school, gas station, medical offices and underground utility lines. Any above ground rail system on San Vicente will cut our Carthay Circle in half. It will diminish our physical continuity, bring noise, remove part of our community greenery, serenity, and “small town” feel that we cherish in the middle of our sprawling city. The above ground rail line on Exposition/Jefferson did cut that neighborhood in half; that result is unfortunate. Historic (HPOZ) neighborhood residents wish to keep their neighborhood intact.

Meeting 3

Date: October 26, 2019

Location: Virginia Road Elementary School



Questions submitted:

1. How long is it going to take to finish the project?
2. What is the most supported alternative line option based on current feedback? Is there any effort to get more large-scale feedback from people who aren't at these meetings?
3. How will VMT (vehicle miles traveled) change the environmental review of transit projects? Will this be the first Metro project that uses VMT instead of LOS?
4. Which sections will be underground, at-grade or aerial?
5. What are the top three things that will impact the route decision?
6. Why is the CNE projected to take longer to build than the Expo?
7. What is the timeframe for the five options?
8. How much of the alignment will be underground?
9. Have the purple line extensions planned for/incorporated a connection to the CNE?
10. Will any existing home be destroyed to make way for railway?
11. How will traffic be affected?
12. Will zoning laws be changed to permit density building (i.e. 5-story apartment complex)
13. Is it possible for the project to be built in phases; phase 1 connecting to the purple line beginning in 2021-22 to be ready before the Olympics, and phase 2 connecting to the red line.
14. Would the Hollywood Bowl station only operate during events?
15. What is the role of the public during the environmental process next year?
16. Unfortunately, the Metro boards current plans do not call for construction to even begin until 2041. This does not focus on the underserved communities and a pathway to travel to work and more. Do we really want additional generations or minority residents to be denied full access to LA's economic and cultural life because they can't travel easily?
17. What would the accelerated timeline be?
18. Why was the Pico – San Vicente stop at mid-town not considered as a station stop? There is no shopping center at Olympic – San Vicente and connections to BBB #7 bus.

Comments submitted:

1. Most of the focus in this effort seems to be building the train lines. As I see, making it easier for riders to use connecting buses (better/larger shelters, bus hubs, easier to quickly load/unload bikes) might make the train alignment choices easier, faster and more user friendly. I believe we need to retrain riders to use train/bus combinations.
2. Displacement of lower income residents for builders to take advantage of convenient travel for middle and upper class.
3. Alignment A2 is a winner, providing access to the Beverly Center, Farmer's Market, LACMA and more.
4. Strongly suggest the San Vicente route, above ground on the San Vicente portion. Keep cost down by using current median.
5. Do not use Adams Blvd. as a stop; use Washington Blvd. instead.
6. Accelerate construction and start by the end of 2021.
7. Could you combine the CNE with a WeHo streetcar to capture both regional and local trips? Perhaps the budget savings on a more direct route (options C or D) could be



used to fund the streetcar. Perth, Australia, is looking to use “Autonomous-rail rapid transit” (ART) to build light-rail-like capacity and ride quality for the price of BRT! Perhaps this technology can be used for a WeHo streetcar.


Meeting 4

Date: October 29, 2019

Location: Rosewood Avenue Elementary School

Questions submitted:

1. Will homes and businesses be condemned? What type of businesses will go in stations?
2. Where will the rail be above and below ground?
3. How often will trains run?
4. What has Metro's process been in terms of partnering with planning and HPOZ's to determine the impact of alignments A, B and C on Carthay Circle?
5. What is councilman Koretz's view on the alignments directly impacting the Carthay Circle historic community?
6. How does an alignment on San Vicente "preserve the character" of the historic Carthay Circle community or respect the protections of the HPOZ?
7. In terms of community outreach, what has the process been for the notice of meetings? Carthay Circle residents haven't been noticed yet and the top 3 alignments directly bisect our historic residential community.
8. What acknowledgement and consideration is being given to the impacts of alignments A, B and C on Carthay Circle, which is a historic, residential community? Carthay elementary is just two blocks away from the proposed alignments on San Vicente.
9. Regarding land use, have the percentages of residential areas directly impacted by the various alignments been calculated?
10. What will you be able to do to minimize disruption during construction?
11. What are the impacts of underground construction to nearby properties (i.e. access, noise, vibrations, pollution, debris, traffic, etc.)?
12. This project is a critical link in our rail network. If the La Brea alternative is chosen, will West Hollywood still support this project?
13. How many people drive into Beverly Hills and Century City who live in Mid City and WeHo who could be served by this project?
14. How would the light rail stations connect to subway stations?
15. What is the likelihood of the line being above ground?
16. Why hasn't there been a meeting in Carthay Circle? Is a surface line splitting Historic Carthay off the table?
17. I am a HPOZ Carthay Circle resident. A decade ago San Vicente underwent a "Flood Zone" improvement costing millions to the taxpayer, including removing median trees, crating, having arborists care for trees—some over 100 years old—by putting transit underground, how will this impact flood draining, does it negate?
18. Will the CNE be operational in time for the Olympics?
19. How can I get involved in Metro art projects?
20. What measures will be taken for protecting HPOZ residential areas, Carthay Circle in particular.
21. Why can't we have electric bikes in WeHo (i.e. Jump/bikes)?
22. Does ridership take into account huge events like Pride and Halloween in WeHo?



Comments submitted:

1. This is a critical project for the future of the region. Whatever is necessary in terms of alignments, securing funding sooner, etc. – Do it! The opponents are local, but do not reflect LA’s future.
2. Extending plans to Hollywood Bowl sound smart.
3. Option A2 looks like the most versatile option, but the require funding is concerning. Option A or A1 would be a great 2nd best option, especially for WeHo residents and workers.
4. I am grateful for the support of Metro and the City of West Hollywood.
5. Close Hollywood Blvd. to cars! It’s already shut down so often for events.
6. I support the project, specifically the A, A1 and A2 routes. My concern is regarding to use of at-grade track on San Vicente between Olympic and Wilshire; for many reasons I hope that segment would be underground.
7. Please choose alignments B or C. La Brea is likely better, but Fairfax works as well. I support elevated alignments if it saves money, and I think the views from the train would be incredible.
8. The historic Carthay Circle Theater was demolished in 1969 and it is now iconized and has been replicated at Disney California Adventure. Yet, now Metro’s top three alignments threaten to critically impact the historic, residential/Carthay community. This makes me think of the Boyle Heights community that was forever changed by infrastructure, freeways bisecting that historic community. Communities can be destroyed by these large transportation projects.
9. La Cienega has businesses, restaurants, and a school that would be accessible! Nothing on San Vicente!
10. What is important to me and the community that I live in is the congestion you will bring by building A1 or A2 above ground (which I am totally against) or below ground. Between the station and the parking, you destroy the atmosphere of WeHo that everyone is trying to get to. Have you factored in the proliferation of Uber and Lyft, which is unstoppable?
11. I like the San Vicente Alternative 2; it’s the option I would personally utilize the most. It seems to me that with all the money, time and effort that goes into each of these extensions, we should take advantage of an opportunity to create a line that links the most visited/lived in areas of LA rather than focus on how short the trip from A to B is.
12. Options A2 and B make the most sense to me. I think it’s of critical importance to connect to the Hollywood Bowl. Like a lot of Angelenos, I’m worried about gentrification, but I think that connecting our major stadiums and culture is extremely important (The Bowl, Dodger Stadium, Getty, etc.). That could actually make a huge difference and strengthen the access to our institutions and alleviate event traffic and parking.
13. HPOZ charm of neighborhood above ground train would ruin appearance of San Vicente. Underground utilities buried will be impacted. These are concerns of most of the residents of Carthay Circle, the same as those of WeHo who apparently do not want this eye sore in “their” tolerant community but would benefit from its commerce.
14. Fairfax would be ideal as this is a business access and only impacts Park Ls Brea residents instead of an entire cozy HPOZ protected area.



**Crenshaw/LAX Northern Extension
Funding and Project Delivery Strategic Plan
Phase I: Funding Capacity Analysis
CITY OF WEST HOLLYWOOD, CALIFORNIA**



March 26, 2020
Prepared by: **HR&A Advisors, Inc.**

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Appendices B – E can be found separately on an online shared files drive maintained by the City of West Hollywood here. The link to access these files can be found [here](#).¹

APPENDIX F: METRO DIVISION 7 BUS-YARD PRO-FORMA DETAIL

¹ The full link to the Appendices can be found here:
<https://onedrive.live.com/?authkey=%21ANzIdEk2N3tarDc&id=84BDC8D4B31D04AA%2119015>

INTRODUCTION

CONTEXT

The City of West Hollywood (the “City” or “West Hollywood”) engaged HR&A Advisors (“HR&A”) to assess the potential scale of funding from new revenue sources that could be dedicated to both accelerating the delivery of, and filling existing funding gaps for, the Crenshaw/LAX Northern Extension (the “Project”), a Los Angeles County Metropolitan Transportation Authority (“LA Metro” or “Metro”) ‘Measure M’ project slated for groundbreaking in 2041. The Measure M sales tax ballot initiative, approved by Los Angeles County (“County”) voters in 2016, included provisions to allow a project to be accelerated, if doing so does not delay any other project. Metro’s Board of Directors (“Board”) established an Early Project Delivery (“EPD”) Strategy in 2018 to set criteria and a point system for considering acceleration of a Measure M project. One of the critical EPD criteria is the scale of new funding that the project can attract in order to facilitate early delivery. In addition to the goal of accelerating delivery of the Project, the City’s efforts to identify funding sources for the Project also help to improve the overall viability of the Project, because the current cost estimates for the Project range from \$3.0 to \$6.5 billion (depending on alignment and percent underground) and only \$2.24 billion in Measure M funding is allocated to the Project, leaving a significant funding gap.

Metro has generated preliminary cost figures for six potential rail alignment alternatives; ultimately, one of these six rail alignments will be selected by Metro as the preferred route for the Project. In order to receive the highest point allocation per the EPD’s financing criteria, the City must identify funding equal to 25 percent of the capital cost of the alignment for the portion within West Hollywood, which is equal to up to \$796 million.² By reaching this target, the City has the opportunity to earn 30 out of the 67 necessary points for an EPD project to advance directly to Board consideration.

It is important to note that receiving a high point total on the EPD enables the Project to be considered for early delivery. As noted above, a funding gap also exists for the project, with this in mind additional funding sources will need to be identified to cover the remaining costs of the Project if early delivery is to be realized. This study helps to identify those potential funding sources, and Phase 2 of the Funding and Project Delivery Strategic Plan will work to formulate a financing strategy for the entirety of the Project.

The revenues evaluated represent sources of funding that do not need to be diverted from existing City projects and programs. These revenue sources are new future dollars and their potential use would not jeopardize existing levels of City services. The revenue generating mechanisms scrutinized as a part of the City’s full funding profile include:

1. **Local return funds** dispersed to the City by Metro from existing Countywide sales tax Measures,
2. Revenue from a potential citywide **sales tax increase**,
3. **Station-adjacent advertising** revenue, and
4. Property tax increment generated by an **enhanced infrastructure financing district (“EIFD”)**.

HR&A paired the insights gained from the funding capacity analysis with a set of strategies that identified supplemental revenue generation opportunities, including:

1. Station **sponsorship/naming-rights**,
2. **Value capture from joint development**, and
3. Supplemental revenues from **City and County of Los Angeles participation in the EIFD**.

² HR&A considered 25 percent of the project cost for each alignment and prorated that figure contingent upon the proportion of the alignment that would pass through West Hollywood. The final cost to the City will also depend on the vertical profile that is used.

THE PROJECT

PROJECT DESCRIPTION

Upon completion, the Project will connect to the Exposition line (“Expo”) at the Expo/Crenshaw station and the Red line at the Hollywood/Highland station. The Project is expected to have the highest ridership of any light rail line in the Country with daily ridership estimates ranging between 77,000 and 90,000 passengers, according to a briefing released by Metro in March of 2019. If ridership meets expectations, the Project would result in higher daily ridership than the Red and Purple heavy-rail lines.³ High projected ridership is attributed to high residential and employment density, with the areas immediately surrounding the potential rail alignments averaging 20,000 residents and 11,000 jobs per square mile. The Project would serve as an important north-south regional connector that would close gaps between four existing Metro rail lines, and would capture the vast regional demand for public transit, connecting residents to major job centers in the region, visitors to entertainment and tourism destinations, and employees and patients to healthcare destinations. Furthermore, connecting West Hollywood to the Expo and Red lines will bolster the City’s visitor-oriented businesses and hospitality industry, enhancing the City’s already robust fiscal revenue profile. Of importance as well, the Project will help to reduce future traffic congestion, and provide a significantly quicker travel option, in an area that has some of the heaviest traffic in the region. For example, Metro projects that a trip from Hollywood to LAX currently takes 64 minutes in a car at peak travel times, that travel time would be cut in half to 32 minutes if the Crenshaw/LAX line were used, once completed. Figure 1 shows the six proposed alignments for the Project.

Figure 1: Potential Crenshaw/LAX Northern Extension Alignment



Sources: Los Angeles County Metropolitan Transportation Authority

³ Figures taken from Metro’s “Next stop: key rail connections, Crenshaw Northern Extension.” Published March 2019.

METRO'S EARLY PROJECT DELIVERY GUIDELINES

On May 7, 2018, West Hollywood's City Council responded to Metro's EPD Strategy Guidelines by approving Resolution No. 18-5055 and launching the City's initiative to seek accelerated delivery of the Project. Metro's EPD Strategy covers four categories which are considered to affect the timing of a project, including: Funding, Process, Partnership, and Innovations. Projects that receive the highest point totals across these four categories advance directly to review by the Metro Board. An EPD Strategy application will generate the most points if supported by a local municipality (or a coalition of local municipalities), and if that local municipality can contribute up to 25 percent of the total project construction costs within that jurisdiction.⁴ Metro has already committed \$2.24 billion in Measure M funds to the Project if the Project were to be delivered in 2041. However, updated construction cost estimates provided by Metro range between \$3.0 billion and \$6.5 billion depending on the alignment, so as mentioned previously this Funding Capacity Analysis will also serve to increase the viability of the Project because the funding identified can also be used to help fill the funding gap. The estimated construction costs differ because the alignments vary in length and grade separation (vertical profile). The table in Figure 2 shows the estimated cost per alignment, the amount of each alignment that would physically exist within the City's boundaries, and the amount West Hollywood would have to contribute to receive the maximum point total in the funding category of the EPD.⁵

Figure 2: Local Funding Targets to Meet EPD Funding Guidelines

Alignment	San Vicente (A)	La Cienega (A1)	Hybrid (A2)	Fairfax (B)	La Brea (C)	Vermont
Estimated Cost Range from Metro	\$4.3 – \$6.4B	\$4.4 – \$6.2B	\$5.5 – \$6.5B	\$4.7 – \$5.3B	\$3.0 – \$4.4B	\$3.6B
% of Project in West Hollywood	48%	30%	49%	19%	7%	0%
% of Project in City of Los Angeles	52%	70%	51%	81%	93%	100%
West Hollywood's EPD Funding Target	\$768 Million	\$465 Million	\$796 Million	\$252 Million	\$77 Million	\$0 Million

¹ Represents the funding necessary for West Hollywood to achieve a score of 30 in the funding section of the EPD requirements; based on the maximum potential cost of the Project.

Sources: AECOM, City of West Hollywood.

HR&A evaluated the funding profile of the San Vicente, La Cienega, Hybrid, Fairfax, and La Brea alignments. HR&A did not analyze funding potential for the Vermont alignment as this alignment does not cross the City's boundaries, would not serve the residents of West Hollywood if built, and is expected to be recommended for dismissal from future analysis by Metro staff.

ORGANIZATION OF THE REPORT

HR&A's report analyzed the funding capacity for Metro local return funds dispersed to the City, a potential sales tax increase in West Hollywood, station-adjacent advertising revenue on private property, and EIFD tax increment revenues. Specifically, the net present value of each potential 45-year cashflow is discussed for every revenue source, excluding station-adjacent advertising which had a shortened projection period because revenues are only expected after the Project opens.

Each component of the funding sources section of this report is organized in the following way:

1. An overview of the funding source
2. Analysis, approach, and assumptions
3. Findings, including:
 - a. Total revenue generation through 2065
 - b. Sensitivities that impact revenue generation

⁴ Metro's EPD requirements are included as Appendix A at the end of this report.

⁵ All cost figures were taken from Metro except for the EPD requirement, which HR&A calculated independently.

FUNDING SOURCES

HR&A evaluated the total revenue potential of each funding source through year 2065. This section of the report establishes a potential funding profile available to West Hollywood by evaluating the combined funding of the revenue sources the City is potentially willing to commit to accelerate and help construct the Project. HR&A evaluated the following funding sources:

- Local return funds dispersed to the City from Metro,
- Revenues from a potential citywide sales tax increase, and
- Property tax increment from an enhanced infrastructure financing district (EIFD).

In addition, the City engaged Premier Partnerships (“Premier”) to evaluate the revenue potential of station-adjacent advertising on private property.

The 2065 forecasting period was selected because it correlates with a 45-year EIFD, the maximum time an EIFD can be in place. The total funding capacity for each of the sources is presented in 2019 dollars and discounted at 3 percent over the projection period.

LOCAL RETURN FUNDS

Residents of the County have approved four different sales tax increases over the last forty years to help fund Metro and transit infrastructure projects throughout the County. Each of the four measures allocate the revenues from the sales tax increase differently, however, they all include a ‘local return’ component. Under the local return formula, Metro disperses a share of all revenue collected through the sales tax increase to individual municipalities and unincorporated Los Angeles County. Jurisdictions can only use the funds for transit related expenditures; however, Metro relinquishes control to the local municipality to decide which infrastructure projects receive funding. Local return funds to individual municipalities are allocated on the basis of their share of total population in the County. The figure below shows the amount allocated to local return funds from the four Countywide sales tax initiatives, the actual Countywide taxable sales volume in 2018, and the local return fund revenue received by West Hollywood in 2018.

Figure 3: Local Return Fund Allocation for West Hollywood (2018)

	Proposition A	Proposition C	Measure R*	Measure M*
Taxable Sales in Los Angeles County	\$168.8 Billion			
Proposition/Measure Sales Tax Increment	0.50%	0.50%	0.50%	0.50%
Proposition/Measure Total Revenue Collected	\$844 Million	\$844 Million	\$844 Million	\$844 Million
Local Return Component	25%	20%	15%	17%
Total Local Return Component	\$211 Million	\$168.8 Million	\$126.6 Million	\$143.5 Million
West Hollywood Population Share	0.35%	0.35%	0.35%	0.35%
West Hollywood's Local Return Funds	\$738,500	\$590,800	\$443,100	\$502,180

* HR&A's long-term forecast of revenues for Measures R and M reflect their changes in 2039. Measure R is expected to expire during 2039 while Measure M's Tax Increment increases from 0.5% to 1.0%. The detailed changes to these Measures can be found in Appendix C.

Sources: Los Angeles County Metropolitan Transportation Authority, City of West Hollywood

PROPOSITIONS A AND C

Propositions A and C are the oldest transit infrastructure related sales tax initiatives currently in place in the County. Neither of these sales tax increment policies have a set expiration date, another ballot measure would need to be drafted and ratified at the County level to repeal either of these propositions. Each proposition individually increased the sales tax rate in the County by one-half of one percent. HR&A evaluated the funding potential of the local return fund component of both Propositions; however, they are not accounted for in the final funding profile. They are not included in the final funding profile, because though discussions with City staff we understand that the local return funds from Propositions A and C are already allocated for ongoing transportation expenses and projects, and would not likely be available to help fund the Project.

MEASURES R AND M

Measures R and M represent Metro's most recent sales tax increment initiatives. Measure R was approved by voters in the County in 2008 and Measure M was approved in 2016. Both represent a one-half of one percent increase to the County's sales tax rate, similar to Propositions A and C. Unlike the propositions, Measure R is set to expire in 2039. Measure M does not have a set date of expiration and will increase to 1 percent in 2039 as Measure R expires. Like Propositions A and C, a separate ballot measure would need to be drafted and ratified by voters in the County to repeal Measure M. As the more recent sales tax initiatives, City staff has indicated that the local return funds for Measures R and M have been used for one-time expenses or for items that can be shifted to other funding sources. For this reason, City staff believed it was reasonable for these funds to be included in the funding profile and as such they comprise the entirety of the local return fund funding profile for this analysis.

ANALYSIS APPROACH

Metro's required allocation for local return funds relies upon a municipality's share of population relative to the County as a whole. As such, forecasting the City's share of local return funds through 2065 required HR&A to evaluate the future growth of the City and County populations, as well as the County's taxable sales.

Population Projections

To forecast population growth for West Hollywood and the County, HR&A used the Southern California Association of Government's ("SCAG") Regional Transportation Plan ("RTP") population forecasts. SCAG's forecasting methodology considers existing zoning restrictions when forecasting growth at a regional level for all municipalities and unincorporated counties. Any future changes to zoning through the adoption of General or Specific plans are also considered by SCAG.

HR&A forecasted revenues through 2065; however, SCAG's population forecast only runs through year 2040. HR&A used the compound annual growth rate from SCAG's forecast to extend the population projections through 2065. The result yielded year to year population estimates for West Hollywood from 2020 to 2065. Using the same methodology for the County's population, HR&A calculated the City's relative population share on a yearly basis across the projection period.

Taxable Sales Projections

Metro's local return fund allocations depend on the revenue collected through the four sales tax initiatives. HR&A used Metro's internal taxable sales forecast as the basis for a 45-year taxable sales forecast. Metro's internal forecast only projects forward ten years, so HR&A extended this forecast by taking the compound annual growth rate and applying it to historic observations to create a 45-year forecast of taxable sales in the County.

Projected Revenue to West Hollywood

After estimating the County’s taxable sales growth over 45 years, HR&A applied Proposition A and C and Measure R and M’s half-cent tax rate to the County’s taxable sales. The result yielded total revenue collected by each Proposition and Measure on a yearly basis. Subsequently, each Measure’s local return fund rate was applied to the total collected revenue to establish a baseline local return fund pool of money for the County on a yearly basis. HR&A then calculated West Hollywood’s specific share of all local return fund dollars collected by Metro by applying the City’s SCAG derived population share to the pool of local return fund dollars on a yearly basis.

LOCAL RETURN FUND REVENUES FUNDING CAPACITY

HR&A found that the funding capacity of all local return fund revenue distributed to the City over the projection period neared \$100 million in NPV terms. The figure below demonstrates the breakdown of potential revenues for each initiative; Measure R and M’s values are bolded as they represent the only figures integrated into the full funding profile, together totaling **\$48 million**. Based on discussions with City staff it was assumed that Proposition A and C local return funds were already committed to ongoing transportation expenses and projects, and thus were not included in the funding profile, however, since Measures M and R are more recent initiatives their local return funds have been used for one-time expenses or for items that can be shifted to other funding sources, and thus City staff believed it was reasonable to include them in the funding profile. HR&A’s findings account for Measure R expiring in 2039 and Measure M’s tax share allocation increasing in the same year, which is the reason for the large difference in the dollar amount for the two Measures (as shown in Figure 4 below).⁶

Figure 4: Local Return Funds Available to West Hollywood

	Prop A	Prop C	Measure R	Measure M
Net Present Value of Local Return Fund Revenue (2019-2065)	\$30 Million	\$24 Million	\$8 Million	\$40 Million

Sources: HR&A Advisors

POTENTIAL CITYWIDE SALES TAX INCREASE

West Hollywood benefits from being a tourist attraction for the people of Los Angeles County, hosting marquee events such as the LA Pride Festival and Parade and a citywide Halloween Carnival. These contribute to the City’s robust collections of sales tax revenue, which exceeded \$17 million in 2019. West Hollywood’s role as a tourist attraction, and the strong local business climate in the City, place it in a unique position to benefit from an increase to the local sales tax rate. Unlike many cities, over the last several years the City has seen steady increases in sale tax revenues, which can in part be attributed to the strong base of hospitality businesses within the City, including hotels, restaurants, bars, nightclubs, cannabis businesses, and entertainment facilities. The City also has a diverse mix of sales tax generating business, including big box retail stores (Target and Best Buy), supermarkets (Whole Food’s, Trader Joe’s, Pavilions, Ralphs, Gelson’s), high end retail, restaurants, hotels, bars/nightclubs, and furniture and design stores, providing a buffer against downturns in specific business categories.

West Hollywood has exhibited historically strong growth in sales tax revenue. Over the last 25 years West Hollywood’s sales tax receipts have increased at a compound annual growth rate of 5 percent. Growth slowed

⁶ These figures were drawn from Metro’s own internal 10-year forecasts which were extended out through 2065 and scrutinized appropriately. The guidelines for each Proposition and Measure were also scrutinized to assess their local return capacity and County-wide sales tax increment.

to 3 percent immediately following the Great Recession, but between 2014 and 2019, the City's sales tax revenues have rebounded and grown at a rate of 4 percent annually.

The current Citywide sales tax rate is 9.5 percent, and the City receives 1.0 percent of citywide taxable sales subject to the State sales and use tax. The City has the capacity to increase the citywide sales tax rate to 10.25 percent per the State of California's Revenue and Tax Code. As of January 1, 2020, there were 31 cities in Los Angeles County with sales and use tax rates at or above 10 percent, with 22 of those 31 with tax rates at or above 10.25 percent. If West Hollywood pursued this action, it would not be unprecedented. A City-initiated sales tax increase would ensure the additional sales tax rate capacity is captured by the City and used for local projects, whether transportation related or otherwise. Without this City led initiative, the rate capacity could be captured by other taxing entities outside of the City, and the City would lose the potential for local control of these funds.

Per the State's Revenue and Taxation Code, a ballot measure for a general increase to the sales tax rate, which implies that incremental revenue collected will not go to a specific purpose, would require a 50+1 majority vote to pass. A ballot measure for a sales tax increase that would specifically allocate funds toward a specific project would require a two-thirds majority vote to pass. If a 50+1 majority sales tax initiative were approved the City Council would allocate the funds through the City's budget process.

HR&A evaluated the revenue potential of both a 0.5 and 0.75 percent sales tax increase. A 0.75 percent increase was tested because it represents the upper limit of a sales tax rate increase that can be ratified locally in California without State legislative action, while a 0.5 percent increase was also tested to evaluate whether the full 0.75 percent increase was necessary for West Hollywood to reach its EPD funding target.

ANALYSIS APPROACH

HR&A forecasted Citywide taxable sales from 2019 through 2065 using an econometric model that parsed the relationship between West Hollywood's taxable sales and Countywide population, employment, and household income (the "Parameters"). These Parameters were selected because, as a regional entertainment and tourism hub, Countywide population, employment, and income are representative of the City's taxable sales drivers. HR&A found parameters limited to Citywide figures, or expanded to national figures, to not have as strong a correlation to taxable sales as Countywide parameters.

The basis of HR&A's analysis was a regression model. To account for inflation throughout the regression model, household income and historical taxable sales were adjusted to real dollars using the consumer price index from the U.S. Bureau of Labor Statistics. Overall, HR&A received 24 years of historical sales tax revenue data from the City and independently collected 24 years of data for each Parameter in the model.⁷

After establishing the historical relationship between the Parameters and sales tax revenue in the City, HR&A forecasted future sales tax revenue by implementing forecasts for the Parameters that were drawn from third-party data sources. Forecasting the Parameters allowed HR&A to estimate future taxable sales in the City through 2065.

⁷ Population figures were drawn from the Department of Finance's E-4 Historical Population Estimates for Cities, Counties, and the State. Employment was drawn using the U.S. Bureau of Labor Statistics Data Finder database tool. Household income was drawn from the Census via the web tool provided by the St. Louis Federal Reserve known as FRED. All historical data years spanned from 1994-2018.

Regression Analysis

HR&A gathered historical data for each Parameter from the following sources:

- Population – the California Department of Finance’s historic estimates.
- Employment – the U.S. Bureau of Labor Statistics.
- Household Income – the U.S. Census Bureau’s American Community Survey.

The regression model produced numerical relationships between each of the Parameters and the City’s sales tax revenues. Using the relationships established by the model, HR&A was able to estimate the change to the City’s taxable sales that resulted from any change to the Parameters of the model.⁸

Forecasting Sales Tax Revenues

HR&A forecasted the Parameters of the model to estimate future expected taxable sales in West Hollywood. HR&A used reputable third-party data sources for future estimates of population, income, and employment in the County, including the following:

- Population – SCAG’s RTP forecasts were used and extended through 2065 using the previously cited methodology in the local return fund section of this report.
- Employment – the University of California Los Angeles Anderson School’s employment growth forecast, which were released through 2020 by UCLA and extended through 2065 by HR&A.
- Household Income – the California Department of Transportation’s (“DOT”) household income forecast, which were released through 2050 by DOT and extended through 2065 by HR&A.

After the future values for each of the Parameters in HR&A’s model were established, HR&A was able to estimate total taxable sales in West Hollywood on a yearly basis through the projection period.⁹

Implications of Proposed Sales Tax Increase

After establishing projected yearly taxable sales through 2065, HR&A applied the City’s proposed 0.5 and 0.75 percent sales tax increment rates to the forecasts to estimate the yearly new sales tax revenue that would be received from each of these proposed increments. HR&A’s model dealt with real growth to account for inflation when establishing the initial correlation of the Parameters and taxable sales; as such, the results in this findings section are all shown in real dollars and growth rates are shown in real terms as well.

After a baseline was established, HR&A tested different growth rate scenarios to account for potential bullish and bearish spending patterns over the projection period. Real growth over the projection period for the baseline, low, and high growth scenarios was 1.5 percent, 1.1 percent, and 1.9 percent, respectively. As previously cited, the City’s nominal taxable sales growth over the last five years was 4 percent. Considering a 2 percent rate of inflation over the last five years, the City had real growth of approximately 2 percent.

⁸ HR&A relied on an ordinary least square regression model to establish numerical relationship coefficients of correlation between the Parameters and the City’s sales tax receipts. Several parameters were tested, the ones detailed in this report provided the highest explanatory power. The OLS regression HR&A conducted had large explanatory power, with an R² of 0.98 and an adjusted R² of 0.97. The p-values for the independent variables were statistically significant at the 0.15 level across the board, with the variables for employment and income being significant at the .05 level.

⁹ Using SCAG for population, the California Department of Transportation (“DOT”) for household income, and UCLA Anderson School’s employment growth forecast HR&A was able to estimate future taxable sales growth in the City. The DOT’s household income forecasts were presented in real dollars, so they did not have to be converted using the consumer price index; however, forecasts only extended through 2050. HR&A used the DOT’s compound annual growth rate to extend these forecasts over the projection period. The UCLA Anderson School’s employment growth forecasts did not require any adjustments as they represented a yearly percentage rate of growth which HR&A applied through the projection period.

HR&A’s baseline forecast therefore represents conservative growth rates when compared to the City’s recent historical growth in sales tax revenue.

POTENTIAL CITYWIDE SALES TAX INCREASE FUNDING CAPACITY

If the City’s voting population were to ratify a 0.5 percent sales tax increase, the City could expect to collect between \$270 million and \$326 million in sales tax revenue contingent upon future taxable sales trends. If the City were to ratify a 0.75 percent sales tax increase, then they can expect to collect between \$410 million and \$490 million in sales tax revenue, contingent upon future taxable sales trends. Findings for each sales tax increase and growth scenario are illustrated below, results are shown in present value terms over the 45-year projection.¹⁰ The first projection year for the analysis was 2019, per available data, and the overall revenue stream over the 45 years of the projection period is quantified in present value terms.

Figure 5: Revenues from Potential Sales Tax Increase (45-year projection, est. 2019-2065)

Proposed Increase	Low Growth	Baseline Growth	High Growth
0.50% Increase	\$273 Million	\$298 Million	\$326 Million
0.75% Increase	\$410 Million	\$447 Million	\$490 Million

Sources: HR&A Advisors

STATION-ADJACENT ADVERTISING REVENUE

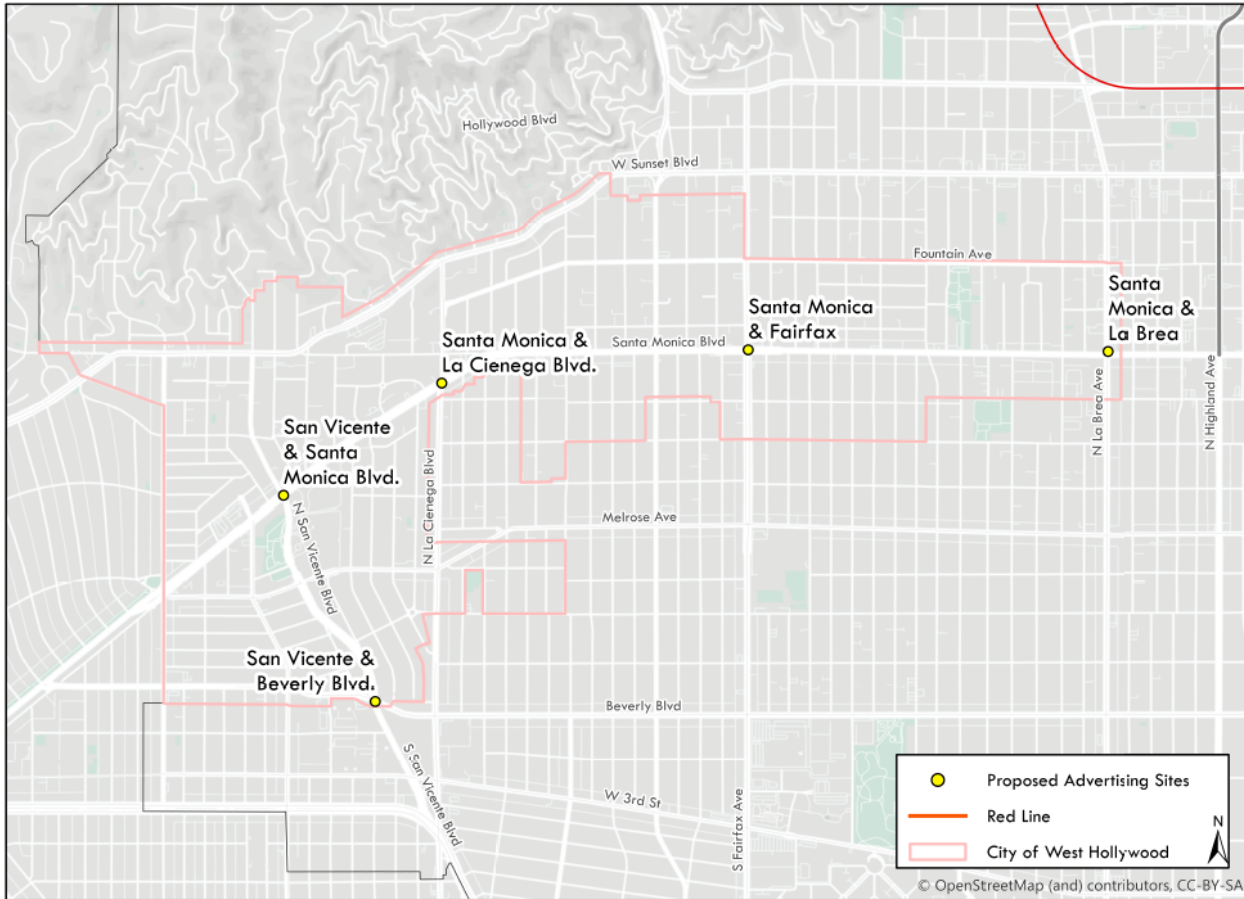
West Hollywood is one of the country’s leading advertising markets, with Sunset Boulevard being second only to Times Square in terms of yearly advertising dollars spent. Although the eventual rail-adjacent advertising sites will not be located on Sunset Boulevard, advertising throughout the City benefits from West Hollywood’s allure both as a prime visitor destination and drive through market. The Project presents a great opportunity for advertisers to capitalize on the thousands of transit users that will be walking through new rail stations (and the areas adjacent to them) every day, with total daily ridership expected to be between 88,000 and 90,000 passengers.

Through the adoption of the City’s most recent General Plan new off-site advertising is restricted to Sunset Boulevard. In order to help fund the Project, the City could consider changing land use regulations and permit the use of development agreements to create revenue sharing agreements for new off-site advertising at station-adjacent locations.

Premier Partnerships has provided advisory and consulting services to West Hollywood in the past. Premier’s experience with national media and advertising markets placed them in a unique position to advise the City on potential advertising revenues for station-adjacent advertising sites through 2065. Premier’s analysis considered the revenue potential for five station-adjacent sites that will benefit from the increased foot traffic from the Project. Funding from advertising revenues is contingent on the eventual alignment that is selected because, as the following figure demonstrates, several potential advertising sites would be bypassed by the Project if the La Brea or Fairfax alignments are selected. The full funding profile for each of the alignments, presented at the end of the findings section of this report, reflects the differing amount of advertising revenues that can be expected for each alignment.

¹⁰ Due to the timing of the original analysis, HR&A’s econometric model was constructed with 2018 taxable sales as the base year. Since the econometric model was built, taxable sales figures for the City of West Hollywood in 2019 were estimated to come in above \$17 million. This represents 3% year-to-year increase from 2018, well below HR&A’s conservative 1.5% compound annual growth over the projection period for the baseline sales tax increment scenario.

Figure 6: Potential Station-Adjacent Advertising Sites



Sources: City of West Hollywood, HR&A Advisors

ANALYSIS APPROACH¹¹

Premier forecasted station-adjacent advertising revenue for the City from 2028, the assumed accelerated completion year of the project, to 2065. Premier evaluated the five station areas highlighted in Figure 6. Premier tested several scenarios that included various intensities of programming at each site and varying revenue share structures, every scenario tested by Premier assumed that advertising at these five sites would be digital. Premier needed to estimate and forecast two factors in their analysis:

1. the number of views each potential advertising site would receive; and
2. the expected cost of advertising per one thousand views received, referred to as Cost Per Mile (“CPM”).

Premier paired total views with advertising cost per one thousand views to reach a dollar figure of potential revenue on a yearly basis. Views for the advertising sites that Premier estimated include vehicle, pedestrian, and train rider traffic. Premier integrated a value appreciation premium into their analysis and forecast. Value appreciation is driven by location, visibility, and clutter level at each station area advertising site.

¹¹ Premier was tasked with preparing these estimates, HR&A has summarized their findings from a separate memorandum prepared for the City of West Hollywood in September 2019.

Programming Intensity Scenarios

Premier assumed three levels of advertising intensity at each station-adjacent advertising site. All valuations have been conducted by square feet (e.g. 5,000 SF), not individual unit (e.g. 2 billboards). As such, the square foot figures demonstrated below can include one or more billboards, depending on their size and type:

- High Scenario: 12,000 SF allocated to billboards at each station
- Medium Scenario: 8,500 SF allocated to billboards at each station
- Low Scenario: 5,000 SF allocated to billboards at each station

Premier's analysis assumed all billboards will be digital, reflecting presumed technological and design updates in the billboard market over the next ten years. From the total potential reach, the size and type of each billboard was used to create a visibility score, which in turn projected the total actual impressions.

Premier also provided an extra 20,000 SF scenario for the Santa Monica & San Vicente station because there is the potential for more development around that station, when compared to other stations, due to the large Metro Division 7 bus-yard that is located there, and could be the site of a public-private joint development.

Pricing Scenarios

Premier tested three potential rates of advertising pricing as well. Premier used CPM rates of \$9, \$11, and \$13; these rates were adjusted throughout the projection period by the value appreciation premium previously discussed. After the Year One projection is made, the value is projected out from 2028 to 2065 using a 3% year-over-year inflation rate.

Revenue Sharing Agreement

As discussed, new billboard advertising in the City could provide funding for the Project if the City brokers revenue sharing agreements with future billboard operators. A revenue sharing agreement could be applied to individual advertising sites or citywide. For the analysis, Premier assumed the City would collect 25 percent of the total Billboard Operator Revenue. Premier also considered different revenue sharing agreement structures with variations on upfront Year One payments versus annual payments.

STATION-ADJACENT ADVERTISING REVENUE FUNDING CAPACITY

Based on Premier's analysis, the City of West Hollywood can expect to generate between \$685,000 to \$1.32 million in advertising revenues on an average annual basis across all five new station locations.

Figure 7: Revenues from Station-Adjacent Advertising Sites

Scenario	Avg Annual Value (2028-2065)	Total NPV (2028-2065)
CPM: \$9 Low Scenario (5K Sqft.)	\$685,000	\$26 Million
CPM: \$13 High Scenario (12K Sqft.)	\$1.3 Million	\$50 Million

Sources: Premier Partnerships

Premier provided two strategies for revenue collection from the billboard operators at all five station locations. The CPM rate for both scenarios tested is \$9. Understanding the city has a goal of raising capital, the two strategies focus on different levels of upfront revenue generation:

- Lower Upfront Fee Scenario: 25% total of all advertising revenue, 10% of which is an upfront payment
- Higher Upfront Fee Scenario: 20% total of all advertising revenue, 25% of which is an upfront payment

Figure 8: Upfront Revenue Collection Strategy

	Strategy 1: Lower Upfront Fee			Strategy 2: Higher Upfront Fee		
	Upfront Fee	Annual Fee	Total City Revenue	Upfront Fee	Annual Fee	Total City Revenue
San Vicente & Beverly	\$400,000	\$100,000	\$4,300,000	\$900,000	\$100,000	\$3,400,000
Santa Monica & Fairfax	\$800,000	\$200,000	\$8,100,000	\$1,600,000	\$100,000	\$6,500,000
Santa Monica & La Brea	\$900,000	\$200,000	\$8,700,000	\$1,700,000	\$100,000	\$6,900,000
Santa Monica & La Cienega	\$900,000	\$200,000	\$8,800,000	\$1,800,000	\$100,000	\$7,000,000
Santa Monica & San Vicente	\$700,000	\$200,000	\$7,200,000	\$1,400,000	\$100,000	\$5,800,000
Total	\$3,700,000	\$900,000	\$37,100,000	\$7,400,000	\$600,000	\$29,700,000

Sources: Premier Partnerships

ENHANCED INFRASTRUCTURE FINANCING DISTRICT (“EIFD”)

EIFDs provide a tool for local governments to fund community revitalization, affordable housing, and infrastructure projects from a variety of sources, most notably from Tax Increment Financing (“TIF”). EIFDs were authorized by California Senate Bill 628, which took effect on January 1, 2015. The legislation was later amended in 2015 by Assembly Bill 313 and Senate Bill 63, in 2018 by Senate Bill 961, and more recently by Assembly Bill 116, which removed voter approvals that were once required for bond issuances using EIFD funds. The EIFD tool is based on the State’s existing Infrastructure Finance District legislation but allows more flexibility by simplifying the formation process; expanding sources of available financing; and increasing the types of projects that can be funded by EIFDs. EIFDs are governmental, place-based entities established by cities or counties, but are separate and distinct from the initiating jurisdiction(s). It is important to note that TIF districts are not “new money,” they simply capture a portion of the growth of existing tax receipts. Additional legislative enhancements to the EIFD tool provisions in state law have been discussed and the City will continue to monitor and actively engage in these statewide conversations.

Tax Increment Financing (“TIF”) in California

TIF is a public finance mechanism whereby a local government establishes an area/district from which it diverts tax increment, i.e. increases in tax revenues (typically property taxes) above base year levels that are allocated to a local fund or authority to fund physical improvements and programs that provide a public benefit to the area. Jurisdictional participation in a TIF district is optional and jurisdictions elect what proportion of incremental revenues they are comfortable contributing to the TIF special fund or authority.

Property taxes, which are the only tax revenue HR&A scrutinized in this EIFD analysis, are based on assessed value, which is determined by the local assessor, and is different from market property value. Assessed value is typically lower than market property value, or what a property might generate on sale, and annual increases in assessed value are limited in the state of California to a maximum of 2 percent due to Proposition 13 (“Prop 13”), a ballot initiative approved by voters in 1978. However, recently several state ballot proposals have been discussed that would separate how residential and commercial properties are assessed and adjusted each year. If one of these proposals were to qualify for a future ballot, and be approved by state voters, the assessed values of commercial properties would likely increase significantly providing a spike in assessed value and property tax revenue that would continue in the future and would provide additional tax increment to the EIFD. While not included in this phase of this analysis, increased commercial assessed values would likely increase the amount of tax increment generated by the EIFD.

TIF districts are most effective in areas where there is a likelihood for new investment, a history of property turnover, and a history of value increases. TIF revenues are neither new taxes nor “new money,” instead they are the future growth in property tax dollars that are already being collected. A portion of that future growth is then redirected for specific purposes instead of being allocated for general purposes.

EIFD Formation Process

Forming an EIFD requires the establishment of a public entity separate from the local municipality or municipalities initiating it. All municipalities that will contribute a portion of the increment of their property taxes within the TIF district are required to participate in the EIFD formation process. The steps to form an EIFD are as follows:

1. A sponsoring agency (County Board of Supervisors or City Council) must adopt a Resolution of Intention and form a Public Financing Authority (“PFA”) which will serve as the governing entity over the EIFD. The PFA needs to be comprised of members of all participating municipalities as well as two members of the public. The majority of the PFA will be comprised of legislative members of the jurisdiction that is sponsoring the agency. During this initial phase, landowners within the proposed district and other taxing entities must be informed of the intention to form an EIFD.
2. The PFA must then prepare an Infrastructure Financing Plan (“IFP”) to send to landowners within the district and taxing agencies. The IFP dictates the terms of the EIFD. It includes information on the district boundaries, the source of incremental tax collections, the infrastructure project(s) the EIFD will fund, the proposed length of time the EIFD will be in place, the share of incremental property tax each municipality will allocate, and the maximum amount of funds that can be collected over the EIFD’s lifetime.
3. The PFA must hold a public hearing to discuss the IFP and adopt it to formally create the EIFD. All participating jurisdictions in the PFA must pass their own local resolution approving the EIFD.

ANALYSIS APPROACH

HR&A took a multi-phase analysis approach to scrutinize the potential funding capacity of an EIFD. HR&A’s analysis required the following steps:

- Establish the TIF **geographic boundaries**,
- Establish a potential rate of **taxing authority participation (actual rates determined at a later date)** and local tax rates,
- Evaluate **incremental development capacity** from the redevelopment of vacant and underutilized land based on existing zoned land use capacity,
- Assess historical **real estate market parameters** for parcels within the TIF geographic boundaries, and
- Evaluate the potential for increased EIFD revenues through **sensitivity testing of significant parameters**.

Geographic Boundaries

An EIFD’s revenue potential is largely influenced by the location of the TIF district that is established. HR&A conducted the EIFD analysis by testing two TIF district scenarios for each of the five proposed rail alignments that pass through West Hollywood:

- a half-mile district radius from each potential rail line, and
- a quarter-mile district radius from each potential rail line.

The result was ten total TIF district scenarios, two for each of the five alignments. HR&A tested the funding capacity of each of these ten TIF districts.

The geography surrounding the ten potential TIF districts represent the EIFD Study Area. The EIFD Study Area encompasses a wide variety of local conditions including some of the County’s most valuable land, disinvested areas, and also some of the fastest growing areas in terms of property values, making this area highly appropriate

for a TIF district like an EIFD. Detailed maps showing the potential boundaries analyzed for each alignment are included in Appendix B of this report.

Taxing Authority Participation and Local Tax Rates

HR&A tested the revenue potential of three jurisdictional participation scenarios for the EIFD:

- West Hollywood alone;
- West Hollywood and the County of Los Angeles (only within West Hollywood); and
- West Hollywood, the County of Los Angeles, and the City of Los Angeles (the entire extension).

For this analysis, HR&A assumed that participating jurisdictions would contribute 50 percent of the future growth in their general levy property tax share. The jurisdictional property tax shares vary across the EIFD Study Area, but on average equate to 26 percent for the City of Los Angeles, 18 percent for the County of Los Angeles, and 18 percent for West Hollywood. In HR&A's baseline findings, only West Hollywood is assumed to be a participating jurisdiction; however, illustrative scenarios with the City of Los Angeles and County as participants are presented in the supplementary funding sources section of this report.

Incremental Development Capacity and Pace of New Development

HR&A evaluated the potential for redevelopment of properties across the Study Area by conducting a parcel-by-parcel analysis for the proposed TIF district boundaries. Using the most recent data from the Los Angeles County Department of the Assessor (the "Assessor's Office"), HR&A developed a set of criteria that indexed parcels in the Study Area as vacant or underutilized. If a parcel was underutilized or vacant, HR&A assumed it would be redeveloped to the maximum density allowed under the parcel's current zoning.

Parcels that had a **Floor Area Ratio (FAR) below 10 percent** of the total allowable FAR for the zoning designation or had an **improvement-to-total assessed value ratio below 10 percent** were considered vacant or underutilized. The average improvement-to-assessed value across the Study Area hovered around 35 percent, implying that using a threshold of 10 percent was highly conservative. HR&A assumed that some portion of the vacant and underutilized parcels in the study area would be redeveloped over the projection period as long as there was demand for new residential and commercial space.

Latent demand for the redevelopment of underutilized and vacant land was estimated using future household and employment growth in the Study Area. HR&A used SCAG's household and employment forecasts through 2040, using methods previously cited to extend these forecasts, to dictate a pace of absorption for vacant or underutilized parcels. Employees were converted to commercial square footage using an average one employee per 350 square foot figure, which is characteristic of the EIFD Study Area.

HR&A assumed certain types of parcels would not be redeveloped over the 45-year projection period and excluded those from the analysis. Excluded parcels included:

- Restrictively zoned, i.e. uses unlikely to be redeveloped such as cemeteries, churches, right-of-ways, open space, public facilities, submerged land, or agriculture;
- Publicly-owned/zoned;
- Single-family detached homes, HR&A excluded the redevelopment potential of all single-family homes or parcels that are currently zoned for the development of single-family homes.

After indexing underutilized or vacant properties HR&A separated parcels contingent on either residential or commercial zoning and use. HR&A made this distinction because market conditions differ greatly between these two land use categories. As noted, the development of public properties via public private partnerships were not included in the EIFD analysis, however, public private joint developments on public properties could provide significant additional TIF revenues if such projects were approved by the appropriate public entity.

Real Estate Market Parameters

Historical real estate market parameters were drawn for specific submarkets in the EIFD Study Area because of the Study Area's vast geographic coverage. The submarkets in HR&A's analysis included South Los Angeles, Mid-City, Mid-Wilshire, Hancock Park, West West Hollywood, East West Hollywood, and Beverly Grove. HR&A used CoStar Group Inc. ("CoStar") as the primary data source for historical information on parcels within the Study Area. HR&A's modeling approach necessitated the evaluation of historical property turnover, appreciation, and for-sale value.

Property Turnover

Based on historical data from CoStar, turnover for residential properties in the study area was fixed at **5 percent** (where residential properties were assumed to be sold once every twenty years) while commercial turnover is set at **7 percent** (where commercial properties were assumed to be sold once every 14 years.) Once sold on the open market properties are reassessed (typically at the sale price) and the City's property tax collections increase contingent on the reappreciation of the properties.

Property Value Appreciation

Based on historical data from CoStar, HR&A chose a year-to-year growth factor with commercial properties appreciating at **4 percent** and residential properties appreciating at **6 percent**. HR&A evaluated historical appreciation rates over the last ten years in the Study Area, controlling for the Great Recession, and found that the value of for-sale commercial and residential properties hovered near the 4 and 6 percent marks. When a property is sold in HR&A's model the gap between the most recent and previous sale dates is calculated and that property is reassessed depending upon its associated land use. These assumed rates of growth can be considered conservative, particularly in the City of West Hollywood, which has consistently experienced some of the largest increases in assessed value in Los Angeles County over the last 10 years.

Property Sale Value

Once developed or redeveloped, the future value of underutilized or vacant properties was determined based on the historically observed selling price for residential and commercial properties within the same submarket. Because of the market variations across the submarkets, estimated future assessed value of redeveloped parcels varied across the Study Area. For example, parcels in Hancock Park would have a larger assessed value, and in turn produce more incremental property tax to capture, when compared to a similarly sized property in South Los Angeles.

Sensitivity Analysis

HR&A tested changes to assumptions to assess the potential of enhancing EIFD revenues. EIFD scenarios with higher absorption rates for new development and larger year-to-year property value appreciation factors were tested, presenting more favorable conditions for EIFD revenue generation.

Higher Capture of Growth Around the Proposed Transit Line

HR&A's initial analysis revealed that not all underutilized and vacant parcels were being absorbed across submarket areas due to low demand, which was drawn from projected household and employment growth. HR&A tested the impacts of increased demand on revenue generation in the EIFD by concentrating household and employment growth from nearby neighborhoods along the Study Area. HR&A used SCAG's RTP High-Quality Transit Area report ("HQTA"), published in 2016, as the basis for the increased capture rate at the root of this sensitivity test. The Study Area fits SCAG's description of a high-quality transit areas, as a result HR&A tested a larger household and employee capture rate for the EIFD Study Area.

Greater Property Value Appreciation with Transit Premiums

HR&A has conducted extensive independent research regarding the impact of transit-oriented development on property value appreciation. A literature review assessed the impacts of transit-oriented development across the country and it was supplemented by a quantitative regression analysis that was localized to the impacts of the Exposition light rail line in Los Angeles. HR&A reviewed white papers produced by Strategic Economics, AECOM, and several reports from the Journal of Public Transportation on this topic.

Relying on HR&A's qualitative and quantitative research methods on the appreciation of residential and commercial property values after the addition of transit to an area, two transit-oriented development premiums of 5 and 10 percent were tested to determine the impact of such an increase to localized property appreciation on EIFD revenue generation. Sensitivity testing results are outlined below. It is important to note that HR&A tested the impact of a 5 and 10 percent increase to existing appreciation rates, which is dramatically different than testing the impacts of increasing existing appreciation rates by 5 and 10 percentage points (for example a 10% increase in a 5% historic appreciation rate is equal to 0.5% and the new rate would be 5.5%, however, increasing the same appreciation rate by 10 percentage points would make for a new rate of 15%).

EIFD FUNDING CAPACITY

HR&A estimated the revenue yield for all ten TIF district scenarios in the EIFD Study Area. HR&A's estimates are intended for illustrative purposes only; EIFD revenue yield will depend on subsequent decisions about geographic boundaries, participation percentages by the impacted jurisdictions, and future real estate market conditions. The first projection year for the analysis was 2019, per available data, and the overall revenue stream over the 45 years of the projection period is quantified in present value terms.

Baseline Findings

In HR&A's baseline scenario, presented below in Figure 9, West Hollywood is assumed to be the sole participating jurisdiction. Because the results illustrate the impacts of the TIF districts within West Hollywood only, the alignments with the most land area in West Hollywood yield more revenue. As such **the Hybrid, San Vicente, and La Cienega alignments generate the greatest amount of property tax increment.**

Figure 9: West Hollywood EIFD Revenues (2020-2065)

Alignment	Half-Mile EIFD	Quarter-Mile EIFD
San Vicente (A)	\$493 Million	\$365 Million
La Cienega (A1)	\$399 Million	\$288 Million
Hybrid (A2)	\$573 Million	\$401 Million
Fairfax (B)	\$156 Million	\$100 Million
La Brea (C)	\$42 Million	\$26 Million

Sources: HR&A Advisors

Sensitivity Testing

HR&A modified the preliminary output results by testing increased appreciation rates and increased absorption of new development in the EIFD Study Area. HR&A kept all other assumptions the same. West Hollywood remains the only participating jurisdiction in these scenarios and they are still assumed to be contributing 50 percent of their incremental property tax collections.

Figure 10: Sensitivity Testing of EIFD Revenues (2019-2065)

Alignment and EIFD Buffer	(1) 10% Increased Appreciation Rate	(2) Increased Capture of Growth	Cumulative Impact of 1 & 2
Hybrid 0.5 Mile	\$688 Million	\$579 Million	\$694 Million
Hybrid 0.25 Mile	\$477 Million	\$423 Million	\$499 Million
San Vicente 0.5 Mile	\$599 Million	\$495 Million	\$601 Million
San Vicente 0.25 Mile	\$440 Million	\$367 Million	\$442 Million
La Cienega 0.5 Mile	\$474 Million	\$403 Million	\$478 Million
La Cienega 0.25 Mile	\$351 Million	\$290 Million	\$353 Million
Fairfax 0.5 Mile	\$191 Million	\$157 Million	\$192 Million
Fairfax 0.25 Mile	\$122 Million	\$102 Million	\$124 Million
La Brea 0.5 Mile	\$50 Million	\$43 Million	\$51 Million
La Brea 0.25 Mile	\$31 Million	\$27 Million	\$32 Million

Sources: HR&A Advisors

CUMULATIVE FUNDING PROFILE

CUMULATIVE FUNDING PROFILE

The comprehensive funding profile for every alignment is shown in Figure 11. The funding profile shown represents revenue for a half-mile EIFD boundary, the baseline growth scenario for the potential sales tax increase, and increased EIFD revenues attributable to a higher capture of growth around the transit line and greater property value appreciation. For the advertising revenue, each alignment represents the higher upfront fee structure modeled by Premier and the figures are adjusted according to the geography. For example, the Fairfax alignment will not show revenues for the San Vicente and Beverly Blvd. site because the transit line does not pass through that intersection.

Local Return Funds

The City is unlikely to commit Measure R and M's revenues to the La Brea alignment because that line does not pass through a significant enough portion of the City's jurisdictional boundaries. As such, the funding profile for this alignment excludes any potential revenues from local return funds.

Potential Citywide Sales Tax Increase

When pairing together the revenue from a potential sales tax increase and local return funds, West Hollywood's funding profile begins to approach the necessary EPD targets. However, like with the Local Return Funds, the City is unlikely to commit citywide sales tax revenue to the La Brea alignment because that alignment does not provide as much benefit to the City as the other alignments. The funding profile for that alignment excludes revenues from a potential citywide sales tax increase. For the other alignments, the City can reach approximately 67 percent of its EPD funding target with local return funds and a 0.75 percent sales tax increase considering a high growth scenario.

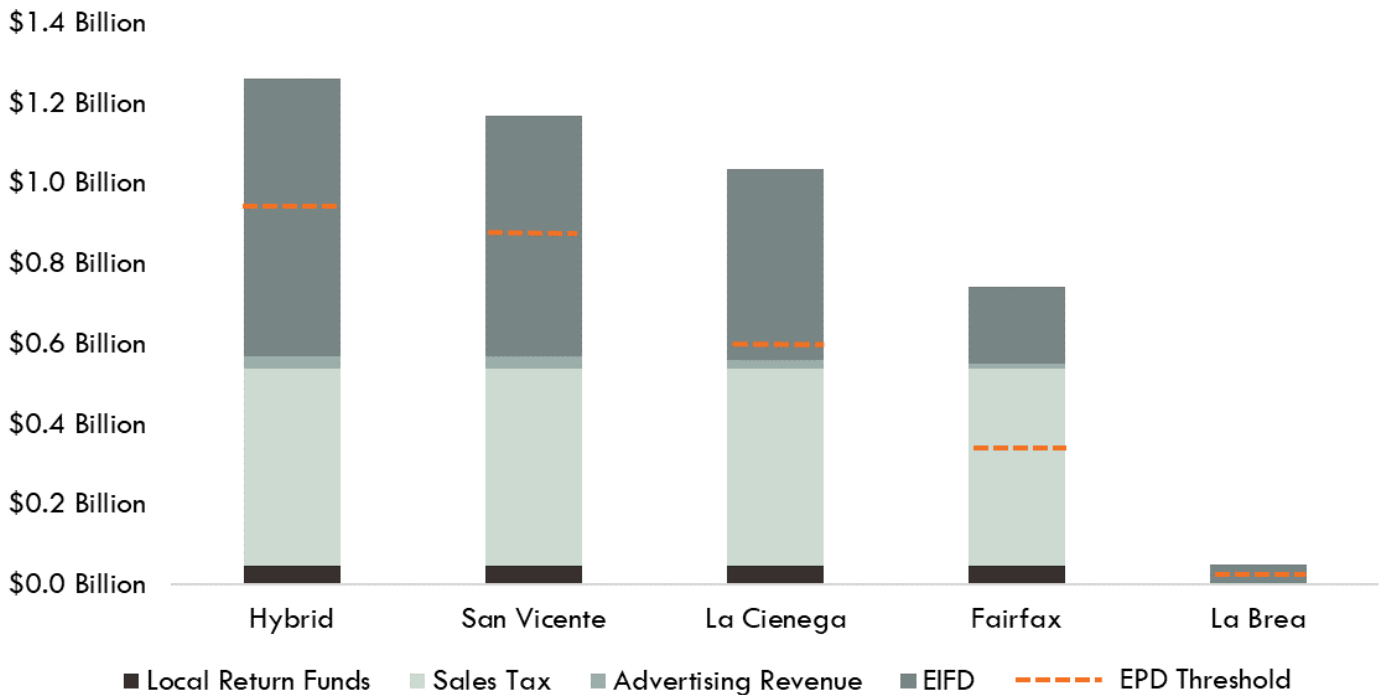
Station-Adjacent Advertising Revenues

There is relatively limited station-adjacent advertising revenue attributable to the Fairfax and La Brea alignments, because those two alignments have a limited number of stations. The Fairfax alignment would only allow the City to capitalize on increased foot traffic from two stations and La Brea would only allow for one station. La Cienega would only benefit from three of the five station sites that were studied, while San Vicente and the Hybrid alignments would benefit from all five stations.

EIFD Revenues

Both baseline and enhanced EIFD results proved to be favorable for West Hollywood under normal economic conditions and sole jurisdictional participation. With the enhanced EIFD revenues, the City's full funding profile over HR&A's projection period can satisfy the necessary EPD requirement for the Hybrid, San Vicente, La Cienega, and Fairfax alignments.

Figure 11: Best Case Cumulative Funding Profile for Half-Mile EIFDs (2019-2065)



Sources: HR&A Advisors

FINANCING CONSIDERATIONS

HR&A has identified several viable sources of funding that, when combined, present the City with a significant funding package that can be presented to Metro as part of the City’s EPD Strategy. The City’s best-case funding profile is contingent upon the allocation of Measure M and R local return funds, a 0.75 percent increase to the current sales tax rate, a half-mile TIF financing district established through the EIFD, and 12,000 SF of advertising space at each station area. The full funding profiles for each best-case scenario by alignment are presented in the preceding figure.

In aggregate, HR&A’s 45-year revenue projections would allow the City to contribute between \$57 million and \$1.26 billion to the Project, under each funding source’s best-case scenario and depending on the alignment selected. However, it is important to note that the funding capacity of the revenue does not directly translate into bondable dollars for upfront funds. Revenue from local return funds and a potential sales tax increase exhibit the most capacity for a large bond issuance before 2028 because these revenues have cash flows that are relatively consistent across the 45-year projection. An EIFD is more difficult to bond against because it takes time for tax increment revenue to grow. However, there are other financing mechanisms available, such as federal Transportation Infrastructure Finance and Innovation Act loans (TIFIA) which would potentially allow more favorable repayment terms, including no debt service payments until after construction is complete and interest only payments for a specified period of time after that. This type of structure is favorable since EIFD revenues do not ramp up until 10-15 years after establishment of the district, and other funds such as sales tax revenue could be used to make interest only payments beforehand. The City has been working separately with a financial advisor to explore creative financing options for these revenue sources, which will be included as a part of Phase 2 of the Crenshaw/LAX Northern Extension Funding and Project Delivery Strategic Plan (this report is Phase 1 (Funding Capacity Analysis)).

SUPPLEMENTAL FUNDING SOURCES

HR&A evaluated the potential of supplementary funding sources that could help bridge the gap between the cost of the Project and the funding identified by West Hollywood to meet the EPD target. This is important because even with the potential revenue contribution directly from West Hollywood the Project still has a funding gap. Traditionally leveraged strategies for transit financing were explored, these include sponsorship and naming rights as well as value capture joint development. HR&A also explored the funding capacity that would result from the City and County of Los Angeles’ participation in each of the ten TIF district scenarios previously cited.

SPONSORSHIP AND NAMING RIGHTS

In addition to potential revenues from advertising at station adjacent intersections, station sponsorship and naming rights are another potential revenue source for the Project. However, it is important to note that this revenue would be controlled by Metro not the City of West Hollywood. HR&A conducted a case study analysis of sponsorship and naming rights agreements for both stations and transit lines for six different transit agencies. Results are summarized in Figure 12 below.

Figure 12: Sponsorship and Naming Rights Agreements

Agency	Station	City	Sponsor	Year	Annual Revenue	Annual Passengers	Visibility
MTA	Atlantic Ave-Barclays Center	New York	Barclays	2009	\$0.2M	13.8M	Joint naming rights
SEPTA	Jefferson Station	Philadelphia	Thomas Jefferson Univ. Hospitals	2014	\$0.8M	7.0M	Exclusive naming rights
SEPTA	NRG Station	Philadelphia	NRG Energy Inc.	2018	\$1.1M	1.0M	Exclusive naming rights
SEPTA	Vodafone Sol	Madrid	Vodafone	2013	\$1.3M	19.5M	Exclusive naming rights and immersive advertising

Agency	Line	City	Sponsor	Year	Annual Revenue	Annual Ridership	Visibility
RTA	Healthline	Cleveland	The Cleveland Clinic	2008	\$0.3M	5.2M	Bus wrap and line branding
RTD	Univ. of Colorado A Line	Denver	University of Colorado	2015	\$1.0M	6.6M	Train wrap and line branding
MTS	Sycuan Green Line	San Diego	Sycuan Casino	2017	\$0.9M	13.6M	Complete line branding
MTS	UC San Diego Blue Line	San Diego	UC San Diego Health	2015	\$1.0M	16.5M	Complete line branding

Sources: HR&A Advisors

HR&A found that this revenue source is relatively small (\$0.2 to \$1.3M annually) and varies based on station passenger volume and level of visibility. Visibility ranges from joint station or line naming, featuring the sponsor’s name with the station’s original name, to immersive advertising, where a station or line is branded with the sponsor’s name throughout in an exclusive advertising agreement. Given the size of this source, it is likely best suited to help fund operating and maintenance costs which are also a factor in Metro’s acceleration decision making.

Since Metro would own and operate each of the line’s stations, the City would likely have no formal role in contracting a sponsorship agreement. Nevertheless, the City can leverage its connections with key institutions and corporations to convene negotiations between these entities and Metro. Most likely sponsors include large institutions, such as hospitals or universities, or corporations with strong direct-to-consumer businesses, such as telecommunications or financial institutions, which benefit from increased visibility.

VALUE CAPTURE FROM JOINT DEVELOPMENT

Joint development, in the context of transit related projects, refers to the public-private partnership between a public agency and private developer to develop publicly-owned “excess” land at or proximate to future stations. While the EIFD model assumes the redevelopment of significantly underutilized and vacant parcels, it excludes publicly owned land. For these publicly owned properties, of which there are several in the City of West Hollywood, there is an opportunity to capture some of the incremental real estate development value for the Project by deploying appropriate development strategies and partnerships. These strategies exist on a spectrum from a passive partnership, such as ground leasing, where a development partner pays a pre-determined ground lease to the public agency for the right to develop on a ‘clean’ property that is made available, to developer-led delivery of transit infrastructure, where the developer plays an active role in funding and delivery of portions of the transit infrastructure in return for the right to develop.

The level of developer partnership in joint development depends upon the timing of private developer engagement in the project (developer-led infrastructure delivery means involvement at early stages of site planning) as well as the potential benefit of a deeper partnership weighed against the additional development risk to the developer. It is important to note that a developer’s risk-reward calculus is very different from a public agency’s, meaning for the risks to be worthwhile for a developer, the incremental value that integration of the additional infrastructure component creates for the developer must be significantly greater than the developer’s capital contribution of providing them. In other words, a developer will typically contribute less directly for the same piece of infrastructure than a public agency would due to the private sector’s higher return on investment expectations. Also, delivery of infrastructure directly by a real estate developer often requires the necessity to bring in various areas of expertise, and capital, that results in a different blend of risk return expectations than a discrete infrastructure or real estate project. However, if there is substantial value that can be created and captured, this is a creative project delivery and funding mechanism.

Real estate in the City of West Hollywood is highly desirable as a part of the broader west Los Angeles real estate market. This desirability is reflected in a scan of recent land sales transactions, which shows that on average commercial land of greater than one acre is currently selling for an average of about \$22 million per acre; one highly desirable 7.6 acre property slated for redevelopment into the One Beverly Hills hotel and condo project was recently sold for \$58 million an acre, and a 0.88 acre property on the Sunset Strip in West Hollywood, that is also slated for redevelopment, recently sold for \$80 million.¹² New development on a publicly owned parcel could help unlock this latent value.

Given the strength of the local real estate market, the value creation potential for such a development is likely high enough for a developer to take an active role in any partnership agreement. For City-owned parcels, the City has the power to negotiate the appropriate level of partnership with a private developer. For parcels owned by a public agency other than the City, the City still has an important role to play through the entitlement process to unlock value creation potential, or to further participate in the joint agreement through potential tax rebates. Metro already has an established joint development policy, which was most recently updated in July 2015. This program can serve as a useful resource to structure any joint development negotiations, particularly for properties owned by Metro.

In addition, the Metro Board adopted (June 2018) a "Transit Oriented Communities Policy" (TOC) and Metro staff is currently developing a TOC implementation program. Additionally, Metro is exploring additional

¹² CoStar, June 2019.

policies and programs to support the linkage between transit investment decisions and affordable housing. ("Metro Affordable Housing Policies and Tools," Board staff report, January 16, 2020)."

Further details on these funding sources and the case studies HR&A reviewed to inform this analysis can be found in a briefing prepared for the City entitled "Value Capture Case Studies: Crenshaw/LAX Northern Extension" (Appendix D).

The analysis below is for a large primarily Metro owned site in the City, but as Metro acquires more property for station construction there is the potential for other public private joint development.

Metro Division 7 Bus-yard Site

As a part of our analysis of potential supplemental revenues that could serve to accelerate the Project, HR&A completed a high-level assessment of the value capture potential of redevelopment at Metro's Division 7 Bus-yard site, located in the City of West Hollywood. The Bus-yard sits on about 10.6 acres of prime land on the corner of San Vicente Blvd and Santa Monica Blvd. The site is currently home to a Los Angeles County Sheriff Station and an active bus yard used by Metro, of which the Metro bus yard is the vast majority of the site. The site was evaluated in particular because (1) it sits at the site of a potential future rail station (depending on the alignment chosen), (2) it is the largest underdeveloped site in West Hollywood, and (3) it is publicly owned.

HR&A does not presume Metro would necessarily pledge proceeds of the land redevelopment towards this project as part of our base analysis, but our analysis illustrates value potential if it were to be redeveloped.

Value Capture Estimation Methodology

HR&A undertook a Residual Land Value ("RLV") analysis to identify the value created by a new development which would reconstruct and incorporate the existing bus yard and sheriff station into a larger development while retaining the operational integrity of both existing facilities. RLV represents what a developer would theoretically be willing to pay for land after comparing the potential project value to its total costs (e.g., hard costs, soft costs, and financing costs). This RLV can be the basis of negotiations between Metro, Los Angeles County, the City, and the developer over a Public-Private Development ("P3") structure, such as a fee-simple land sale or ground lease, to help cover facility costs for proposed station at Santa Monica/San Vicente as part of the Crenshaw North Extension.

An RLV analysis requires a development program to estimate the revenue and expense components necessary in determining total project value and land value. HR&A used a 2012 unsolicited proposal from Cohen Brothers Realty Corporation of California (CBRCC) to Metro, which called for a 1.2 million square foot mixed-use development on the property with provisions to replace both the Bus Yard and Sheriff's Station, as a baseline for its financial model. Building upon this baseline, HR&A tested three scenarios as summarized below in **Error! Reference source not found.**¹³. All scenarios also include 50,000 SF set aside for new local government facilities at the redeveloped bus yard site paid for by the developer. HR&A believes that this RLV analysis is likely to be conservative and could be substantially higher if additional density were allowed on the site, as well as if other non-real estate sources like advertising revenues or potential tax rebates were maximized.

Figure 13: Division 7 Bus Yard RLV Scenarios

	Scenario 1	Scenario 2	Scenario 3
Scenario Name	Cohen Proposal (Baseline)	New Baseline	Add'l Parking Reduction
Land Area (SF)	461,736	461,736	461,736
Building Area (GSF)	1,375,000	1,374,000	1,424,000
FAR*	2.98	2.98	3.08
Retail (GSF)	180,000	180,000	180,000
Office	520,000	520,000	570,000
Hotel	175,000	175,000	175,000
Residential Units	419	480	480
Hotel Keys	250	250	250
Parking Spaces	4,428	2,761	1,406

Sources: CBRCC, HR&A Advisors

Descriptions of scenario each are as follows:

- **Scenario 1 - CBRCC Proposal (Baseline)**

This scenario is based on the 2012 Proposal from CBRCC. HR&A made slight adjustments to include the correct number of statutorily mandated affordable units (20 percent of total), satisfied through the provision of senior housing, and decreased residential unit size to reflect recent multifamily deliveries. This scenario includes 120,000 SF of government office (Sheriff's Station = 50,000 SF, local government facilities = 50,000 SF, Metro offices = 20,000 SF).

- **Scenario 2 – New Baseline**

This scenario took the CBRCC proposal and switched senior housing to affordable housing, changed residential unit mix to align with recent deliveries (weighted towards studio and 1-bedroom units), and applied a commercial parking reduction ordinance passed by the City in December 2018, cutting some parking requirements by as much as 70 percent.

- **Scenario 3 – Additional Parking Reduction**

Per City staff request, this scenario applied an additional reduction in parking requirements (50%) and added another 50,000 SF of market-rate office, which counterbalances the 50,000 SF of market-rate office lost for the proposed local government facilities on the site. Staff's request for further parking reductions were because the project would be located on top of a Metro rail station.

Total Development Cost

In general, the total development cost of the redevelopment project is between \$750 million and \$925 million varying due to program size and level of parking required, per the scenarios described above. The retention and replacement of the Bus Yard is a significant cost totaling nearly \$200 million, or between 15 to 25 percent of the total development cost depending on the development scenario.¹³

Total Project Value

Given today's market conditions, the total value of the project would be nearly \$1.0 billion dollars. This project value could be partly captured through property taxes and would add significant value to a future Enhanced Infrastructure Financing District.¹⁴ The EIFD projections shown previously in this report do not include additional TIF from the joint development of public assets, the addition of revenues from project specific TIF would increase those figures.

¹³ Per Metro provided estimate.

¹⁴ See HR&A's 2019 report entitled "Crenshaw Northern Line Extension, Financial Feasibility Analysis" for more details.

Residual Land Value

According to recent land sale transactions in and around West Hollywood, land greater than one acre is typically selling for \$22 million per acre, or approximately \$500 per square foot of land. HR&A's RLV analysis demonstrates a depressed project RLV due to the requirements of constructing the Bus Yard, as well as providing non-income producing government offices. Under Scenario 1, these developer concessions would result in a negative RLV, meaning the developer would require a subsidy to deliver the proposed project. Even with a revised program and reduced parking requirements, Scenario 3 at an RLV of \$309 per square foot of land still falls short of competitive benchmarks.

To increase RLV there are two main strategies: increase revenue generation for the property or reduce development costs. The project could increase revenues primarily through greater allowable density which would allow for more income producing uses (i.e., apartments, retails, office, hotel). Depending on the amount of density granted, it could be enough to overcome the subsidy and achieve at or above market RLV. The other strategy would likely come through reducing the burden of developer concessions. For instance, instead of having the developer fund the construction of a new local government facilities, West Hollywood could choose to provide the developer payment for this asset in return for the developer delivering it as part of the overall redevelopment project.

This RLV can be the basis of negotiations with a private developer on a P3 structure. While there are more complicated P3 structures, where the developer would deliver additional transportation infrastructure for the proposed Santa Monica/San Vicente station, the simplest arrangement would be a ground lease. A ground lease could yield significant value for Metro and Los Angeles County (the land-holding parties). For example, a yield rate of 6.5 percent applied to RLV in Scenario 2 and Scenario 3 would translate into annual payments of \$2.3 million to over \$9.3 million respectively.^{15 16} Depending on the timing of redevelopment and openness of the land-holding parties to commit revenue from the project, the redevelopment of this project could be a significant additional capital source to help fund the Crenshaw Northern Extension.

Lastly, this analysis doesn't include further potential financial or entitlement incentives that could be negotiated as a part of an agreement between Metro, the City of West Hollywood, the County of Los Angeles, and a private developer; including, 1) enhanced digital signage entitlements, 2) potential tax rebates (hotel tax and property tax), and 3) entitlements for increased density. These potential incentives would increase the residual land value and overall value of the projects, thus potentially providing greater funds to Metro than what is shown in the following table.

¹⁵ A yield rate is the percentage applied to the land value of a project to determine an annual ground rent payment. While there are other more complicated ground lease structures involving participation or revenue sharing, this example only considers a ground rent payment for illustrative purposes.

¹⁶ HR&A is not acting as a Municipal Advisor (see General and Limiting Conditions). Any ground lease payments would be the result of extensive negotiations between Los Angeles County, Metro, The City of West Hollywood, and a private developer.

Figure 14: Division 7 Bus Yard Scenario Results

Scenario Name	Scenario 1 CBRCC Proposal (Baseline)	Scenario 2 New Baseline	Scenario 3 Add'l Parking Reduction
Development Cost			
Apartment	\$234,500,000	\$242,900,000	\$213,100,000
Retail	\$206,800,000	\$161,200,000	\$134,200,000
Office	\$347,200,000	\$292,500,000	\$287,900,000
Hotel	\$137,300,000	\$125,300,000	\$117,600,000
Total Development Cost	\$925,900,000	\$821,800,000	\$752,700,000
Metro Bus Facility % of Cost	21%	24%	26%
Project Value			
Apartment	\$257,900,000	\$264,400,000	\$264,400,000
Retail	\$200,900,000	\$197,000,000	\$197,000,000
Office	\$344,300,000	\$343,200,000	\$386,000,000
Hotel	\$175,700,000	\$175,700,000	\$175,700,000
Total Project Value	\$978,800,000	\$980,300,000	\$1,023,100,000
Residual Land Value			
Apartment	(\$8,800,000)	(\$11,500,000)	\$18,200,000
Retail	(\$31,000,000)	\$11,200,000	\$38,200,000
Office	(\$45,900,000)	\$7,700,000	\$49,900,000
Hotel	\$16,400,000	\$28,500,000	\$36,200,000
Total Residual Land Value	(\$69,400,000)	\$35,900,000	\$142,500,000
RLV Per SF Land Area	(\$150)	\$78	\$309

Sources: HR&A Advisors

Implications

The Division 7 Bus Yard represents the most significant publicly-owned redevelopment opportunity in the City of West Hollywood. While the City does not have an ownership interest in the project, it plays a significant role in unlocking its value creation potential. Any redevelopment would require a general plan amendment and zone change. Further, the City can offer special entitlement concessions, such as reduced parking requirements and increasing allowable densities, given the unique transit-oriented nature of the project above a future rail station.

Given this potential value, there is an enormous incentive for the City, Metro, and Los Angeles County to work closely together to realize the full potential of this site. Not only can this project offer public benefits of a new Bus Yard, Sheriff Station, and local government facilities, it could potentially contribute significant capital to help fund the Crenshaw Northern Extension through both EIFD revenues and a P3 arrangement for the land (e.g., a ground lease).

LOS ANGELES CITY AND COUNTY EIFD PARTICIPATION

While West Hollywood can meet its EPD local contribution target without EIFD participation from the City and County of Los Angeles, additional funding is required to fill the funding gap for the Project. If the City and County of Los Angeles were to participate in the EIFD, there would be significant additional funding. The City and County of Los Angeles' higher tax rates and large share of parcels relative to West Hollywood enable them to have larger amounts of funding available relative to West Hollywood. Assuming a 50 percent property tax increment contribution from both the City and County of Los Angeles, findings are shown below.

*Figure 15: EIFD Funding Profile for West Hollywood and Los Angeles County
City of West Hollywood*

Alignment and EIFD Buffer	City of WeHo Alone	LA County in City of WeHo	City of WeHo and LA County
Hybrid 0.5 Mile	\$0.57 Billion	\$0.50 Billion	\$1.07 Billion
Hybrid 0.25 Mile	\$0.40 Billion	\$0.35 Billion	\$0.75 Billion
San Vicente 0.5 Mile	\$0.49 Billion	\$0.43 Billion	\$0.92 Billion
San Vicente 0.25 Mile	\$0.37 Billion	\$0.32 Billion	\$0.68 Billion
La Cienega 0.5 Mile	\$0.40 Billion	\$0.35 Billion	\$0.75 Billion
La Cienega 0.25 Mile	\$0.29 Billion	\$0.25 Billion	\$0.54 Billion
Fairfax 0.5 Mile	\$0.16 Billion	\$0.14 Billion	\$0.29 Billion
Fairfax 0.25 Mile	\$0.10 Billion	\$0.09 Billion	\$0.19 Billion
La Brea 0.5 Mile	\$0.04 Billion	\$0.04 Billion	\$0.08 Billion
La Brea 0.25 Mile	\$0.03 Billion	\$0.02 Billion	\$0.05 Billion

Sources: HR&A Advisors

Figure 16: EIFD Funding Profile for the City and County of Los Angeles

Alignment and EIFD Buffer	City of Los Angeles		
	City of LA Alone	LA County in City of LA	City of LA and LA County
Hybrid 0.5 Mile	\$2.05 Billion	\$1.89 Billion	\$3.93 Billion
Hybrid 0.25 Mile	\$0.92 Billion	\$0.85 Billion	\$1.76 Billion
San Vicente 0.5 Mile	\$2.10 Billion	\$1.95 Billion	\$4.05 Billion
San Vicente 0.25 Mile	\$0.86 Billion	\$0.80 Billion	\$1.67 Billion
La Cienega 0.5 Mile	\$2.16 Billion	\$2.00 Billion	\$4.16 Billion
La Cienega 0.25 Mile	\$0.83 Billion	\$0.77 Billion	\$1.60 Billion
Fairfax 0.5 Mile	\$1.91 Billion	\$1.78 Billion	\$3.68 Billion
Fairfax 0.25 Mile	\$0.85 Billion	\$0.79 Billion	\$1.65 Billion
La Brea 0.5 Mile	\$1.61 Billion	\$1.50 Billion	\$3.11 Billion
La Brea 0.25 Mile	\$0.81 Billion	\$0.75 Billion	\$1.56 Billion

Sources: HR&A Advisors

Figure 17: EIFD Funding Profile for All Municipalities within the District Boundary

Alignment and EIFD Buffer	City of WeHo and	City of LA and LA	All Municipalities
	LA County	County	
Hybrid 0.5 Mile	\$1.07 Billion	\$3.93 Billion	\$5.01 Billion
Hybrid 0.25 Mile	\$0.75 Billion	\$1.76 Billion	\$2.52 Billion
San Vicente 0.5 Mile	\$0.92 Billion	\$4.05 Billion	\$4.98 Billion
San Vicente 0.25 Mile	\$0.68 Billion	\$1.67 Billion	\$2.35 Billion
La Cienega 0.5 Mile	\$0.75 Billion	\$4.16 Billion	\$4.91 Billion
La Cienega 0.25 Mile	\$0.54 Billion	\$1.60 Billion	\$2.14 Billion
Fairfax 0.5 Mile	\$0.29 Billion	\$3.68 Billion	\$3.97 Billion
Fairfax 0.25 Mile	\$0.10 Billion	\$1.65 Billion	\$1.75 Billion
La Brea 0.5 Mile	\$0.08 Billion	\$3.11 Billion	\$3.19 Billion
La Brea 0.25 Mile	\$0.05 Billion	\$1.56 Billion	\$1.61 Billion

Sources: HR&A Advisors

NEXT STEPS

The technical analysis summarized in the report above indicates the viability of using innovative funding and financing tools to close the funding gap to construct the northern extension of the Crenshaw/LAX Metro rail line (whether built in the near term or 2041) and pursue early delivery of this critical regional transportation project. This extension is a key opportunity for the City of West Hollywood and its regional partners to advance shared sustainability, active transportation, and economic development objectives. We recommend that the City work closely with Metro, the City of Los Angeles, the County of Los Angeles, and other stakeholders to advance the implementation of the project. Next steps should include the following:

- **Financing Strategy Finalization and Implementation:** Based on the funding sources identified above, the City of West Hollywood should finalize its preferred financing strategy. As described in the analysis, it is unlikely any one funding source would suffice to ensure that the project qualifies for Early Project Delivery per Metro standards, therefore a multi-pronged financing strategy should be finalized and advanced.
- **Consensus Building and Interagency Partnerships:** Implementation of the funding strategy to enable Early Project Delivery will require coordination with stakeholders and officials from the City of Los Angeles, Los Angeles County, and Metro. In particular, participation in an EIFD by LA County and/or the City of Los Angeles will require strong and intentional consensus building to ensure that the goals of all are represented in the creation and implementation of the financing district.
- **Preparation of Overall Funding Strategy:** One of the critical next steps will be the formation of an overall strategy to fund the project, which will take place jointly between all agency partners during the first phase of the Environmental Impact Report. In addition to HR&A, the City has hired a municipal financial advisor (Scully Capital) to assist with the preparation of this strategy. This will be an important next step because it is necessary for the project to move into the project engineering and NEPA portions of the environmental work.
- **Equitable Growth Considerations:** New funding sources, including the potential EIFD, funds from Metro, and other local and regional funding could also be used to improve the overall positive impact of the project as well as mitigate unintended impacts of the Project. Key considerations for further study by the involved parties (i.e. City of West Hollywood, City of Los Angeles, and LA County) could include anti-displacement or gentrification investments, first/last mile improvements, and other district-level infrastructure.
- **Refinement of Funding Capacity Analyses:** The funding capacity analysis is analytically rigorous and utilizes best available data as of Fall 2019 to evaluate funding capacity over a 45 year projection period. However, it is possible that changes in macroeconomic conditions (e.g. faster or slower economic growth), state laws (related to density and/ or tax collection procedures), and other factors may require the refinement of the analysis.
- **Benefits Case:** The completion of the rail extension would usher substantive economic, fiscal, environmental and other benefits for the City of West Hollywood as well as for the City of Los Angeles and Los Angeles County. These quantitative and qualitative benefits should be evaluated and described for the general public in the context of the project cost.

APPENDIX A: METRO EARLY PROJECT DELIVERY GUIDELINES

Proposed Metro Board Policy: Early Project Delivery Strategy

EFFECTIVE DATE:

November 30, 2017

TITLE

- This Policy shall be referred to as the Early Project Delivery Strategy.

PURPOSE

- This Policy establishes clear, uniformly applied criteria to determine if a Measure M Project can be delivered faster than scheduled in the Measure M Expenditure Plan. A comprehensive policy allows for rigorous and expeditious analyses and determinations. It provides for transparency and financial accountability. Projects can be accelerated as long as others are not negatively impacted, pursuant to the Measure M Ordinance.

PROCESS

1. Identify multiple inputs that suggest a potential for acceleration. A screening tool will then be utilized to assist in identifying the inputs that potentially have occurred and whether an initial assessment of the propensity for acceleration is warranted.
2. If warranted, staff will then conduct an analysis to confirm the ability to accelerate a project schedule, determine the extent to which a project could be accelerated and what would be the impacts of that action.
3. The Board of Directors will review the staff analysis and may: (a) give direction to subsequently provide notice and take action pursuant to controlling law; (b) decline to find for early project delivery; or (c) direct staff to undertake further analysis.

GENERALLY

- Multiple acceleration inputs are typically needed to result in accelerating a project schedule.
- A project's funding, schedule, scope or legal/regulatory environment are integral to the acceleration inputs.
- Acceleration inputs considered may also indirectly relate to the project if they are demonstrated to substantially advance system performance or adopted policies of the Board.
- Acceleration inputs are intended to be transportation mode-neutral, unless otherwise indicated (e.g., mode-specific funding revenues or fees).
- Funding considerations must be consistent with all applicable local, state, and/or federal rules and regulations; and Board-adopted debt policy.

DEFINITION

- Accelerator: a single strategic input that could partially support facilitating early delivery of a Measure M project.

STRATEGIC INPUTS FOR EARLY PROJECT DELIVERY

	Accelerator	Points
Funding (30 points)	1. New Revenue. Has new, committed funding become available at an amount greater than 25% of the total project construction cost?	15
	A. Is this funding discretionary?	2
	B. Is this funding somehow conditional to the project or time-sensitive?	5
	C. Is funding cash flow available sooner as a result of a delayed project?	3
	D. Are confirmed surplus funds available from another project in the same subregion, based on a final Life of Project budget?	2
	E. Would there be cost savings of at least 25% based on the time value of money resulting from this funding accelerator?	3
Partnerships (30 points)	2. Regional Responsibility. Have one or more of the local jurisdictions within which the project is located substantially advanced or committed to advancing the implementation of one or more Metro Board adopted goals and policies that support the integration of transportation and land use for which Metro is reliant upon its local partners to achieve?	6
	3. Process Streamlining. Have all responsible local agencies streamlined permitting processes and executed or committed to executing necessary memoranda of agreements prior to awarding of the project construction contract?	5
	4. Additional Support. Is the local jurisdiction and/or other local partner contributing at least 10% more than the required 3% contribution or 5% of the project cost within that jurisdiction from other sources?	5
	5. Value Capture. Is a local improvement, financing district or other value capture financing tool existing or will be established within three years of the groundbreaking date for the purpose of funding at least 10% of the project cost within the jurisdiction in which the financing tool is established?	5
	6. Advance Funding. Is there a proposal by a local jurisdiction or other party to advance funding, which would deliver all or a functional segment of the project 10% earlier?	5
	7. Impact Fees. Is there a program to collect a fee in-lieu of providing required parking and/or local traffic improvements, with revenues allocated to transportation demand management (TDM) strategies that are directly dependent on and in support of Metro's project, or a goods movement impact fee program to fund improvements, in conformance with California and federal laws?	4

	Accelerator	Points
Process (25 points)	8. Streamlined Review. Is this project currently undergoing or can commit to a streamlined planning and environmental review process that does not exceed three years in duration?	5
	9. Clearance Complete. Has this project concluded the planning and environmental review process, needing no more than a refresh of the environmental document(s), not exceeding one year in duration to complete (Operation Shovel Ready)?	10
	10. Phased Completion. Can this project be designed to phase improvements to achieve early action, incremental benefits?	8
	11. Property Availability. Has at least 75% of the required right-of-way and site acquisitions been completed or is anticipated to be completed within one year?	2
Innovations (15 points)	12. Alternative Solutions. Is there an equal or superior, less costly improvement to accomplish the capacity and performance intended by the transportation project?	3
	13. Technological Innovations. Are there technological innovations that will reduce the planned capital and/or operating cost of the project?	3
	14. Consolidated Delivery. Is there an opportunity to combine two or more projects/segments to achieve economy of scale and minimize impacts of multiple back-to-back construction over a long period of time such that the combined project construction cost is reduced by at least 25%?	3
	15. Delivery Method. Is this project the subject of a public-private partnership proposal or other unsolicited proposal that can reduce the estimated construction cost by a minimum of 10% or accelerate the delivery date by at least 5 years?	6

PROPENSITY FOR EARLY PROJECT DELIVERY

High:	67-100	Automatically advances to staff analysis and Board consideration
Medium:	34-66	Advances to staff review, which determines whether Board consideration is warranted
Low:	0-33	Does not advance to staff review nor Board consideration
Exception:	N/A	Project acceleration can unambiguously be demonstrated by an exceptional condition regardless of scoring (e.g., unexpected full funding from outside source)

MEASURE M PROJECT EVALUATION READINESS TOOL (M-PERT)

- M-PERT is an evaluation tool only—not a determinative decision tool.
- Required initial screening step (unless exceptional condition, per above).
- All Measure M projects ordered as listed in the Expenditure Plan are included.
- The above acceleration strategic inputs are set forth as “yes” or “no” questions to answer.
- A score given to each input to measure its relative strength in impacting project timing; a “yes” answer returns the possible score for that input, as listed above.
- An overall score given as a low, medium and high indicator for acceleration.
- An accounting of evaluations conducted is logged and reported.
- The M-PERT tool is for use by Metro staff, Board Directors and their deputy staff.

MAINTAINING PROJECT SCHEDULES: HOW TO HELP METRO DELIVER PROJECTS

	Responsibilities
Funding	<ul style="list-style-type: none"> • Protect all funding sources allocated to the project, per Metro’s financial plan. • Keep the project within the budgeted cost identified in the Measure M Expenditure Plan.
Partnerships	<ul style="list-style-type: none"> • Request design features that have a rational nexus to potential project impacts. • Minimize permitting requirements and ensure that ministerial actions are a staff- level decision, done timely. • Establish and maintain an effective, genuine public and stakeholder engagement process.
Process	<ul style="list-style-type: none"> • Select a Locally Preferred Alternative that can be constructed within budget or augmented with reasonably expected, new outside funding sources that are needed to achieve desired community goals and compatibility. • Pursue constructive conflict resolution, creativity and solutions that are in rough proportionality to the problem to avoid litigation delays. • Thoroughly address environmental issues and avoid project design features that trigger costly mitigation measures.
Innovations	<ul style="list-style-type: none"> • Rely upon current, proven technology for the project design, rather than await speculative innovations. • Seek any necessary regulatory reform and streamlining to allow the rapid deployment of any available state-of-the-art, proven technologies that can increase capacity, reduce travel times or improve safety, which can help keep the project on time and at or below budget.

DISCLOSURE AND RECOVERY PLAN

- A disclosure and recovery plan shall be prepared for a project at risk for delay.

ANNUAL REPORTING AND EVALUATION

- The CEO shall report annually on activities and actions pertaining to this Policy, including projects being considered for early project delivery, the number of screening inquiries conducted for each project using M-PERT and projects under or being considered for a Disclosure and Recovery Plan.

APPENDIX B: POTENTIAL EIFD ALIGNMENT MAPS

This appendix material can be found separately on an online shared files drive maintained by the City of West Hollywood here. The link to access these files is available [here](#).¹⁷

¹⁷ The full link to the Appendices can be found here:
<https://onedrive.live.com/?authkey=%21ANzIdEk2N3tarDc&id=84BDC8D4B31D04AA%2119015>

APPENDIX C: CITY-CONTROLLED REVENUE FUNDING CASHFLOWS

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¹⁸ The full link to the Appendices can be found here:
<https://onedrive.live.com/?authkey=%21ANzIdEk2N3tarDc&id=84BDC8D4B31D04AA%2119015>

APPENDIX D: VALUE CAPTURE CASE STUDIES

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¹⁹ The full link to the Appendices can be found here:
<https://onedrive.live.com/?authkey=%21ANzIdEk2N3tarDc&id=84BDC8D4B31D04AA%2119015>

APPENDIX E: EIFD REVENUES/CASHFLOWS BY ALIGNMENT AND EIFD SENSITIVITIES

This appendix material can be found separately on an online shared files drive maintained by the City of West Hollywood here. The link to access these files is available [here](#).²⁰

²⁰ The full link to the Appendices can be found here:
<https://onedrive.live.com/?authkey=%21ANzIdEk2N3tarDc&id=84BDC8D4B31D04AA%2119015>

PROCUREMENT SUMMARY

CRENSHAW/LAX NORTHERN EXTENSION TRANSIT CORRIDOR/AE64930000

1.	Contract Number: AE64930000	
2.	Recommended Vendor: Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: August 12, 2019	
	B. Advertised/Publicized: August 12, 2019	
	C. Pre-Proposal Conference: August 22, 2019	
	D. Proposals Due: September 30, 2019	
	E. Pre-Qualification Completed: June 29, 2020	
	F. Conflict of Interest Form Submitted to Ethics: September 30, 2019	
	G. Protest Period End Date: August 25, 2020	
5.	Solicitations Picked up/Downloaded: 181	Proposals Received: 3
6.	Contract Administrator: Gina Romo	Telephone Number: (213) 922-7558
7.	Project Manager: Roger Martin	Telephone Number: (213) 922-3069

A. Procurement Background

This Board Action is to approve Contract No. AE64930000 issued in support of the Crenshaw/LAX Northern Extension Transit Corridor for environmental analysis (CEQA) and advanced conceptual engineering (ACE). Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued with an SBE goal of 21% and a 3% DVBE goal.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on August 27, 2019, clarified the milestone schedule and extended the due date of proposals to September 23, 2019.
- Amendment No. 2, issued on September 16, 2019, extended the due date of proposals to September 30, 2019.
- Amendment No. 3, issued on September 18, 2019, provided revisions clarifying some tasks of the scope of services.

A pre-proposal conference was held on August 22, 2019, and was attended by 92 individuals, representing 72 firms. There were 41 questions asked and responses were released prior to the proposal due date.

A total of 181 firms downloaded the RFP and were included in the plan holder's list. A total of three proposals were received on September 30, 2019 from the following firms:

- Arup North America Limited
- Connect Los Angeles Partners, Joint Venture
- Mott MacDonald Group, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Transportation Planning, Countywide Planning, and Project Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|---|------------|
| • Degree of Skills and Experience of Team | 15 percent |
| • Experience and Capabilities of Personnel of the Team | 25 percent |
| • Effectiveness of Team Management Plan | 15 percent |
| • Understanding of Work and Approach for Implementation | 35 percent |
| • Innovation | 10 percent |

The evaluation criteria is appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) environmental procurements. Several factors were considered when developing these weights, giving the greatest importance to Understanding of Work and Approach for Implementation. The PET evaluated the proposals according to the pre-established evaluation criteria. This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

All three proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Arup North America Limited
2. Connect Los Angeles Partners, Joint Venture (Connect)
3. Mott MacDonald Group, Inc.

During the period of October 2 through October 11, 2019, the PET independently evaluated and scored the technical proposals.

All firms were invited for oral presentations on October 14, 2019. The firms had an opportunity to present their proposed project manager, the team's qualifications and respond to questions from the PET. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project.

Each team was asked questions relative to the team’s availability and project milestones, working with outreach and system consultants, methods to control costs and schedule, and the value-added benefits of the team’s chosen advisors.

The final scoring, after the oral presentations, determined Connect to be the highest technically qualified firm.

Qualifications Summary of Recommended Firm:

Connect Los Angeles Partners, Joint Venture (Connect) is a Joint Venture between WSP USA Inc. (WSP) and AECOM Technical Services, Inc. (AECOM). The team that Connect has brought together includes environmental specialists, engineers, architects, urban planners, outreach, surveying, modeling, and mapping experts.

The Connect team proposal provided a diverse mix of recent and relevant experience in transit projects including Metro’s Regional Connector, Purple Line Extension and West Santa Ana Branch. The proposal also demonstrated an understanding of the overview of the project area and a familiarity with the opportunities and constraints of planning, designing and environmentally clearing large scale projects. The proposal showed contextual awareness of transportation and land use and clearly articulated outcomes in a concise and compelling manner.

The organization and responsibility of key project leads is proportional to the professional experience in planning, designing and environmentally clearing each alternative presented for this project. The proposed team provided evidence of strong support on core elements of the project including transit supportive planning toolkit and first and last mile experience.

Following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Connect Los Angeles Partners, JV				
3	Degree of Skills and Experience of Team	91.00	15.00%	13.65	
4	Experience and Capabilities of Personnel of the Team	90.00	25.00%	22.50	
5	Effectiveness of Management Plan	89.00	15.00%	13.35	
6	Understanding of Work and Approach for Implementation	92.00	35.00%	32.20	
7	Innovation	83.00	10.00 %	8.30	
8	Total		100.00%	90.00	1

9	Mott MacDonald Group, Inc.				
10	Degree of Skills and Experience of Team	87.00	15.00%	13.05	
11	Experience and Capabilities of Personnel of the Team	85.00	25.00%	21.25	
12	Effectiveness of Management Plan	81.00	15.00%	12.15	
13	Understanding of Work and Approach for Implementation	83.00	35.00%	29.05	
14	Innovation	79.00	10.00%	7.90	
15	Total		100.00%	83.40	2
16	Arup North America Limited				
17	Degree of Skills and Experience of Team	74.00	15.00%	11.10	
18	Experience and Capabilities of Personnel of the Team	71.00	25.00%	17.75	
19	Effectiveness of Management Plan	72.00	15.00%	10.80	
20	Understanding of Work and Approach for Implementation	76.00	35.00%	26.60	
21	Innovation	74.00	10.00%	7.40	
22	Total		100.00%	73.65	3

C. Cost Analysis

The recommended price of \$50,367,851 has been determined to be fair and reasonable based upon Metro's Management and Audit Services (MAS) audit findings, an independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Connect Los Angeles Partners JV	\$63,267,803	\$27,209,436	\$50,367,851

The variance between the initial proposed price and the final negotiated price is due to scope clarifications and refinements.

The ICE prepared for the Crenshaw Northern Extension project assumed a few of the alignments that were studied would be eliminated during the advanced screening analysis. However, in January 2020, staff determined these alignments would continue as part of the environmental process as each of the alignments have potential ridership projections of 90,000 daily riders respectively, travel time savings in the eastern alignments; and access to greater jobs market for the western alignments. Therefore, the negotiated amount includes the additional alignments and the level of effort to carry the alignments forward through the environmental study.

D. Background on Recommended Contractor

The recommended firm, Connect Los Angeles Partners, Joint Venture, (Connect), is a joint venture between WSP USA Inc. (WSP) and AECOM Technical Services, Inc. (AECOM). WSP, founded in 1933, is a New York based firm with offices throughout the nation, including the Los Angeles area. They are a multi-faceted transportation company with a full team of planners, engineers and advisors. AECOM was founded in 1990 and has diversified into a global firm with full architecture, engineering, construction, planning and environmental services.

The Connect team's Project Manager is an engineer and certified planner with over 13 years of experience and was the southern California regional director of projects for the high-speed rail project. The team assembled by Connect consists of 16 subcontractors, who bring specific and relevant urban planning, civil and traffic engineering expertise to the project. Thirteen of the subcontractors are SBEs and three are DVBEs.

DEOD SUMMARY

CRENSHAW/LAX NORTHERN EXTENSION TRANSIT CORRIDOR/AE64930000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Connect Los Angeles Partners, a Joint Venture between WSP USA Inc. and AECOM Technical Services, Inc., exceeded the goal by making a 21% SBE and 3.71% DVBE commitment.

SMALL BUSINESS GOAL	21% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	21.00% SBE 3.71% DVBE
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	SBE Subcontractors	% Committed
1.	Connetics Transportation Group	0.29%
2.	Del Richardson & Associates	1.17%
3.	Here Design Studio, LLC	1.00%
4.	Intueor Consulting, Inc.	4.37%
5.	Jenkins, Gales & Martinez, Inc.	0.56%
6.	JKH Consulting	0.11%
7.	Studio M-LA	0.63%
8.	Raw International, Inc.	2.34%
9.	Suenram & Associates, Inc.	2.02%
10.	Systems Consulting, LLC	0.47%
11.	V&A, Inc.	5.31%
12.	Vicus LLC	2.31%
13.	Zephyr UAS, Inc.	0.42%
Total SBE Commitment		21.00%

	DVBE Subcontractors	% Committed
1.	Conaway Geomatics	2.70%
2.	Leland Saylor Associates	0.71%
3.	MA Engineering	0.30%
Total DVBE Commitment		3.71%

B. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations

(DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

C. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



HOLLYWOOD

Next stop: key rail connections.

CRENSHAW NORTHERN EXTENSION



Planning and Programming Committee

August 19, 2020

Legistar File No. 2020-0174



Metro



Consider:

- RECEIVING AND FILING the Crenshaw Northern Extension Advanced Alternatives Screening Study; and
- AUTHORIZING the Chief Executive Officer (CEO) to award and execute a 30-month, firm fixed price Contract No. AE64930000 to Connect Los Angeles Partners, a joint venture between WSP USA , Inc. and AECOM Technical Services, Inc., for environmental analysis (CEQA) and advanced conceptual engineering (ACE) in the amount of \$50,367,851, subject to resolution of protests, if any.
- However, only the amount of \$2.19 M is requested in FY 21 budget for Professional Services in Cost Center 4350 (Special Projects), Project 475558 (Crenshaw Northern Extension). Upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY 21 budget is adopted in September.

Project Overview & Background



➤ Extension of Crenshaw/LAX Line

- Originally studied as part of Crenshaw/LAX study corridor
- Deferred due to funding shortfalls (March 2008)

➤ Studies/Programming to Date

- Shovel Ready Initiative (January 2016)
- Feasibility/AA Study (June 2018)
- AA Screening Study (February 2020)

➤ Measure M Schedule

- FY 2041 Groundbreaking
- FY 2047 Revenue Service



AA Screening Study Recommendations



Recommended alignments are based on community outreach, ridership, costs, First Last Mile considerations, and engineering constraints:

- (1) San Vicente (Hybrid) Alternative
- (2) Fairfax Alternative
- (3) La Brea Alternative

Recommendations also include:

- Hollywood Bowl Extension, an extension from Hollywood/Highland Red Line station to the Hollywood Bowl
- Study of Interim Operable Segments



Summary of Procurement/DEOD



- The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued with an SBE goal of 21% and 3% DVBE goal. The Connect Team exceeded goal by making 21% SBE and 3.71% DVBE commitment.
- The Connect Team proposal provided a diverse mix of recent and relevant experience in transit projects including Metro's Regional Connector and West Santa Ana Branch. The proposed team also provided evidence of strong support on core elements of the project including transit supportive planning toolkit and first and last mile experience.
- The recommended price of \$50,367,851 has been determined to be fair and reasonable based upon Metro's Management and Audit Services (MAS) audit findings, and independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

Next Steps



- August 2020 – Award 30-month contract, subject to approval of the FY 21 Budget in September 2020, for the Environmental Impact Report (EIR), and Advanced Conceptual Engineering (ACE)
- October 2020 – Initiation of CEQA Environmental Study
- Spring 2021 – Public Scoping
- Work with Cities of Los Angeles and West Hollywood on Funding and Project Delivery Strategic Plan





Board Report

File #: 2020-0046, File Type: Informational Report

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 19, 2020

SUBJECT: HIGH DESERT INTERCITY RAIL CORRIDOR SERVICE DEVELOPMENT PLAN
ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming of \$3 million of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-of-Way acquisition to be repurposed to develop an intercity rail corridor service development plan.
- B. APPROVING a life of project budget of \$5 million for the High Desert Intercity Rail Corridor Service Development Plan which includes \$375,000 of in-kind contributions by DesertXpress Enterprises, LLC.
- C. DELEGATING authority to the Chief Executive Officer or his designee to enter into a Memorandum of Understanding (MOU) and any subsequent extensions or amendments with the Los Angeles County Department of Public Works to memorialize terms and conditions to advance \$1.5 million of Supervisorial 5th District Proposition A Local Return Transit Program discretionary funds to Metro to begin work on the High Desert Intercity Rail Corridor Service Development Plan and for Metro to repay the County of Los Angeles once the funding becomes available (Refer to Attachment C).
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all agreements to implement the High Desert Intercity Rail Corridor Service Development Plan.

ISSUE

The Los Angeles County Metropolitan Transportation Authority (Metro) in partnership with DesertXpress Enterprises, LLC (“DesertXpress”) and the California State Transportation Agency (CalSTA), and in coordination with the High Desert Corridor Joint Powers Authority, San Bernardino County Transportation Authority, Victorville, Adelanto, Apple Valley, Palmdale and Lancaster, are developing a new high speed intercity passenger rail service from the Virgin Trains USA Southern California Station in the Victor Valley to the Palmdale Transportation Center, utilizing the 54-mile long east-west rail alignment of the High Desert Multipurpose Corridor (HDMC). Staff is requesting approval of \$5 million of life of project authority to conduct a High Desert Intercity Rail Corridor

Service Development Plan, of which \$1.5 million will be advanced by the County of Los Angeles Department of Public Works to fund the first year of work in FY 21 and Metro will repay the County of Los Angeles once the Measure M funds are available. The life of project budget of \$5 million for the High Desert Intercity Rail Corridor Service Development Plan includes \$3 million of Measure M HDMC funds and a total of \$2 million in funding contributions from CalSTA and DesertXpress.

DISCUSSION

The High Desert Intercity Rail (HDIR) Corridor Service Development Plan will assess a critical link to connecting the cities of Las Vegas and Los Angeles by way of a new high speed intercity passenger rail service along a 54-mile east-west rail alignment from the future Virgin Trains USA Southern California Station in Victor Valley located in San Bernardino County to the current Palmdale Transportation Center located in Los Angeles County (shown in Attachment A). A new intercity passenger rail service is needed between Las Vegas and Los Angeles to enhance regional, intercity and interstate mobility in one of the most traveled corridors by automobiles. The Interstate 15 freeway (I-15) is a congested two-lane road for most of the California portion of the trip which results in gridlock congestion on the I-15 on weekends and during special events. There are approximately 56 million annual trips by air and automobiles that travel between Las Vegas and Southern California, including 26.3 million trips between Los Angeles and Las Vegas, most of which are automobile trips to/from Las Vegas along the I-15 freeway.

The HDIR Corridor Service Development Plan from Victor Valley to Palmdale will study the operation of a two-seat ride, at speeds of up to 180 miles per hour, linking Las Vegas to the Victor Valley area to Palmdale, with transfers to/from the existing Metrolink Antelope Valley Line commuter rail service to Los Angeles Union Station, in addition to feeder bus services and vehicular access provided at the Palmdale Transportation Center. A future one-seat ride scenario from Las Vegas to Los Angeles Union Station (LAUS) will also be assessed presuming ultimate completion of the California High Speed Rail project segments of Palmdale to Burbank and Burbank to LAUS.

Consistent with the Measure M Expenditure Plan (see footnote q), staff is seeking Board authorization to repurpose and program \$3 million of the Measure M High Desert Multipurpose Corridor (HDMC) funds, identified in the Expenditure Plan for Right-of-Way acquisition, for execution of the HDIR Corridor Service Development Plan.

The HDIR Corridor Service Development Plan will consist of but not be limited to: up to 15 percent preliminary engineering design, third party and legal costs, rail propulsion technologies, financial planning with cost benefit analysis of potential ridership, travel demand forecasting, economic and market analysis and revenue forecasting.

DesertXpress Enterprises LLC, an affiliate of Virgin Trains USA

The HDIR Corridor Service Development plan builds on approximately \$4.8 billion investment by DesertXpress Enterprises LLC, an affiliate of Virgin Trains USA, to build a high-speed rail service along 190 miles from Las Vegas to Victor Valley. Construction for the Las Vegas to Victor Valley line is expected to begin in the second half of 2020 and be completed by 2023 (see Attachment B).

Virgin Trains USA is a majority owner of Virgin Trains USA Florida, formerly known as Brightline, which currently owns and operates an express passenger rail system that runs from Miami to West Palm Beach. Virgin Trains USA is currently building a \$4 billion extension of that line to Orlando International Airport with an estimated completion in 2022.

FINANCIAL IMPACT

The \$1.5 million required in fiscal year 2021 is included in the proposed budget, to be adopted through the September board meeting. The funds for this will be provided by County of Los Angeles from Supervisorial 5th District Proposition A Local Return Transit Program discretionary funds. This is to be ultimately repaid and the terms of which will be detailed in the MOU. Since this is a multi-year project, the cost center manager, project manager, and Chief Program Management Officer is responsible for budgeting future costs.

Impact to Budget

The life of project budget of \$5 million to develop the HDIR Service Development Plan including up to 15% design will be funded in the following manner: \$1.375 million in 2018 Transit Intercity Rail Capital Plan State grant under the Network Integration category awarded to Metro in April 2018, \$625,000 from DesertXpress (comprising of \$250,000 in cash and \$375,000 of in-kind contributions, refer to Attachment D) and \$3 million in Measure M High Desert Multipurpose Corridor funds, of which \$1.5 million in Supervisorial 5th District Proposition A Local Return Transit Program discretionary funds will be advanced by the County of Los Angeles to Metro to begin work in FY 21 on the HDIR Corridor Service Development Plan, and will be repaid by Metro to the County of Los Angeles once the funding becomes available (Refer to Attachment C). With the in-kind contributions by DesertXpress of \$375,000, the total expenditure required is \$4.625 million. These funds are not eligible for Metro operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals 1, 3 and 4. This study supports Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following specific strategic plan goals:

- Goal 1.2: Improve LA Country's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The alternative would be for the Board to not program funds for the High Desert Intercity Rail Corridor Service Development Plan. This is not recommended as the region would lose an opportunity to advance an important connectivity to the regional rail network with Los Angeles Union Station as the

destination. Additionally, this study allows for the project to be more competitive for future state and federal grants.

NEXT STEPS

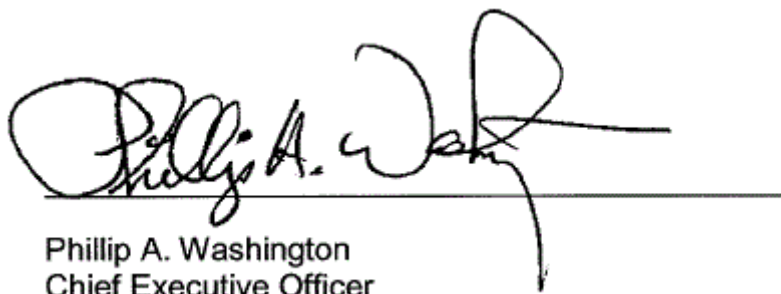
With Board approval of the staff recommendation, staff will issue a task order under the Regional Rail On-call Services by late Summer 2020. The HDMC project as designed is anticipated to be a public-private partnership. Staff may also seek federal and state grants and other funding opportunities for future phases of the project.

ATTACHMENTS

Attachment A - High Desert Intercity Rail Corridor Study Area
Attachment B - Virgin Trains USA Vicinity Map
Attachment C - Los Angeles County August 2020 Board Letter
Attachment D - DesertXpress Letter of Commitment, July 2020

Prepared by: Vincent Chio, Director, Regional Rail, (213) 418-3178
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

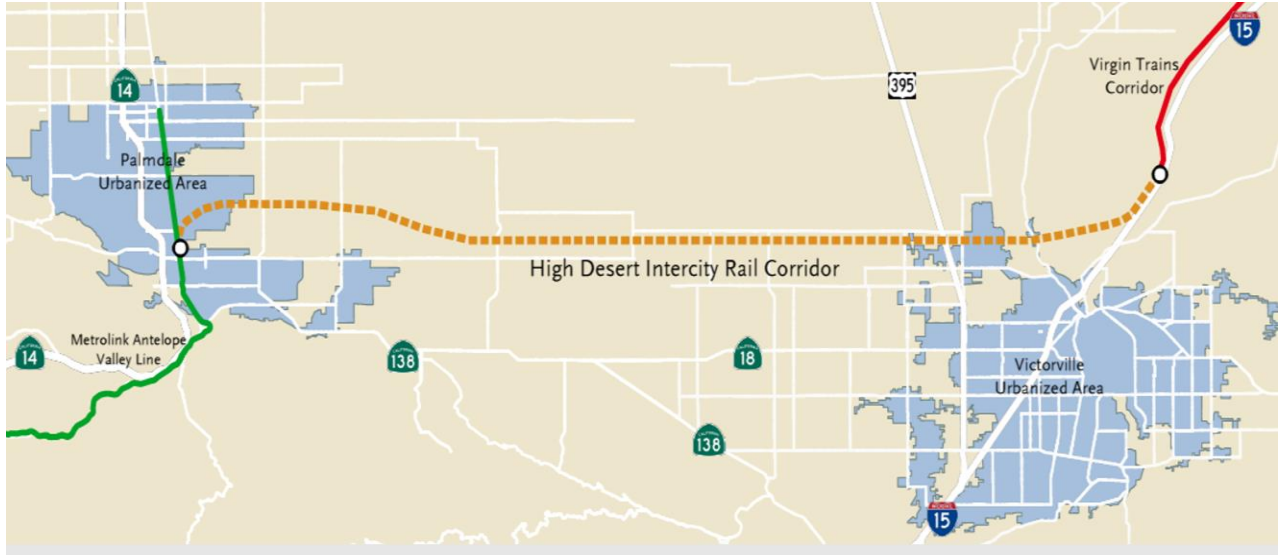
Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

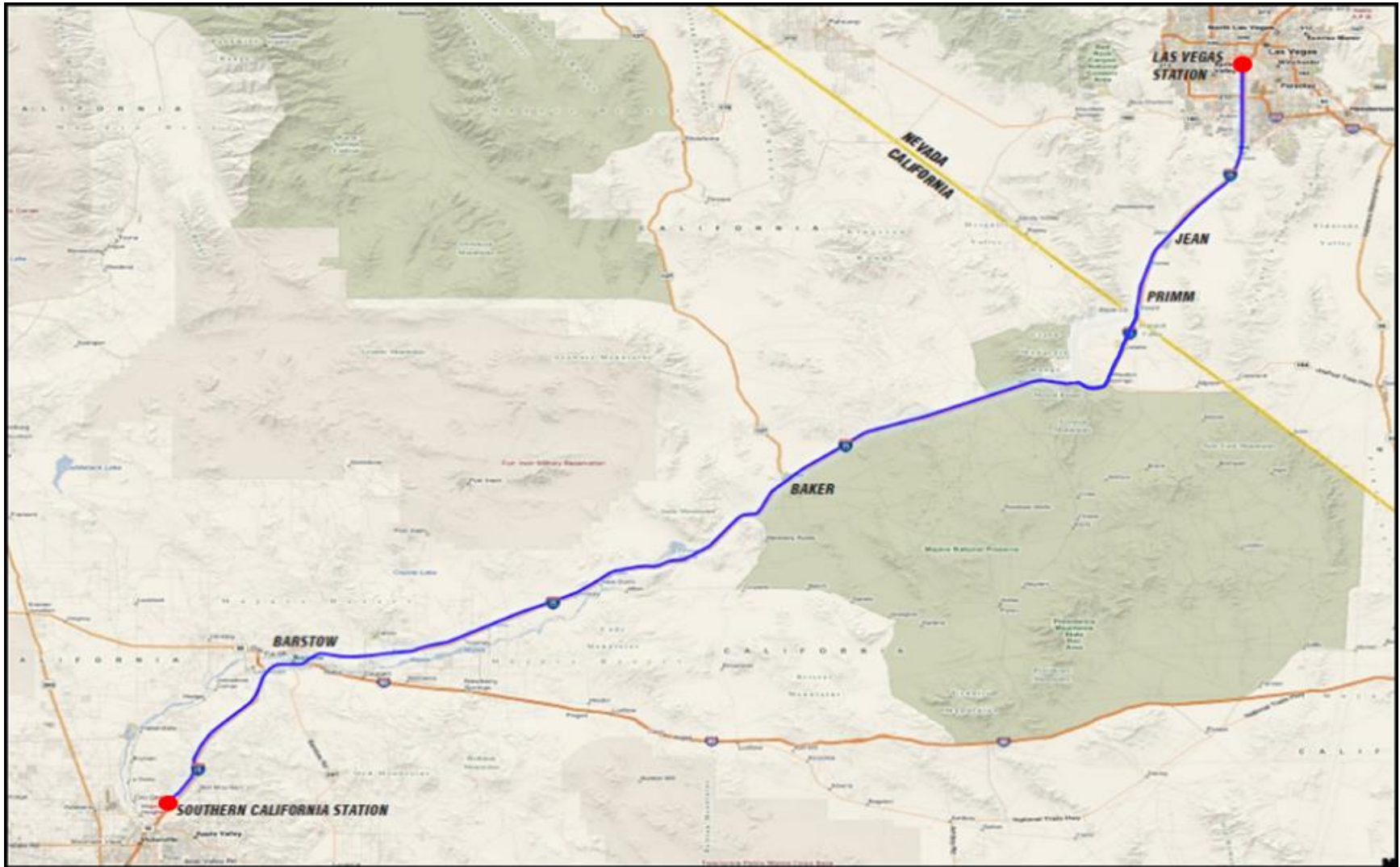
ATTACHMENT A

HIGH DESERT INTERCITY RAIL CORRIDOR STUDY AREA



ATTACHMENT B

Virgin Trains USA Vicinity Map



ATTACHMENT C



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE

August 04, 2020

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

**TRANSPORTATION CORE SERVICE AREA
DELEGATE AUTHORITY TO ENTER INTO MEMORANDA OF UNDERSTANDING AND ANY
SUBSEQUENT EXTENSIONS OR AMENDMENTS BETWEEN
LOS ANGELES COUNTY AND LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
FOR THE HIGH DESERT CORRIDOR PROJECT
(SUPERVISORIAL DISTRICT 5)
(3 VOTES)**

SUBJECT

Public Works is seeking Board approval to delegate authority to the Director of Public Works or his designee to enter into a Memoranda of Understanding and any subsequent extensions or amendments with Metro to advance \$1,500,000 from the Fifth Supervisorial District's Proposition A Local Return Transit Program in the Transit Operations Funds in Fiscal Year 2020-21; and to fund a portion of the cost of the professional services contract for a High Desert Intercity Rail Corridor Service Development Planning Study from the future Virgin Train USA Southern California Station in the Victor Valley to the proposed Palmdale Transportation Center along a 54-mile-long west-east rail alignment along the High Desert Corridor.

IT IS RECOMMENDED THAT THE BOARD:

1. Find that the recommended actions are not a project or, alternatively, are exempt from the California Environmental Quality Act for the reasons stated in this letter and in the record.
2. Delegate authority to the Director of Public Works or his designee to enter into a Memoranda of Understanding and any subsequent extensions or administrative amendments with no financial change, with Metro to memorialize terms and conditions for County to advance \$1,500,000 from the

Fifth Supervisorial District's Proposition A Local Return Transit Program in the Transit Operations Fund in Fiscal Year 2020-21 to Metro to fund a portion of the cost of the professional services contract for a High Desert Intercity Rail Corridor Service Development Planning Study and for Metro to repay the County from the High Desert Corridor Measure M allocation once the funding and budget authority becomes available.

3. Approve and instruct the Director of Public Works or his designee to disburse \$1,500,000 from the Fifth Supervisorial District's Proposition A Local Return Transit Program in the Transit Operations Fund in Fiscal Year 2020-21 to Metro to fund a portion of the cost of the professional services contract for the High Desert Intercity Rail Corridor Service Development Planning Study.

4. Authorize the Director of Public Works or his designee to receive Metro funding reimbursement of \$1,500,000 from the High Desert Corridor Measure M allocation to fund the professional services contract.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will find that they are not a project, or alternatively, are exempt from the California Environmental Quality Act (CEQA) and authorize the Director of Public Works to enter into an Memoranda of Understanding (MOU) and any subsequent extensions or administrative amendments with no financial impact, with Metro providing for the County to advance \$1,500,000 of the Fifth Supervisorial District's (SD5) Proposition A Local Return Transit Program in the Transit Operations Fund in Fiscal Year 2020-21 to Metro to fund a portion of the cost of the professional services contract for the High Desert Intercity Rail Corridor Service Development Planning Study (HDIRCSPS). It will further authorize the Director of Public Works to disburse such funds to Metro and receive reimbursement for it. This advancement in funding is needed by Metro to continue its work to advance the rail component of the proposed High Desert Corridor (HDC) transportation project.

The HDC was officially designated in Section 1304 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for users as a high priority corridor on the National Highway System from Los Angeles to Las Vegas via Palmdale and Victorville.

In March 2017 the HDC Rail Ridership and Revenue Forecast results revealed a significant demand for high speed rail service from Southern California to Las Vegas. The corridor from Southern California to Las Vegas is currently one of the most heavily traveled routes in America with more than 23 million people traveling annually by road between Southern California and Las Vegas. The 90 percent of the travelers from Southern California going to Las Vegas travel by automobiles. A new intercity passenger rail service will provide a new option for interstate travel from Southern California which will help reduce the growing congestion on Interstate 15 and the connecting east-west freeways. It is an important component in our regional effort to improve mobility, freight movement, and interstate travel.

On September 18, 2018, the High Desert Corridor Joint Powers Authority (HDCJPA), of which the County is a member, prioritized the advancement of the rail component of the proposed HDC transportation project. The HDCJPA approved sponsoring Virgin Train USA's request for the California Infrastructure Economic Development Bank to issue private activity bonds for the proposed XpressWest project, which includes the design, construction, and operation of a high speed rail line between Las Vegas and Victorville, and entered into a contract with Transportation

Solutions to obtain a final record of decision from the Federal Railroad Administration. The record of decision is a precondition to acquiring right of way parcels for the HDC rail portion of the project.

Subsequently, in October 2019, Metro, in partnership with California State Transportation Agency, Virgin Train USA's, and the San Bernardino County Transportation Authority submitted an application for a Consolidated Rail Infrastructure and Safety Improvements Program discretionary grant for a HDIRCSPS. The grant application was not successful and Metro, consistent with HDCJPA's desire to move forward with the rail component of the HDC project, is proposing to move forward with the HDIRCSPS using other grants and Measure M funds. Currently, due to COVID-19 impact on Metro's funding, they are not able to proceed with funding the contract for this planning effort. It is anticipated that Metro will reimburse the County by December 2023 pending availability of funding.

The County's commitment to advance \$1,500,000 from the Proposition A Local Return Transit Program funds to fund the cost of the professional services contract for the proposed HDIRCSPS is needed to continue to advance the rail component of the HDC project. Metro will repay the County from the HDC Measure M allocation once the funding and budget authority becomes available, which is anticipated in Fiscal Year 2023-24.

The proposed HDIRCSPS is anticipated to be completed in the spring of 2023.

Implementation of Strategic Plan Goals

These recommendations support the County Strategic Plan: Strategy III.3, Pursuing Operational Effectiveness, Fiscal Responsibility, and Accountability. The recommended actions will improve the quality of life for the residents of the Antelope Valley by providing funds for work that will further the development of the rail component of the HDC transportation project and ultimately enhance regional, intercity and interstate mobility, and increase frequency and reliability of intercity passenger rail service.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

County's advancement of funds to fund a portion of the cost of the professional services contract for the proposed HDIRCSPS is estimated at \$1,500,000. Sufficient funding is available in SD5's Proposition A Local Return Transit Program in the Transit Operations Fund Fiscal Year 2020-21 Budget. The study will be funded with \$1,500,000 of SD5's Proposition A Local Return funds and \$1,500,000 will be reimbursed from Metro anticipated in Fiscal Year 2023-24.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

County Counsel will approve the MOU as to form prior to execution of the contract. Once the MOU is fully executed, a copy will be provided to the Chief Executive Office.

ENVIRONMENTAL DOCUMENTATION

The recommended actions are not a project under Section 21065 of the Public Resources Code and Section 15378(b)(5) of the State CEQA Guidelines and are excluded from the definition of a project because they involve organizational or administrative activities of government that will not result in

direct or indirect physical changes in the environment. In the alternative, the actions are exempt from the provisions of CEQA pursuant to Section 15262 of the State CEQA Guidelines since they consist of feasibility or planning studies for possible future actions which the Board has not approved, adopted or funded and for which environmental factors have been considered.

By approving the funding for the study for potential future proposed project, the County does not commit to or otherwise endorse, authorize, or approve any specific project. Any future recommendations on any proposed development remain subject to the Board's sole discretion to approve, deny, or modify a proposed project and to consider factors that would accompany CEQA review. Authorization of any future proposed project activities would occur only following compliance with CEQA and the department will return to the Board for consideration of appropriate environmental documentation.

Upon the Board's approval of the recommended actions, Public Works will file a Notice of Exemption with the County Clerk pursuant to Public Resources Code Section 21152.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The proposed HDIRCSPS is of general County interest. There will be no impact on current services or projects.

CONCLUSION

Please return one adopted copy of this letter to Public Works, Transportation Planning and Programs Division.

Respectfully submitted,



MARK PESTRELLA

Director

MP:MER:yr

- c: Chief Executive Office (Chia-Ann Yen)
- County Counsel (Warren Wellen)
- Executive Office

ATTACHMENT D

July 9, 2020

Mr. Philip Washington
CEO
LA Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: High Desert Intercity Rail Corridor Development Plan

Dear Mr. Washington,

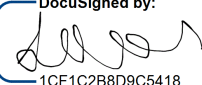
DesertXpress Enterprises, LLC (“DesertXpress”) is pleased to partner with the Los Angeles County Metropolitan Transportation Authority (LA Metro as the lead agency), San Bernardino County Transportation Authority (SBCTA) and California State Transportation Agency (CalSTA) to develop the High Desert Intercity Rail Corridor Service Development Plan (Project) between the City of Palmdale in Los Angeles County and DesertXpress’s planned station in the Victor Valley in San Bernardino County.

Please consider this letter of support as our commitment to provide matching funds in the amount of \$250,000 and an additional \$375,000 of in-kind support towards the Project. In-kind support will include support for engineering, operations planning, financial modeling, stakeholder outreach, and the development of a funding plan. These services would otherwise need to be contracted to a third-party by LA Metro.

By leveraging the substantial private investment DesertXpress is making in rail infrastructure in California, and by connecting to our planned intercity high-speed rail system, LA Metro as the lead agency seeks to expand connectivity into Los Angeles County to create new economic, environmental and transportation benefits. The public-private partnership between LA Metro, SBCTA, CalSTA and DesertXpress is a model for transportation investment and we strongly encourage your favorable consideration of LA Metro's application.

We look forward to working with LA Metro to enhance mobility throughout Southern California.

Sincerely,

DocuSigned by:

1CF1C2B8D9C5418...
Sarah Watterson
President

High Desert Corridor Service Development Plan



Los Angeles County Metropolitan Transportation Authority (LA Metro), in partnership with California State Transportation Agency (CalSTA) and Virgin Trains USA (VTUSA) working with the HDC JPA, San Bernardino County Transportation Authority (SBCTA) and the cities of Victorville, Adelanto, Apple Valley, Lancaster and Palmdale is proposing to prepare [High Desert Corridor Service Development Plan](#) to assess a new intercity passenger high speed rail service from the VTUSA Southern California Station in the Victor Valley to the Palmdale Transportation Center along a 54-mile-long west-east rail alignment along the High Desert Corridor, subject to Metro Board approval in August 2020.

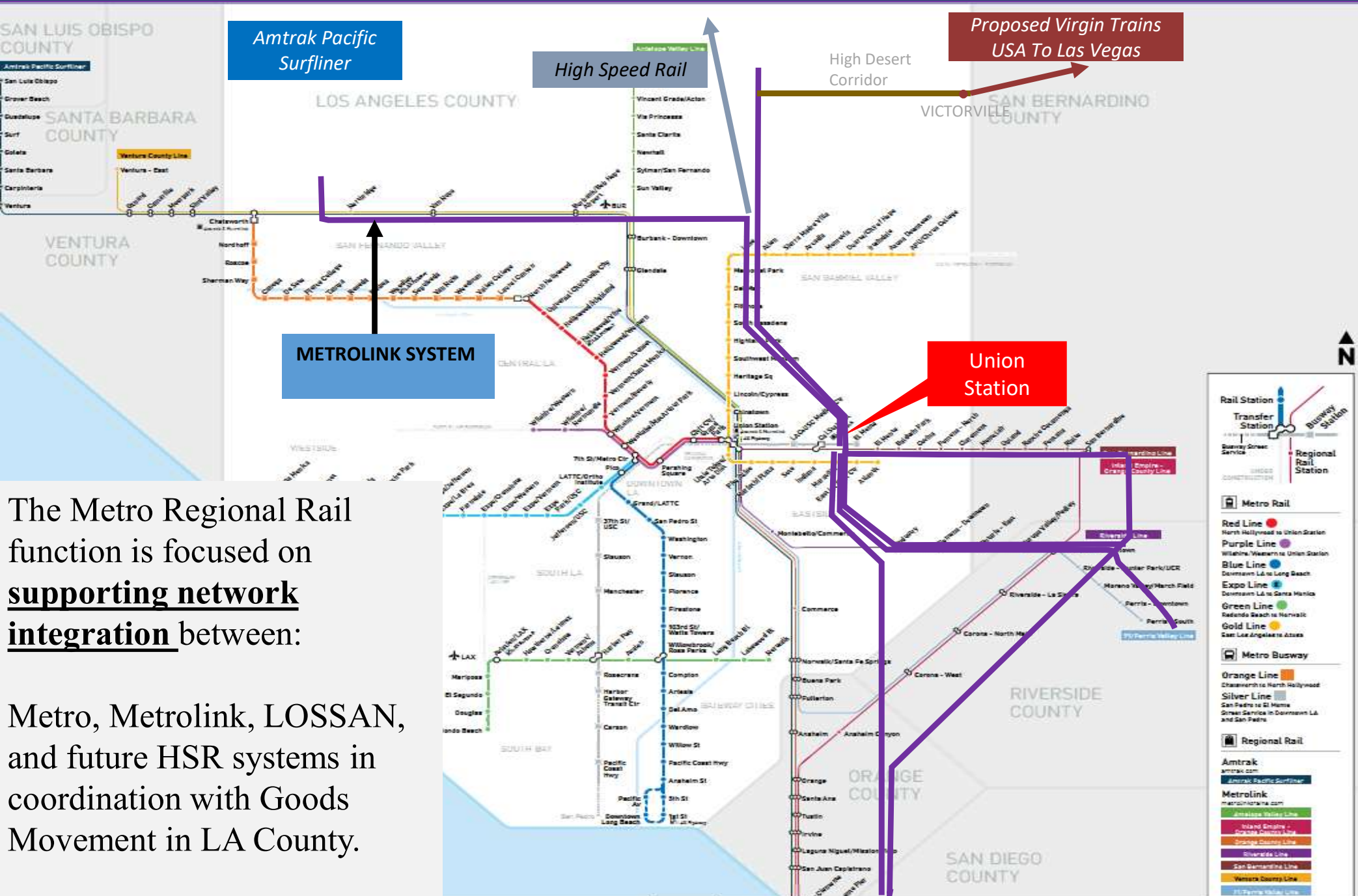
High Desert Corridor Service Development Plan

Preliminary Scope of Work:

- Up to 15 percent preliminary design plans
- railroad operations, safety and maintenance plans,
- On-board travel time
- Rail modeling and simulation analysis
- Equipment fleet planning
- Station and access analysis
- Right-of-way impacts
- Rail propulsion technologies
- Financial model and grant funding support
- Rail network phasing integration with existing, planned rail services including first and last-mile opportunities.
- Financial planning with cost-benefit analysis of potential ridership, travel demand forecasting, economic and market analysis and revenue forecasting to be provided by VTUSA.



Metro Regional Rail focus on Network Integration



The Metro Regional Rail function is focused on **supporting network integration** between:

Metro, Metrolink, LOSSAN, and future HSR systems in coordination with Goods Movement in LA County.

High Desert Corridor Service Development Plan

PROPOSED FUNDING PLAN- from \$3.5 million up to \$5 million

- 1. DesertXpress Enterprises, LLC (aka "Virgin Train USA") - \$625,000**
 - Cash: \$250,000
 - In-kind Service: \$375,000
- 2. Transit Intercity Rail Capital Program, Integration Study - \$1,375,000**
- 3. Measure M, High Desert Corridor – up to \$3 million**
 - County Dept. Public Works, Supervisorial District 5 Discretionary Prop A Transit Fund-**\$1.5 million will be advance to cover the FY 21 costs**



(Subject to funding availability)
Metro





Board Report

File #: 2020-0335, **File Type:** Informational Report

Agenda Number: 18.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 19, 2020

SUBJECT: VALUE CAPTURE ASSESSMENT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Value Capture Assessment.

ISSUE

Staff has prepared a Value Capture Assessment, which is the initial step in a broader Value Capture Strategy, that identifies and quantifies value capture potential along Metro transit corridors and sets out next steps, including working with municipalities in an attempt to realize multi-beneficial impacts of Metro's transit investments.

BACKGROUND

Value capture enables communities to recover and reinvest land value increases that result from public investment, such as the expansion of the County's transportation system envisioned under Measures R and M. The opportunity for value capture is high in areas near Metro's current and planned transit infrastructure as there is potential for increased density and investment (if it does not already exist), and the resulting higher land value. The additional funding from value capture can help Metro and other stakeholders make betterments to stations; accelerate and/or enhance existing and new transit infrastructure; fund the local agency contribution for Metro transit projects; and realize transit-oriented communities.

Metro staff outlined a broad Value Capture Strategy for the Metro Board in July 2019 that begins with an assessment of value capture opportunities along existing and new transit corridors. The initial assessment has identified a rough estimate of the financial opportunity using tax increment and special tax districts, and the station locations that have the greatest potential.

Metro Station Locations

Metro's service territory currently has 93 rail stations in service. Much of the land surrounding the stations has been developed as the landowners have taken advantage of a higher level of density, both with and without the involvement of municipalities or other local government. On land that was initially purchased and then managed by Metro, we have also been successful in facilitating higher

density transit-oriented development.

Metro's service territory has over 75 additional station locations planned, and these locations may have a greater opportunity for value capture as the location may have not already been developed or entitled for future, higher density development.

DISCUSSION

The Value Capture Assessment has estimated potential value related to 67 planned Metro rail stations. This was done by first documenting the characteristics of 8 representative locations, creating "buckets" of location types, then sorting most future stations into the buckets and applying the potential value to those locations. The projected increase in assessed value was converted to property tax increment. This methodology provides a high-level estimate of the value capture potential at each future station that will facilitate our discussions with the related municipalities and landowners.

Estimated Future Tax Increment

When applied to all future stations included in the assessment, the estimated 45-year future tax increment at 100% build-out is \$56.4 billion. The following table shows the total estimated tax increment by future rail line.

Future Tax Increment Planned Metro Stations			
(\$ in millions)			
Rail Line	Number of Stations	Opening Date	45-Year Tax Increment
Crenshaw/LAX Transit	9	FY 2022	\$4,196
Regional Connector	4	FY 2024	\$9,730
Purple Line Extension Section 1	3	FY 2024	\$6,869
Purple Line Extension Section 2	2	FY 2026	\$10,871
Purple Line Extension Section 3	2	FY 2027	\$2,851
East San Fernando Valley	14	FY 2027	\$6,632
Gold Line Foothill to Claremont	4	FY 2028	\$1,258
West Santa Ana Branch	11	FY 2028	\$5,967
Green Line to Torrance	2	FY 2030	\$1,677
Sepulveda Transit Phase 2	6	FY 2033	\$2,991
Eastside 2	6	FY 2035	\$2,051
Sepulveda Transit Phase 3 to LAX	4	FY 2022	\$1,304
Total	67		\$56,396

The analysis identifies between \$18 and \$22 billion of potential future tax increment (in present value) that would result from increased development density and land values surrounding future stations. The estimates derived from this analysis create a rough order of magnitude picture of the scale of the opportunity from the completion of new stations and rail lines. The actual value captured and available for infrastructure will likely be less due to the timing of the creation of future taxing districts and completing bond financings. In addition, the formation of an Enhanced Infrastructure

Finance District (EIFD) would require the cooperation and consent of the affected taxing entities including the jurisdiction(s) in which the district is located, the county, and other impacted tax districts. In addition, the amount that can be financed upfront at the time the transit investments are made will be less than the present value because of significant uncertainty over the revenue (i.e., assessed values can go up and down over time). Nevertheless, the estimates do identify potential that can help with future decisions and prioritize Metro's efforts going forward.

Special Tax Findings

An alternative to tax increment financing that can also capture value from future development is the special tax from a community facilities district (CFD). These are much more prevalent than the EIFD and many currently exist in Metro's service territory. If a CFD is used at future Metro station locations, the estimated amount of annual special tax capacity is \$785 million, which if extended over 45 years has a present value of \$14 to \$19 billion. We estimated the special tax capacity using the assessed value surrounding future stations and assuming the properties could be taxed from the current property tax rate to the statutory maximum of 2%.

EQUITY PLATFORM

The Value Capture Assessment is consistent with the equity platform's third pillar: "Focus and Deliver." If any value capture strategies are pursued, Metro would require broad stakeholder engagement to determine priorities for use of any funds generated.

DETERMINATION OF SAFETY IMPACT

The Value Capture Assessment will have no impact on safety. If value capture strategies are pursued and funding is generated, future infrastructure improvements could improve safety for both users and non-users of transit.

FINANCIAL IMPACT

There is no direct financial impact related to this receive and file.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Value Capture Assessment could lead to additional funding sources that can be invested in transit and active transportation infrastructure as well as community-serving uses around transit. These support three Strategic Plan Goals: under Goal 1, improve connectivity to provide seamless journeys; Goal 3.2, leverage transit investments to catalyze transit oriented communities and help stabilize neighborhoods where these investments are made; and Goal 5.1, leverage funding to accelerate the achievement of goals and initiatives. The Value Capture Assessment also supports realization of Goal 5 in the Board-adopted Transit Oriented Communities Policy, "Capture Value Created by Transit".

NEXT STEPS

The Value Capture Assessment shows:

- There is significant value generated by Metro's transit investment that may be recaptured either through tax increment or special taxes.
- Some areas may present an opportunity to participate immediately where significant new growth is anticipated, while others present a longer-term opportunity to capture incremental values that are currently underutilized but, with the transit investment, represent long-term growth potential.
- Transit-supportive land use policies will be critical to driving value around Metro stations.
- Funds collected can direct value generated by Metro's investment back into station areas and communities.

Our next steps will be to share the results and initiate discussions with municipalities, the county, and other stakeholders to determine if there is interest in advancing value capture around station areas or along corridors, and where Metro can be informed about current or planned development opportunities, including those that may grow from Metro-funded transit-oriented development studies. Metro can facilitate future discussions by providing additional technical information including debt financing plans, and use of state and federal grant funding, other countywide and local funding sources, and subsidized financing. This process may also result in recommendations for legislation to amend existing or create new value capture tools.

If municipalities are interested in partnering with Metro to pursue value capture, Metro would require broad stakeholder engagement including affected taxing entities, community-based organizations, the county, and property owners to determine priorities for use of any funds generated. There are, and will be, compatible and competing demands for funds generated by value capture, both market driven and in consideration of public policy objectives. Many stakeholders must be at the table to discuss potential funding levels and tools, and to prioritize any funds generated through implementation of value capture.

ATTACHMENTS

Attachment A - Value Capture Strategy Report Executive Summary

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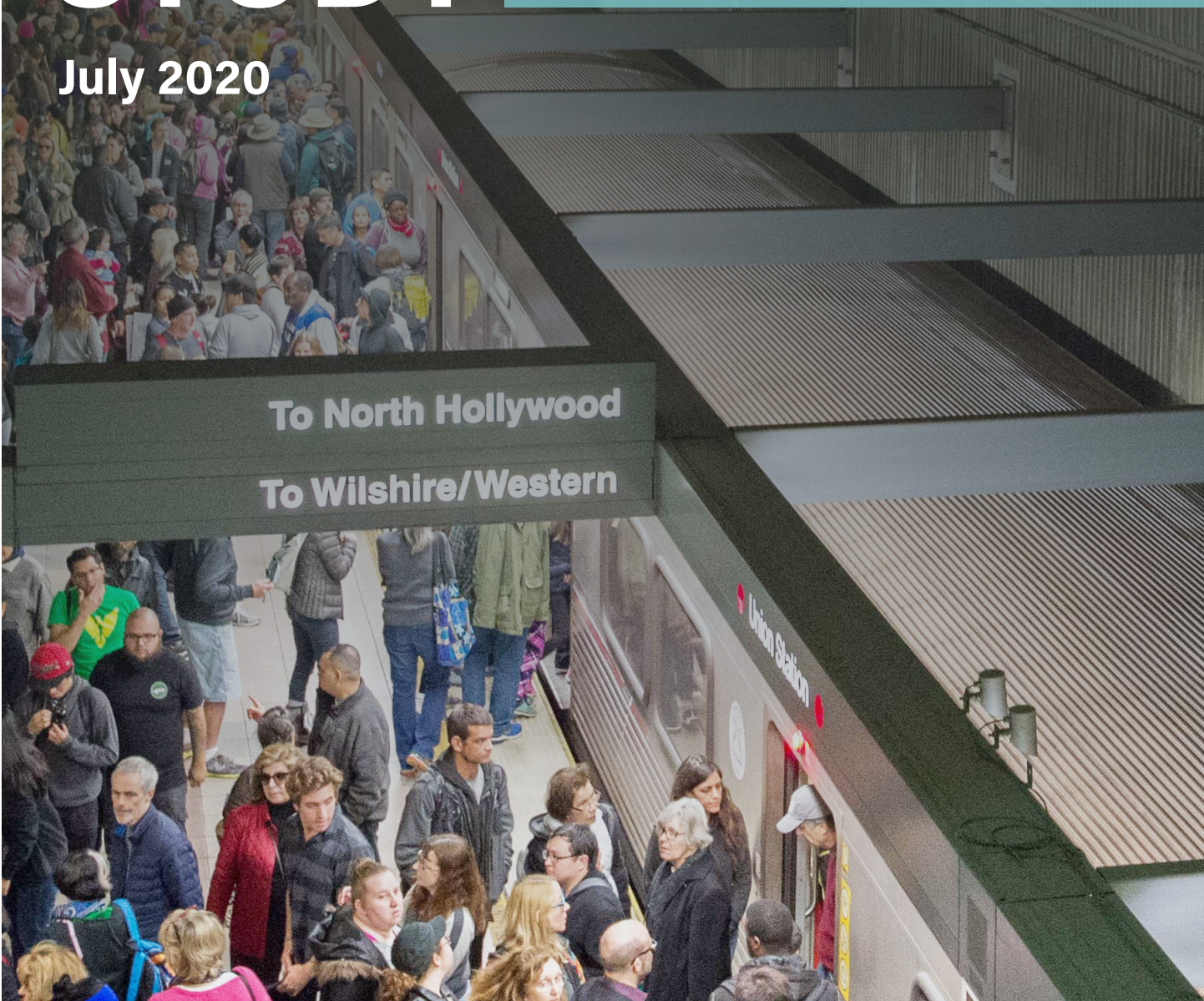
Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

VALUE CAPTURE ASSESSMENT STUDY

Executive Summary

July 2020



PREPARED BY: _____

Morgner Enterprise
Keyser Marston Associates
NBS Government Finance Group

D'Leon Consulting Engineers
Casamar Group, LLC



Executive Summary

Introduction and Goals

A study was conducted to identify potential opportunities for Metro and local communities to capitalize on value capture (VC) tools available today. The study, led by Morgner Enterprise and supported by Keyser Marston and NBS, first and foremost provides an initial assessment of the magnitude of potential additional funding that could be secured, in particular, through two of the more prevalent VC tools—i.e., (1) Existing tax based Tax Increment Financing (TIF) utilizing the Enhanced Infrastructure Financing District (EIFD) vehicle, and (2) Special tax based Special Financing Districts (SFD), in particular, the Community Facilities District (CFD) vehicle. Informed by the initial assessment, the study also recommends components of a longer term VC strategy, including implementation priorities and phasing, potential use of other effective and innovative VC tools, and new legislative needs to facilitate VC implementation.

Propelled by the capital funding gap issues that are becoming increasingly acute in the midst of the COVID-19 pandemic, the future use of VC tools could prove essential and precedent-setting both for Metro and local communities to keep apace of the planned transit projects and public spending that could in turn support the timely economic recovery.

Initial Assessment— Understanding Potential Magnitude Of VC Funding

Effectiveness of TIF and EIFD Tools

VC tools are many and their uses involve many stakeholders—be they taxpayers, land and property owners, business owners and tenants, and developers—who are directly impacted both on the benefit and cost side of the VC equation. Among others,

one of the most prevalent VC tools used historically has been TIF based on the existing tax base without involving new assessments to stakeholders. California was the first to use the TIF tool and subsequently the first to overextend its use causing undesirable and lasting fiscal impacts. With the Great Recession, the State eliminated the TIF program and subsequently broadened the use of the existing infrastructure financing district (IFD) to create a better and improved version of TIF in the way of the EIFD. The EIFD is still in its infancy and its effectiveness is yet to be proven. However, a series of amendments since its initial legislation in 2015 (the most recent being the removal of voter approval for issuing EIFD bonds) are making the tool much more flexible and robust, empowering cities and counties with powerful means to raise much needed funding for critical infrastructure projects, including transit.

Over three dozen EIFD feasibility studies have been initiated by local and regional agencies since the 2015 EIFD legislation. To date, however, only a handful has been formally approved and, among those, only two (2) EIFDs identified below are of sufficient size with a detailed infrastructure financing plan (IFP) having substantive commitment of local tax increments that exceed \$1 billion in scale:

1. West Sacramento EIFD No. 1 to provide \$1.5 billion in infrastructure funding to help transition 4,100-acre waterfront properties from heavy industrial to mixed use
2. Otay Mesa EIFD to provide \$1.2 billion in infrastructure funding to support 9,300-acre Otay Mesa Community Plan Area (CPA) development envisioned by City of San Diego

There are others that are much smaller in scale, e.g., *City of La Verne EIFD* No. 1 for \$33 million in infrastructure funding to support the Old Town La Verne Specific Plan implementation. Although La Verne's Specific Plan hinges on transit-oriented developments

(TODs) around a future Gold Line station, its EIFD infrastructure financing plan does not include the Metro Station as part of its financing requirements. Of note in this regard, most of the EIFD feasibility studies to date—including the Redondo Beach EIFD in LA County currently under consideration to support a coastal community park and wetlands restoration—and a majority of TOD-driven local specific plans (many in LA County funded through Metro's TOD grants) are similar to La Verne in that they are small in scale where core transit facilities are excluded in their infrastructure financing requirements with the presumption that the transit will be paid for elsewhere. At minimum, the 3% local contribution for transit investments by local jurisdictions required by the Measure M sales tax should become a pre-established consideration in these studies and plans.

Notwithstanding West Sacramento and Otay Mesa EIFDs, it is clear that the EIFD tool is not applied currently in its full capacity for major infrastructure improvements. More specific to Metro, the recent West Hollywood EIFD feasibility assessment along the Crenshaw Northern Corridor demonstrates the tool's potential utility in addressing Metro's capital funding needs specifically. If done right, the EIFD feasibility studies for West Santa Ana Branch (WSAB) and Vermont Transit corridors currently under consideration by SCAG should also provide opportunities to set the course for how best the EIFD tool could be utilized specifically to help fund Metro's major transit projects. The initial assessment for this study thus focuses on the TIF and EIFD potential to help Metro gain a better grasp of the magnitude of additional funding that could be achieved through these tools.

Assessment Methodology Based on TOC Planning Principles and Guidelines

The initial assessment was guided by the established industry standards and planning principles pertaining to TODs. Several TOD guidelines at federal, state, and local levels were consulted. In particular, to characterize a VC opportunity area, the study applied: (1) TOD

amenability factor as recommended by the Center for Transit Oriented Development (CTOD) (mapped along the average vehicle miles traveled (VMT) per household and employment concentration dimensions) and (2) TOD density guidelines (dwelling units/acre and floor area ratio (FAR)), respectively, for residential and commercial land uses) recommended by Federal Transit Authority (FTA).

Given the sheer size of Metro's operational domain and time limitations, VC opportunity areas (OAs) had to be prioritized to include those with relatively higher VC potential. For the initial assessment, therefore, only the rail (not bus) transit facilities and only those rail corridors under construction or in planning stages (not existing) were included for initial quantitative analyses. Many station areas having already developed, the VC potential for existing transit stations were generally considered lower than those for future stations and, as discussed later, only a select few with significant development potential were considered as part of the initial assessment.

Excluding Crenshaw Northern (because EIFD assessments have been performed by West Hollywood and Arts District/6th St corridors (which is undertaking an independent VC assessment)), the remaining OAs were represented by 67 separate stations across 11 corridors along 8 major lines. Performing detailed analyses on all 67 stations was deemed virtually impossible given the time/budget constraints. As a result, with close coordination with Metro, a set of stations representative of key TOD categories (e.g., along urban vs. suburban groupings with varying densities) established by CTOD and FTA were selected for more detailed quantitative analyses. The results of these stations were then reviewed to gain insight into VC potential for each category and used as the basis for system-wide extrapolation. It should be recognized that the results of these initial assessments reflect at best a rough order-of-magnitude estimate of the VC tools' potential relative to Metro's larger overall portfolio.

Representative Stations and Their VC Characteristics and Potential

According to FTA guidelines, the TOD influence area for a light and heavy rail transit system is represented by 1/2-mile buffer zones around each station along its corridor. Detailed quantitative assessments were performed on eight (8) select representative stations spread across multiple corridors. For each 1/2-mile buffer zones, parcel level data characterizing each station were first obtained, including land use/zoning, dwelling units, lot and building size, current assessed valuations, and assigned tax rate areas (TRA) and County/City tax allocations. In addition, relevant demographic data (population, employment, household, business) were also collected for each 1/2 mile buffer zone as well as for a 2-mile radius surrounding each station for additional insights. Several data sources were used for this purpose, including those from Metro (station GIS), LA County Assessor and Auditor (assessed value and tax), SCAG (land use GIS), and ESRI (demographics).

Based on the existing demographics, each station was categorized according to the aforementioned CTOD/FTA typology defined largely in terms of TOD amenability and TOD density guidelines. To develop the TOD buildout scenario for each station, the existing densities for residential and commercial zones were increased to reach the higher recommended TOD density (specifically, recommended residential dwelling units/acre and commercial FAR) for that category. In general, where additional land is required to accommodate the new density, industrial zones (and vacant land, where available) were converted to residential and commercial uses. For each station, both general plans and specific plans for local jurisdictions were consulted for specific land use and zoning guidelines. With few exceptions, the TOD densities applied were within the maximum density allowed by the localities for a given land use and zoning specification.



Purple Line 2 Station Credit: Metro

In assessing the EIFD funding potential, the new assessed value (AV) for the TOD buildout Scenario for each station was estimated based on the increased density and higher unit pricing projected for the new properties. Commensurate with the EIFD financing terms, 45-year cash flow was then developed for the TOD buildout Scenario using the same assumptions on all stations for apples-to-apples comparisons. Using 2020 as the base year, these assumptions, generally consistent with other EIFD assessments, included 20-year TOD buildout starting 2025, 2% statutory appreciation of AV with additional consideration for turnovers, and 3% discount rate for the present value analysis.¹

Table ES-1 summarizes the results of the 8 representative stations. Collectively, the 8 stations are capable of securing over \$5 billion in additional funding (almost \$2 billion in present value) and 78% increase in total AV if the stations can reach their TOD buildout potential. In reviewing the results, not surprisingly, it was found that the magnitude of the current AV within each station buffer zone had significant bearing on the TOD buildout AV more than any other variables. As presented, the increase in AVs between the current and TOD buildout for individual stations is shown to range from 60% on the low end to not much more than 100% on the high end.

¹ Assumptions on turnovers reflect the findings from a recent UCLA study that indicates that LA County experienced a 16% increase in the number of gentrified neighborhoods (and resulting displacements) between 1990 and 2015.

TABLE ES-1: Potential VC for Representative Future Stations (in \$Million)

Station	Current AV	TOD Buildout AV	% Increase in AV	45-Year Tax Increment	Present Value
Westwood/UCLA	\$6,284	\$10,053	60%	\$2,304	\$905
Van Nuys/MOL	\$1,203	\$2,069	72%	\$548	\$215
Westchester/Veteran	\$1,079	\$2,088	94%	\$486	\$191
Lambert	\$992	\$2,488	151%	\$524	\$205
Greenwood	\$738	\$1,188	61%	\$274	\$108
Sylmar	\$722	\$1,452	101%	\$361	\$142
Norwalk	\$676	\$1,283	90%	\$203	\$80
Pomona	\$611	\$1,237	102%	\$320	\$126
Total	\$12,305	\$21,858	78%	\$5,020	\$1,972

Systemwide EIFD VC Estimation through Extrapolation

The insights gained from the representative station results were applied to the remaining 59 stations for system-wide extrapolation. In particular, the TOD buildout scenario for each of the remaining stations was developed based on (1) potential increase in the current AV of the 1/2-mile buffer zones informed by its TOD-relevant demographics and (2) TRA and tax allocations specific to each station. In general, the current AV was increased by 60 to 100% to provide a reasonable range of TOD buildout AV potential for each station. This range was not applied to the 8 representative stations (where detailed analyses were undertaken) and several other stations that were considered to have less development potential due to (a) their connection with an already-developed existing station, (b) overlap of the market area between stations, and/or (c) the existence of large public land holdings that limit private development.

The same underlying assumptions as the 8 stations were used in developing the 45-year cash flow except, respectively, the EIFD base year and the start of the 20-year TOD buildout schedule were assumed to coincide with the expected groundbreaking and opening date of each corridor as shown in **Exhibit ES-1**.

Table ES-2 summarizes both the systemwide and corridor specific VC potential. Collectively, 67 future stations are capable of capturing additional funding that could range between \$46 to 56 billion (\$18 to 22 billion in present values) with as much as \$70 to \$100 billion in incremental total AV that could be attributable to these future stations. At the corridor level, the VC potential varies widely from as low as \$1.1 billion (\$0.4 billion in present value) for Sepulveda Westside-LAX Corridor to as high as \$17.7 billion (\$6.9 billion in present value) for Purple Line Extension Sections 1 and 2.

EXHIBIT ES-1: VC Assessment Phasing Based on Expected Opening Date (2020-2080)

Line	Opening Date (No. Stations)	2020-2030	2030-2040	2040-2050	2050-2060	2060-2070	2070-2080
Crenshaw/LAX	2022 (9)	[Orange bar spanning 2020-2030]					
Regional Connector	2024 (4)	[Orange bar spanning 2020-2030]					
Purple Line Extension	2024-2026 (5)	[Orange bar spanning 2020-2030]					
	2027 (2)	[Orange bar spanning 2020-2030]					
Gold Line Extension	2028 (4)	[Orange bar spanning 2020-2030]					
	2035 (6)	[Orange bar spanning 2030-2040]					
East San Fernando Valley	2027 (14)	[Orange bar spanning 2020-2030]					
Green Line to Torrance	2030 (2)	[Orange bar spanning 2030-2040]					
West Santa Ana Branch	2028 (11)	[Orange bar spanning 2020-2030]					
Sepulveda Transit Corridor	2033 (6)	[Orange bar spanning 2030-2040]					
	2057 (4)	[Orange bar spanning 2040-2050]					

TABLE ES-2: Systemwide EIFD VC Potential for Future Transit Corridors (in \$Billion)

Rail Corridor	Project Status	Current AV	TOD Buildout AV	45-Year Tax Increment	Present Value
Crenshaw/LAX	Construction	\$9.6	\$14.8~\$17.1	\$3.3~\$4.2	\$1.3~\$1.7
Regional Connector	Construction	\$47.4	\$55.8	\$9.8	\$3.9
Purple Line Ext. (Sect 1/2)	Construction	\$32.6	\$52.2~\$65.2	\$12.5~\$17.7	\$4.9~\$6.9
Purple Line Ext. (Sect. 3)	Construction	\$8.2	\$12.5	\$2.9	\$1.1
Gold Line Foothill-Claremont	Construction	\$2.9	\$5.0~\$5.9	\$1.0~\$1.3	\$0.4~\$0.5
Gold Line Eastside Phase 2	Planning	\$5.0	\$8.7~\$9.7	\$1.7~\$2.1	\$0.7~\$0.8
Green Line to Torrance	Planning	\$2.9	\$4.6~\$5.7	\$1.2~\$1.7	\$0.5~\$0.6
East San Fernando Valley	Planning	\$12.9	\$21.2~\$25.6	\$5.1~\$6.6	\$2.0~\$2.6
West Santa Ana Branch	Planning	\$18.6	\$26.6~\$30.5	\$4.8~\$6.0	\$1.9~\$2.3
Sepulveda Valley-Westside	Planning	\$12.5	\$16.6	\$3.0	\$1.1
Sepulveda Westside-LAX	Planning	\$8.0	\$12.3~\$14.3	\$1.1~\$1.3	\$0.4~\$0.5
Total		\$160.7	\$230.1~\$258.9	\$46.3~\$56.4	\$18.1~\$22.1

Use of Special Financing District Tool

In addition to TIF and EIFD, potential VC opportunity for the second prevalent tool, i.e., special taxes using special financing districts, in particular, CFD, was examined. CFDs are more prevalent than EIFD with many currently existing in Metro’s service territory. At a very conceptual level, an initial assessment of CFD VC potential was

performed for the 67 stations based on the same TOD buildout scenarios assumed under the EIFD analyses. **Table ES-3** shows, in present value, both the system-wide and corridor specific CFD VC potential if the TOD buildout were to materialize and if the effective tax rate were to be raised to the industry standard maximum of 2% allowable for each station.

TABLE ES-3: Systemwide CFD VC Potential for Future Transit Corridors (in \$Billion)

Rail Corridor	Current AV	TOD Buildout AV	CFD VC in Present Value	
			EIFD Assumption (45-Year @ 3% discount rate)	CFD Financing Term (30-Year @ 5% interest rate)
Crenshaw/LAX	\$9.6	\$14.8~\$17.1	\$1.0~\$1.5	\$0.6~\$0.9
Regional Connector	\$47.4	\$55.8	\$1.6	\$1.0
Purple Line Ext. (Sect 1/2)	\$32.6	\$52.2~\$65.2	\$3.8~\$6.4	\$2.4~\$4.0
Purple Line Ext. (Sect. 3)	\$8.2	\$12.5	\$0.9	\$0.5
Gold Line Foothill-Claremont	\$2.9	\$5.0~\$5.9	\$0.4~\$0.6	\$0.2~\$0.4
Gold Line Eastside Phase 2	\$5.0	\$8.7~\$9.7	\$0.7~\$0.9	\$0.5~\$0.6
Green Line to Torrance	\$2.9	\$4.6~\$5.7	\$0.3~\$0.6	\$0.2~\$0.4
East San Fernando Valley	\$12.9	\$21.2~\$25.6	\$1.6~\$2.5	\$1.0~\$1.5
West Santa Ana Branch	\$18.6	\$26.6~\$30.5	\$1.6~\$2.3	\$1.0~\$1.5
Sepulveda Valley-Westside	\$12.5	\$16.6	\$0.8	\$0.5
Sepulveda Westside-LAX	\$8.0	\$12.3~\$14.3	\$0.8~\$1.2	\$0.5~\$0.8
Total	\$160.7	\$230.1~\$258.9	\$13.6~\$19.2	\$8.5~\$12.1

As shown, under the same conceptual present value assumptions used for EIFD (i.e., 45-year term at 3% discount rate), the maximum CFD VC potential could range between \$13.6 to \$19.2 billion for the 67 stations. Under the financing terms that are more typical of CFD (i.e., 30-year term at 5% interest rate), CFD VC upfront potential could range between \$8.5 to \$12.1 billion. It is important to recognize that there may be significant challenges in using the CFD for VC purposes. CFDs require a 2/3 voter approval from either property owners or registered voters depending on the number of registered voters within the proposed CFD. Further, CFDs are typically smaller in scale created on an individual development project basis with each issuance requiring the 2/3 voter approval (from property owners or registered voters, as the case may be). For each station with a 1/2-mile TOD buffer zone, numerous districts, each burdened with the voter approval requirement, may be necessary before the VC potential shown can be achieved. Nevertheless, a CFD was successfully implemented for the planned Historic Downtown Streetcar project, and a CFD is being considered for a potential Arts District Red Line station.

VC Potential for Existing Stations

As mentioned earlier, with the help from Metro, a select few existing stations having significant development potential were identified, including Willowbrook/Rosa Parks (Blue Line), Vermont/Beverly and Westlake/MacArthur Park (Red Line), and El Segundo (Green Line). Among these, the El Segundo station was considered as being relatively less developed with higher VC potential and thus selected for more detailed analysis of the level similar to the eight representative stations described earlier. Near the El Segundo station is a large parcel developed as industrial formerly owned by Raytheon (recently merged with United Technologies). The TOD buildout scenario entailed redeveloping the low density industrial parcel to high density, high value commercial developments. The analysis showed that, through the TOD buildout, this station can achieve close to a 45% increase in AV (from \$3.0 billion to \$4.4 billion) with a VC potential of \$826 million (\$325 million in present value) over the 45-year period.

More qualitatively, the study team also reviewed the current development activity near Metro stations provided in Metro's CY2019 Development Review. The Review identifies 22 proposed or under development projects near existing station sites which would require some level of Metro involvement. Many of these sites could be "TOD-amenable" with substantive VC potential, especially where large parcel sizes are available and where the existing density is low (e.g., FAR under 1.0). A very preliminary review indicates that these projects could generate between 1,400 and 1,600 new residential units and between 700,000 and 1,000,000 square feet of new commercial or industrial space. The incremental AV of these new developments could range between \$900 million to \$1.2 billion. If a tax increment VC program were in place and if, for example, the share of tax revenues devoted to Metro infrastructure was 15%, then these projects could mean additional VC potential of between \$1.4 and \$1.8 million annually.

Over and beyond the direct monetization, at minimum, these sites could also serve as potential candidates for affordable housing where grants and subsidies (e.g., affordable housing sustainable communities grants) could be sought to further Metro's policy priorities. In short, with better information about future station-adjacent development plans, further and more detailed assessment of the overall VC potential for existing stations, inclusive of the availability of relevant grants and subsidies, could be beneficial.

Short and Long Term Value Capture Strategy

An effective VC strategy is ultimately about starting **early** when there is a general recognition of TOD's potential value and **before** it is given away without proper assessment of its monetization potential based

on benefits and costs to each major stakeholder involved. For each major corridor, a long term value capture strategy should be integrated, phased, and risk-adjusted across multiple stakeholders and planned well in advance alongside the capital project planning process and long before the opening date.

In general, various VC tools presented in this study can be used on a case-by-case basis. At a strategic level over a longer term, the basic approach should be to start with those tools that have the least new impact on stakeholders (real or perceived) and proceed with new charges in a manner that is risk-adjusted so that the stakeholders can better bear the VC financial burden. The following two broad risk-adjusted VC implementation layers are thus recommended:

1. Given that it can be multi-jurisdictional and non-contiguous, the use of EIFD/TIF tool is recommended at an entire corridor level², tapping on organic increase in tax revenues from TODs linked to all new stations along a new corridor without imposing new taxes. Not all affected local jurisdictions along a given corridor may be interested in participating initially but, over the long run, with the appropriate value proposition and emphasis on the "but-for" factor³, the EIFD/TIF tool has a potential to trigger a ripple effect and help maximize local contributions.
2. The use of CFD is recommended at an individual station level because it is likely triggered by developers and property owners based on their individual development projects around each station. As CFD involves new taxes and requires voter approval, its applications may be easier where the project does not involve multiple and diverse voter communities. At the station level, as called for by the funding needs, it may also be desirable to combine CFD (new owners) with SFD (existing owners) and various forms of developer exactions (e.g., impact fees) that are implemented in phases

² The recent West Hollywood EIFD feasibility was a corridor-level assessment for the Crenshaw Northern Corridor. Likewise, the WSAB and Vermont Transit Corridor EIFD feasibility studies under consideration by SCAG should be at corridor-level to maximize the tool's benefits.

³ The "but-for" factor refers to the recognition from the outset that the TOC VC opportunities and the resulting increase in local revenues would not be possible without the transit facilities.



7th Street Metro Train Station Rendering. Credit Metro

such that developers' contributions kick-in later in the development phase when their risks are lower and their willingness to pay is higher.

The two implementation layers should be explored in parallel to determine the best and most practical path forward. More importantly, regardless of the path chosen in the end, the overall VC implementation framework for how various VC tools are to be used should be laid out well in advance as an integral part of the overall VC strategy for each corridor for purposes of providing full transparency from the outset for local jurisdictions, property owners, and developer community.

A broad stakeholder engagement both at the municipal and state levels would also be an essential element of a VC strategy. Close coordination with municipal partners is needed, for example, to prioritize VC generated funds amongst competing demands and to implement a new taxing district. As the best path forward is identified and select VC tools are pursued, the VC strategy may also entail legislative recommendations to amend existing tools or create new tools, requiring close coordination at

the state level. It is recommended that an internal inter-departmental VC task force within Metro be established to facilitate not only the stakeholder engagement efforts but also overall implementation of the VC strategy both in the short- and long-term.

Finally, as practical, other innovative VC tools gleaned from global best practices should also be explored in developing the long term VC strategy, particularly when new sources of funding can be identified to further spread the VC financial burden. Of particular interest in this regard is CEPAC bonds from Sao Paulo, Brazil, where the effective use of innovative VC tools has been prevalent and long standing. By leveraging less than 0.1% of their developable land and directly adding the larger investor community to the VC stakeholder equation, the City has been able to convert TOD-driven incremental density into tradable securities sold through public auctions. The CEPAC proceeds alone helped the City to raise as much as 15% of its overall capital spending needs, including much needed affordable housing provisions to help mitigate the larger gentrification issues facing the City.

Glossary

AV	Assessed Value
BRT	Bus Rapid Transit
CBA	Community Benefits Agreement
CEPAC	Certificate for Potential Additional Construction
CFD	Community Facilities District
CID	Community Improvement District
CTOD	Center for Transit Oriented Development
DA	Development Agreement
EIFD	Enhanced Infrastructure Financing District
ESFV	East San Fernando Valley
ESRI	Environmental Systems Research Institute
FAR	Floor Area Ratio
FTA	Federal Transit Authority
IFD	Infrastructure Financing District
IFP	Infrastructure Financing Plan
JD	Joint Development
JPA	Joint Powers Authority
LMD	Landscape Maintenance District
MOL	Metro Orange Line
ROW	Right of Way
SCAG	Southern California Association of Governments
SFD	Special Financing District
TFAR	Transfer of Floor Area Rights
TIF	Tax Increment Financing
TOC	Transit Oriented Community
TOD	Transit Oriented Development
TRA	Tax Rate Area
VC	Value Capture
VMT	Vehicle Mile Traveled
VNY	Van Nuys
WeHo	West Hollywood
WSAB	West Santa Ana Branch

Value Capture Assessment



Planning & Programming Committee
Item 18, Legistar 2020-0335
August 2020



Metro

Summary

- Value capture: recovery of revenue from Metro's transportation investments
- Metro completes assessment of potential revenue from future rail stations
- A significant amount of tax capacity – \$14 to \$22 billion – that could help fund Metro projects

Approach to Assessment (\$ in billions)

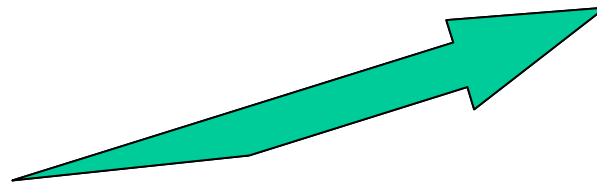
Line	Opening Date (No. Stations)	2020-2030	2030-2040	2040-2050	2050-2060	2060-2070	2070-2080
Crenshaw/LAX	2022 (9)	[Bar spanning 2020-2030, 2030-2040, 2040-2050, 2050-2060, 2060-2070]					
Regional Connector	2024 (4)	[Bar spanning 2020-2030, 2030-2040, 2040-2050, 2050-2060, 2060-2070]					
Purple Line Extension	2024-2026 (5)	[Bar spanning 2020-2030, 2030-2040, 2040-2050, 2050-2060, 2060-2070]					
	2027 (2)	[Bar spanning 2020-2030, 2030-2040, 2040-2050, 2050-2060, 2060-2070]					
Gold Line Extension	2028 (4)	[Bar spanning 2020-2030, 2030-2040, 2040-2050, 2050-2060, 2060-2070]					
	2035 (6)	[Bar spanning 2030-2040, 2040-2050, 2050-2060, 2060-2070, 2070-2080]					
East San Fernando Valley	2027 (14)	[Bar spanning 2020-2030, 2030-2040, 2040-2050, 2050-2060, 2060-2070]					
Green Line to Torrance	2030 (2)	[Bar spanning 2030-2040, 2040-2050, 2050-2060, 2060-2070]					
West Santa Ana Branch	2028 (11)	[Bar spanning 2020-2030, 2030-2040, 2040-2050, 2050-2060, 2060-2070]					
Sepulveda Transit Corridor	2033 (6)	[Bar spanning 2030-2040, 2040-2050, 2050-2060, 2060-2070]					
	2057 (4)	[Bar spanning 2040-2050, 2050-2060, 2060-2070, 2070-2080]					

Assessed Value/
Tax Increment
(today)

\$160.1

Assessed Value/
Tax Increment
(after 45 years)

\$230.1~\$258.9
—
\$46.3~\$56.4



Potential Future Tax Capacity (\$ in billions)

Rail Corridor	Project Status	45 Years of Tax Revenue Present Value	
		Enhanced Infrastructure Financing District	Community Facilities District
Crenshaw/LAX	Construction	\$1.3~\$1.7	\$1.0~\$1.5
Regional Connector	Construction	\$3.9	\$1.6
Purple Line Ext. (Sect 1/2)	Construction	\$4.9~\$6.9	\$3.8~\$6.4
Purple Line Ext. (Sect. 3)	Construction	\$1.1	\$0.9
Gold Line Foothill-Claremont	Construction	\$0.4~\$0.5	\$0.4~\$0.6
Gold Line Eastside Phase 2	Planning	\$0.7~\$0.8	\$0.7~\$0.9
Green Line to Torrance	Planning	\$0.5~\$0.6	\$0.3~\$0.6
East San Fernando Valley	Planning	\$2.0~\$2.6	\$1.6~\$2.5
West Santa Ana Branch	Planning	\$1.9~\$2.3	\$1.6~\$2.3
Sepulveda Valley-Westside	Planning	\$1.1	\$0.8
Sepulveda Westside-LAX	Planning	\$0.4~\$0.5	\$0.8~\$1.2
Total		\$18.1~\$22.1	\$13.6~\$19.2

Next Steps

- Focused and sustained work plan
 - Metro working group
 - Coordinate with TOC studies and planning activities
 - Legislative strategies
 - Outreach to local government
 - Technical assistance
- Measure of success: completed value capture financings



Board Report

File #: 2020-0410, File Type: Agreement

Agenda Number: 19.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 19, 2020

SUBJECT: WESTLAKE/MACARTHUR PARK JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute an Exclusive Negotiations Agreement and Planning Document (ENA) with the Walter J Company (Proposer) for the joint development of Metro-owned property at the Westlake/MacArthur Park Station (Site) for a period of eighteen (18) months, with an option to extend up to twelve (12) additional months.

ISSUE

In June 2020, the Proposer submitted a revised Phase 2 unsolicited joint development proposal (Revised Phase 2 Proposal) for the development of the Site and adjacent property owned by the Proposer. In response to Planning and Programming Committee input, the Revised Phase 2 Proposal increases the percentage of income-restricted units (up to 80% of AMI) provided from 18% to 25% and dedicates another 10% to workforce housing. The Revised Phase 2 Proposal also strengthens community outreach through a Project Advisory Task Force to ensure a mechanism for continued feedback on the project. An ENA will allow further due diligence and community engagement to negotiate terms for a potential Joint Development Agreement (JDA) and Ground Lease.

BACKGROUND

Metro received an unsolicited joint development proposal (Initial Proposal) from the Proposer in December 2017. In accordance with the Joint Development Unsolicited Proposals Policy (JD UP Policy), an evaluation committee composed of Metro staff from Joint Development, Operations, and Program Management reviewed the Initial Proposal and determined that it warranted additional consideration.

Consequently, the Proposer was invited to submit a more detailed proposal, which was received in August 2018 (Phase 2 Proposal). The Phase 2 Proposal was brought to the Planning and Programming Committee in February 2020. At the meeting, several Directors expressed a desire to see an increase in the number of affordable housing units and ensure there was robust community engagement. The Proposer acknowledged the Directors' concerns and addressed them in the

Revised Phase 2 Proposal, which was submitted to Metro in June 2020.

DISCUSSION

The Revised Phase 2 Proposal includes redevelopment of the existing Metro plaza in conjunction with the construction of two high-rise buildings on two adjacent lots owned by the Proposer (see Attachment A). The plaza improvements would enhance connectivity and transit access throughout the block. The following table outlines the changes from the Phase 2 Proposal that the Board considered in February 2020.

	Phase 2 Proposal Feb 2020	%	Revised Phase 2 Proposal June 2020	%
Total Apartments	665	100%	668	100%
Market Rate Apartments	545	82%	434	65%
Income-Restricted Apartments	120	18%	234	35%
Very Low (30 - 50% AMI*)	0	--	66	10%
Low (50 - 80% AMI)	120	18%	66	10%
Workforce (120% - 150% AMI)	0	--	66	10%
Section 8 (0 - 50% AMI)	0	--	36	5%
Hotel Rooms	252		300	
Commercial SF	67,791		124,058	
Open Space SF	75,679		no change	
Parking Spaces	896		775	

*Area Median Income (AMI) for the Los Angeles-Long Beach Metropolitan Statistical Area, as determined annually by the Department of Housing and Urban Development (HUD), and adjusted for actual household size.

Findings

Upon completing the review of the Revised Phase 2 Proposal, the evaluation committee recommends that it be advanced for the following key reasons:

- 1. The inclusion of adjacent land enables a more substantial development project to overcome the challenges of the Site.** The Site is constrained by two station portals, an elevator, vent shafts, and a shallow station box that runs diagonal below the Site. These physical constraints make it challenging to build above the station and deliver transit-supportive densities. Prior proposals for the Site were unsuccessful due, in part, to the difficulty of development above the Site's transit infrastructure. The Proposer's two adjacent properties combined with the Metro-owned property create a unique opportunity to span the station box and provide a mixed-use project with a significant number of housing units adjacent to transit.
- 2. The project would provide more income-restricted units than could be developed by Metro on its own.** The Revised Phase 2 Proposal considers 168 affordable units (25% of total housing units) for residents earning between 0-80% of AMI spread throughout the two towers. In addition, the revised proposal introduces 66 workforce housing units (10% of total

housing units) targeting households earning between 120-150% of AMI. A prior proposal for the Metro property contemplated an 82-unit affordable housing development. Including Metro's property allows the Proposer to provide more income-restricted units across the entirety of the project than could likely be built on Metro property alone.

3. The project commits to supporting existing street vendors and small businesses by continuing and expanding the existing street vendor pilot program, and also setting aside (1) at least 10% of all retail spaces for minority-owned businesses and (2) at least 20% of the commercial or retail floor area for businesses that are owned and operated by Westlake/MacArthur Park residents. In addition, through its partnership with New Economics for Women, the project would include a cooperative marketplace focused on supporting the work of women artists, producers, and local artisans.

4. The Proposer's team has deep ties and experience working with the Westlake/MacArthur Park community. The Proposer's family has been a long-time business and property owner in the Westlake/MacArthur Park community. They recently obtained entitlements to develop the Lake on Wilshire project, which includes a 41-story tower with 478 apartments including 39 affordable units, a 220-room boutique hotel, and a performing arts center located one block east of the Site.

As noted above, the Proposer's team includes New Economics for Women (NEW), a Westlake non-profit established in 1984 that focuses on community development. NEW will provide property management services for the affordable units and operate a Business/Family Resource Center (Center) within the project. The Center would provide counseling, training, mentoring, and business development resources to community members.

Equity Platform

Partnering to build a transit-oriented development with affordable units falls into Pillar III, Focus and Deliver, of the Equity Platform by supporting affordable units in an Equity Focused Community (as defined in the Values Framework of the Long-Range Transportation Plan update). There is immense development pressure from Koreatown to the west and downtown Los Angeles to the east of the Site that have caused displacement of low-income residents in both neighborhoods. Though Westlake/MacArthur Park is just beginning to experience development pressure, Metro is setting an early example of maximizing the provision of affordable units at diverse income levels to protect residents around the Westlake/MacArthur Park Metro station.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Operations staff will review and comment on the proposed development to ensure that the proposal will have no adverse impact on the Westlake/MacArthur Park Station, portal and public-serving areas on Metro's property. In addition, the eventual implementation of the project will offer opportunities to improve safety for transit riders through better pedestrian, bicycle, and mobility connections.

FINANCIAL IMPACT

Pursuant to the ENA, certain staff and consultant costs are reimbursed through a developer deposit, and the execution of a JDA and Ground Lease will provide a source of revenues going forward. No new capital investment or operating expenses are anticipated to implement the Project.

Impact to Budget

Work under this ENA is included in the proposed FY21 budget under Cost Center 2210, Project 401038. Staff and consultant costs are proposed in the FY21 budget to negotiate the proposed transaction and review design and other projects documents.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project allows for a development that is in line with Goal 3 of the Strategic Plan, enhancing communities and lives through mobility and access to opportunity. The addition of below-market rate housing and community spaces adjacent to transit will increase ridership and activate the station area enhancing the community and the lives of community members through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to seek new development options for the Site via a competitive process. Staff does not recommend proceeding with these alternatives as the Revised Phase 2 Proposal, which includes adjacent parcels, would yield greater income-restricted housing and TOC benefits than Metro would be able to achieve with its property alone.

NEXT STEPS

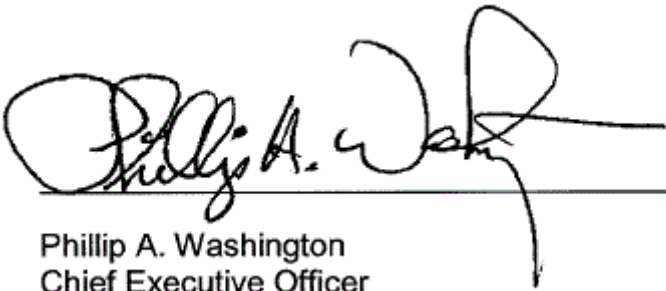
Upon Board approval of the recommended action, staff would execute the ENA and begin more intensive review of the Revised Phase 2 Proposal including design, financials, and other terms. In parallel, the Proposer would lead the community outreach process with a staff-approved outreach plan to conduct meaningful community engagement. Upon satisfactory completion of this deeper due diligence process, staff would begin negotiations of a JDA and Ground Lease while the Proposer seeks project entitlements and environmental approvals from the City of Los Angeles. Once the requisite approvals are obtained and parties have reached agreement with respect to terms, staff would return to the Board to request to enter into a JDA and Ground Lease.

ATTACHMENTS

Attachment A - Site Map

Prepared by: Caroline Sim, Senior Director, Countywide Planning & Development, (213) 922-5517
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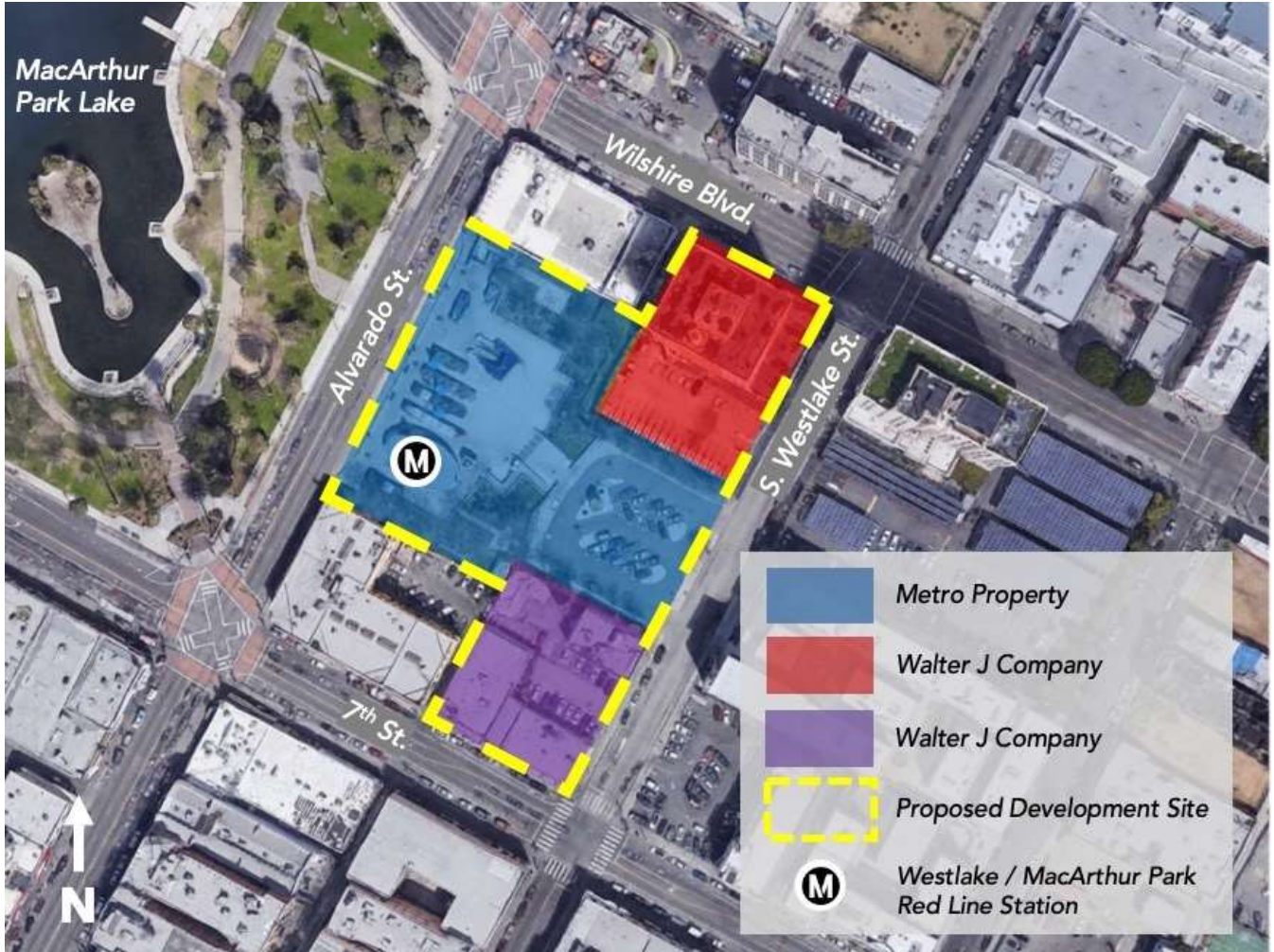
Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Attachment A

Site Map





Board Report

File #: 2020-0279, File Type: Agreement

Agenda Number: 20.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 19, 2020

SUBJECT: VERMONT/SANTA MONICA JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute a Purchase and Sale Agreement and agreements containing conditions, covenants, restrictions and easements with SMV Housing, L.P. (Developer), an affiliate of LTSC Community Development Corporation (LTSC), that provide for Developer's purchase from Metro of approximately 33,682 square feet of real property (Metro JD Property) next to the Vermont/Santa Monica B (Red) Line Station and the construction and operation of a mixed-use, affordable housing project (Project) on the Metro JD Property and adjacent Developer-owned property (collectively, Site), subject to Federal Transit Administration (FTA) and California Transportation Commission (CTC) concurrence;
- B. ADOPTING the attached resolution (Attachment D) authorizing the CEO or his designee to apply for, receive an allocation of funds, and to enter into, execute, and deliver a State of California Standard Agreement, and any and all other documents required or deemed necessary related to the California Department of Housing and Community Development Transit-Oriented Development (TOD) Housing Program in an amount not to exceed \$5,000,000 (TOD Grant) to fund station plaza improvements in support of the Project; and
- C. FINDING that the Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332/Class 32 (In-Fill Development Projects) of the CEQA Guidelines, and statutorily exempt pursuant to Public Resources Code Section §21080.27(a)(3) and Section §21080.27(b)(2) and to authorize the CEO to file a Notice of Exemption for the Project consistent with such exemptions.

ISSUE

In January 2017, Metro received an Unsolicited Joint Development Proposal from the Developer which contemplated joint development of Metro-owned property and adjacent privately-owned parcels at the Vermont/Santa Monica B (Red) Line Station. In March 2018, the Metro Board of Directors approved entering into an Exclusive Negotiation Agreement and Planning Document (ENA)

with the Developer, which will expire in September 2020. The ENA has allowed staff and the Developer to explore the feasibility of the proposed Project, conduct community outreach, undertake CEQA clearance and negotiate the key terms and conditions of a Purchase and Sale Agreement (PSA) that will ultimately provide for the Developer's construction and operation of the Project on the Site. Since these efforts have concluded favorably, staff recommends executing a PSA subject to the closing conditions further described below.

BACKGROUND

Site Description

The Site is located in the City of Los Angeles East Hollywood community and is surrounded by several prominent neighborhoods, including Hollywood, Silver Lake, and Los Feliz. Metro currently owns four (4) parcels at the Site with a total area of 46,105 square feet (1.05 acres). Portions of the Metro property are currently leased by adjacent businesses for parking. The PSA would transfer ownership of the approximately 33,682 square feet (0.77 acres) Metro JD Property to the Developer. Metro would retain ownership of the remaining approximately 12,423 square feet (0.27 acres) which includes the station plaza and portal. The Developer owns four adjacent parcels totaling 20,499 square feet (0.47 acres) and, when combined with the Metro JD Property, make for a total of 54,181 square feet (1.24 acres) and creates a more regular street-to-street lot suitable for mixed-use development (see Attachment A - Site Map).

A study was conducted in December 2015 to determine the feasibility of development on just the Metro-owned properties at the Vermont/Santa Monica Station. The analysis concluded that, due to the constraints of the irregularly shaped parcels and location of the station's portal and plaza, the only potentially feasible development scenario would be limited to a small single-story 20,000 square foot shopping center with 37 surface parking spaces. While technically feasible, this scenario with solely the Metro-owned parcels was not deemed to be the highest and best use for this high traffic urban corridor and staff decided to not actively pursue joint development of the site at that time.

Project Description

The Project consists of a total of one hundred and eighty-five (185) affordable rental units including ninety-one (91) units restricted to households earning 50% of Area Median Income (AMI) or less and ninety-four (94) special needs units restricted to households earning 30% of AMI or less. There will be two (2) unrestricted managers' units and sixty-nine (69) parking spaces. Metro's Joint Development Policy seeks to facilitate construction of affordable housing units such that 35% of the total housing units in the Metro Joint Development portfolio are affordable for residents earning 60% or less of AMI. This Project would support that goal by bringing the total affordable units completed, in construction and/or in negotiations to 37%. Though these units may sit on adjacent private property, they are developed in partnership with Metro through its Joint Development program.

Approximately 22,000 square feet of ground floor commercial space would be provided, along with on-site supportive services, community space and a federally-qualified health clinic. LTSC's Small Business Program, in partnership with local East Hollywood organizations, intends to recruit longtime area businesses to rent space in the proposed food hall that would surround the plaza. In order to enhance the overall pedestrian experience and connect with the existing neighborhood fabric, the Project includes transit-related infrastructure and pedestrian amenities including new landscaping, a

self-service Metro Bike Hub, upgraded lighting, and street furniture.

The Developer has secured Affordable Housing and Sustainable Communities (AHSC) funding as part of its capital sources for the Project. The AHSC Program is a competitive funding program that uses State Cap and Trade funds to finance infill and compact development projects that reduce greenhouse gas emissions through new transportation improvements. In partnership with the City of Los Angeles, a portion of the AHSC award will be used to purchase new electric DASH buses, bus shelters, streetlights, installation of new crosswalks and sidewalks and closing of gaps in the area's bike network. See Attachment B for a Project rendering and site plan.

Community Engagement

Since entering into an ENA with Metro in March 2018, the Developer has engaged with more than 500 local stakeholders and two dozen local organizations. Initial outreach was conducted via door-knocking and in-depth conversations with neighbors surrounding the Site. Community engagement progressed to meetings with area institutions including Los Angeles City College, the Blind Children's Center, the Braille Institute, John Wesley Community Health Center, Children's Hospital Los Angeles, Kaiser Permanente, and the Los Angeles LGBT Center. The East Hollywood Business Improvement District and East Hollywood Neighborhood Council voted to formally support the Project at their fall 2019 meetings. Outreach efforts will continue throughout the term of the PSA to keep the community informed of the Project's development progress.

DISCUSSION

Sale of Property

Metro Joint Development projects typically utilize long-term ground leases. Through the ENA period, Metro staff and the Developer determined that entitling a project across multiple ownerships would create insurmountable obstacles to securing planning and land use entitlements from the City of Los Angeles. Given the configuration of the parcels, it was infeasible to design the buildings in a way that would not cross over property lines with differing ownership. In addition, in order to adequately protect Metro's interest in the event of ground lease default, Metro would be required to retain rights to automatically acquire the Developer's property to ensure continuous operation of the Project. Such an acquisition would present challenges, including securing funds within a short period of time to purchase the Developer's improvements on the Metro JD Property in the event of a default under a ground lease. It was thus determined that a ground lease structure would not be possible. Instead, staff recommends fee simple sale of portions of the currently underutilized Metro JD Property to the Developer while retaining certain rights that will unequivocally safeguard and preserve Metro's ability to operate, maintain, and access the adjacent public transit facilities, as further described below.

Although the contemplated transaction will be a fee simple sale of the Metro JD Property to a third party, Metro entered into the ENA prior to September 30, 2019 and the PSA requires that the sale be completed by December 31, 2022; therefore Metro is not required to follow the procedural steps of the amended Surplus Land Act (Cal. Gov. Code §§ 54220 *et seq.*) (SLA) that became effective January 1, 2020 (See: Cal. Gov. Code Sec. 54234). The procedural requirements of the prior version of the SLA also do not apply because the sale is not a sale of "surplus" land that is not needed for Metro's use (See: Cal. Gov. Code § 54221(b) in effect prior to January 1, 2020). Metro's authority to jointly develop the Project is within Metro's express statutory authority (see: Cal. Pub. Util. Code §

30634) and the Project clearly advances Metro's policy goals of providing for affordable housing and promoting transit oriented communities. Metro will ensure that the Metro JD Property will continue to be used for agency uses following completion of the sale by recording against the Site a set of CCRs (described below) containing enforcement rights for Metro.

As the Site was acquired in the early 1990s using funding from both the Federal Transit Administration (FTA) and State bonds, Metro submitted the terms of the PSA to the FTA and the California Transportation Commission (CTC). CTC and FTA concurrence of the Project and sale of portions of the Metro property are expected in August 2020.

Purchase Price Discount

The Metro Joint Development Policy adopted in 2016 allows Metro to discount joint development dispositions below the fair market value in order to accommodate affordable housing for households earning 60% or less of AMI. The proportional discount may not be greater than the proportion of affordable units to the total number of housing units in the project, with a maximum discount of 30%. The Metro JD Property was appraised at approximately \$10,200,000. Since 100% of the Project's units will be limited to households earning 30-50% of AMI, the purchase price has been discounted by 30% (\$3,060,000) resulting in a price of \$7,140,000. As soil contamination has been identified on a portion of the Metro property, a maximum of \$375,000 of the \$7,140,000 will be held in escrow to cover potential expenses related to environmental clean-up. Any unused escrow funds will be released to Metro at the conclusion of construction.

PSA Terms

Attachment C provides the summary of key terms and conditions for the PSA. The terms of the PSA Closing Conditions are focused on the Developer bringing the Project through full financing and construction readiness whereupon, if all the conditions included in the PSA are satisfied, the parties would close on the transaction and transfer the Metro JD Property. Key PSA Closing Conditions include:

- Escrow period of two (2) years, with the option to extend an additional three (3) years
- Developer must demonstrate to Metro that they have the financial resources sufficient to design, construct and operate the Project
- Developer has received all required governmental approvals (including Metro approval of final construction documents)
- Metro has received a payment of \$7,140,000 (with \$375,000 held in escrow for environmental cleanup, if required)
- Covenants, Conditions and Restrictions (CCRs), as described further below, will be concurrently recorded on the properties

Upon closing and transfer of the Metro JD Property, the CCRs will govern the ongoing relationship between Metro and the Developer, similar to a ground lease. Key terms in the CCRs include:

- Requirement that all units remain affordable for a period of ninety-nine (99) years
- Ninety-one (91) units shall be restricted to households earning no more than 50% of AMI and ninety-four (94) units shall be restricted to households earning no more than 30% of AMI for a minimum of 55 years
- For 55 - 99-years, all 185 units shall be reserved for occupancy by households with an

- adjusted income that does not exceed sixty percent (60%) of AMI
- Retained rights to maintain public access to the public transit facilities
- Metro's right to review, inspect and approve any changes to the Project's design, and review/approve major improvements to the Project
- LEED Silver sustainability construction standards
- Requirement to comply with Metro's Project Labor Agreement and Construction Careers Policy
- If the Developer fails to complete construction of the Project within four years, Metro would retain the right to rescind the Metro JD Property transfer and concurrently acquire the Developer property at Fair Market Value
- Maintenance and operations standards
- Requirements for permitted transferees
- Use restrictions

California Department of Housing and Community Development TOD Housing Program

In April 2020, the California Department of Housing and Community Development (HCD) released a Notice of Funding Availability (NOFA) for approximately \$141 million in funds for the Transit-Oriented Development (TOD) Housing Program. This funding provides low-interest permanent loans up to \$10 million per rental housing project and grants up to \$5 million per locality/public transit agency for infrastructure projects necessary for housing developments, or to facilitate connections between these developments and a transit station. In July 2020, the Developer submitted a TOD Housing Program application to fund additional improvements to the Metro plaza area such as more expansive landscaping and hardscaping upgrades, seating areas and wayfinding/signage.

As a condition of Developer's application, HCD requires that the Metro Board adopt a resolution authorizing the CEO or his designee to apply for, receive the allocated infrastructure grant funds, and to enter into, execute, and deliver a State of California Standard Agreement for such funding, and any and all other documents required or deemed necessary related to the TOD Housing Program infrastructure grant in support of the Project. HCD requires this resolution be adopted and submitted by August 31, 2020. See Attachment D for the resolution.

CEQA Actions

The City of Los Angeles, as the lead agency under CEQA, has determined that the Project is statutorily exempt pursuant to Public Resources Code Section §21080.27(a)(3) and §21080.27(b)(2) and categorically exempt from CEQA pursuant to California Public Resources Code Section 15332/Class 32 (In-Fill Development Projects) as described in Attachment E.

Metro staff concurs with the City's determination and finds that Project is statutorily exempt pursuant to Public Resources Code Section §21080.27(a)(3) and Section §21080.27(b)(2); and categorically exempt under CEQA pursuant to California Public Resources Code Section 15332/Class 32 (In-Fill Development Projects) of the CEQA Guidelines. Staff is requesting that the Metro Board make a similar determination as a responsible agency consistent with the requirements for exemption set forth in Attachment E. Staff is also requesting authorization to file a Notice of Exemption for the Project consistent with such determination.

Equity Platform

Consistent with the Equity Platform pillar “listen and learn,” the Project undertook a lengthy community engagement process. The Developer was required to engage with stakeholders and refine the Project in response to feedback. Furthermore, the Project is an opportunity to “focus and deliver” by adding much needed, transit-oriented affordable housing, support services and other community benefits in the East Hollywood community.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Staff will continue to oversee the development and construction of the Project on the Site to ensure that it does not adversely impact Metro property or the continued safety of staff, contractors and the public. In addition, the implementation of this Project at the Vermont/Santa Monica Station will offer opportunities to improve safety for transit riders through better pedestrian and bicycle connections and improvements to the existing plaza at the station entrance.

FINANCIAL IMPACT

Pursuant to the PSA, certain staff and consultant costs are reimbursed through a developer deposit, and execution of a PSA will provide a source of revenues going forward. No new capital investment or operating expenses are anticipated to implement the Project.

Impact to Budget

Continued work under the PSA is included in the proposed FY21 budget in Cost Center 2210 (Joint Development) under Project 401004 (Vermont/Santa Monica Joint Development). Staff and consultant costs are proposed in the FY21 budget to review design and other projects documents.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity”, specifically Initiative 3.2 which states “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.” The proposed Project will deliver a number of community benefits, including transit-accessible, low-income housing and new commercial/community space.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize execution of the PSA. Staff does not recommend this option because the proposed Project is the product of extensive negotiations and community engagement and is consistent with the goals of Metro’s Joint Development Policy including the development of affordable housing. Electing not to authorize execution of the PSA would unnecessarily delay development of the Site.

The Board may choose not to approve the resolution in Attachment D. Staff does not recommend this alternative because Metro would not be able to accept the infrastructure grant (if awarded) to support

improvements to the Vermont/Santa Monica Station plaza.

NEXT STEPS

Upon approval of the recommended actions, staff and the Developer will work to satisfy the Closing Conditions. The PSA will be executed thereafter in substantial accordance with the terms and conditions set forth in Attachment C. HCD TOD Housing Program awards will be announced in October 2020. It is anticipated that construction will commence in spring 2021 with completion in mid-2023.

ATTACHMENTS

- Attachment A - Site Map
- Attachment B - Project Rendering and Site Plan
- Attachment C - PSA Terms and Conditions
- Attachment D - HCD TOD Grant Resolution
- Attachment E - Qualifying Criteria for CEQA Exemption

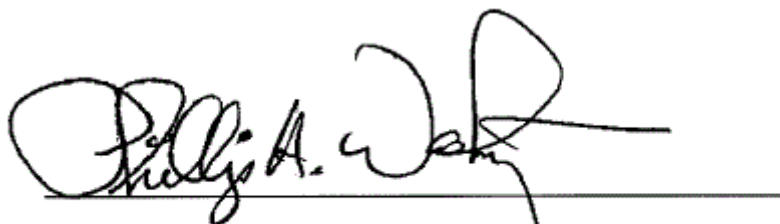
Prepared by: Nicole Velasquez Avitia, Manager, Countywide Planning & Development, (213) 922-7439

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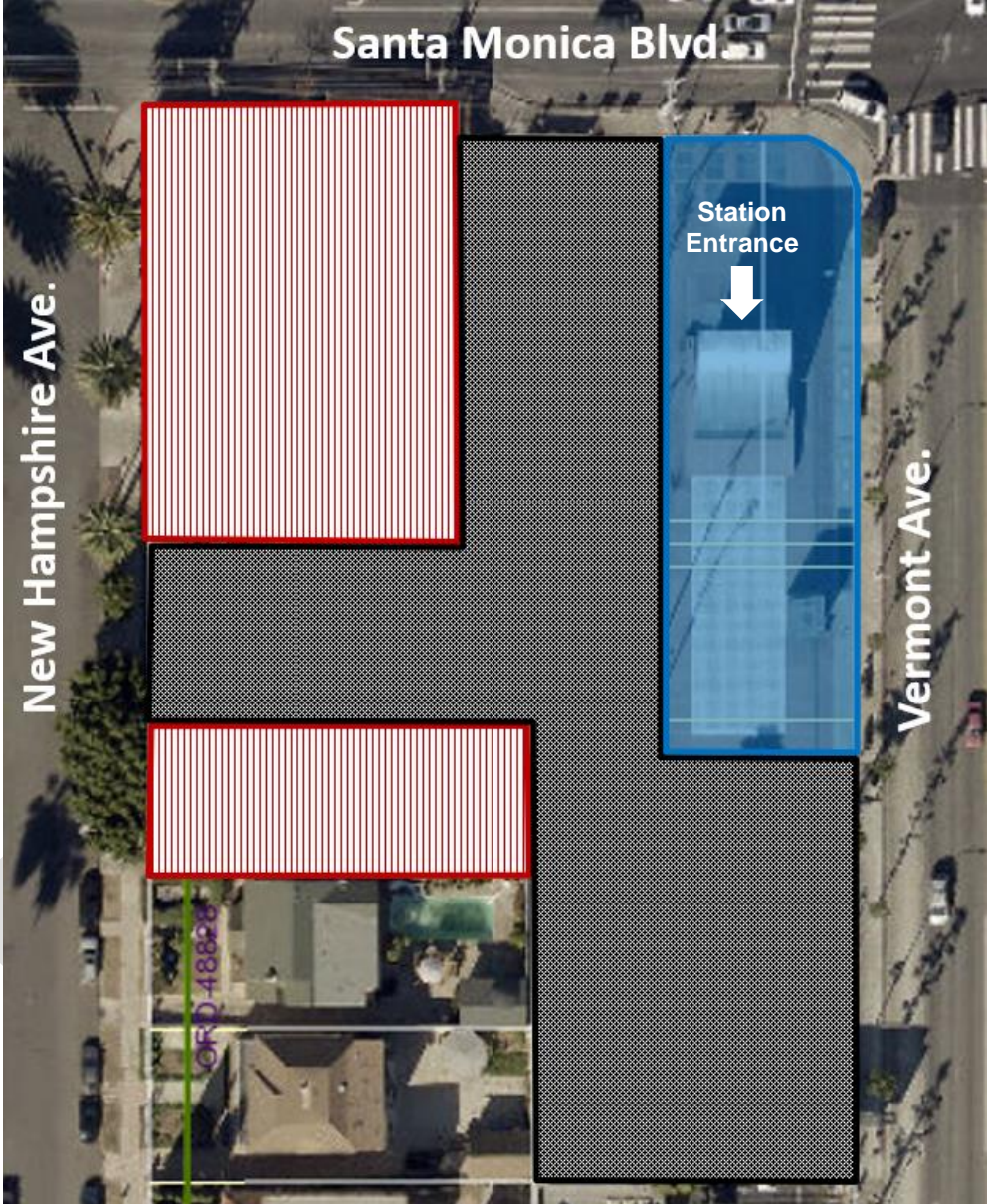
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585




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

A handwritten signature in black ink, appearing to read "Phillip A. Washington", written over a horizontal line.

Phillip A. Washington
Chief Executive Officer

SITE MAP



	Metro Property to be transferred
	Metro Property to be retained
	Developer Property

PROJECT RENDERING AND SITE PLAN



ATTACHMENT B (CONT.)



ATTACHMENT B (CONT.)



**SUMMARY OF KEY TERMS AND CONDITIONS OF
JOINT DEVELOPMENT TRANSACTION AND PURCHASE AND SALE AGREEMENT
FOR
VERMONT/SANTA MONICA STATION JOINT DEVELOPMENT
(Dated: August 6, 2020)**

General Description

Developer/Project: SMV Housing, L.P., a California Limited Partnership (“**Developer**”) which is a development entity owned (directly and/or indirectly) and controlled by LTSC Community Development Corporation (“**LTSC**”) and which was created for purposes of the Vermont/Santa Monica Station Joint Development project (“**Project**”). LTSC and the Los Angeles County Metropolitan Transportation Authority (“**LACMTA**”) entered into an Exclusive Negotiation Agreement and Planning Document dated as of March 22, 2018, and an Amendment No. 1 to Exclusive Negotiation Agreement and Planning Document dated as of August 21, 2019 (collectively, the “**ENA**”). The ENA contemplates that Developer and LACMTA will enter into this Summary of Key Terms and Conditions of Joint Development Transaction and Sale Agreement (this “**Term Sheet**”) to set forth the key terms and conditions of a purchase and sale agreement, declaration of covenants, conditions, restrictions and easements and associated Project documents necessary to design and develop the Project, as more specifically described herein. The Parties initially considered a ground lease structure, but, pursuant to the negotiations under the ENA, have determined that a more beneficial structure for the transaction is a sale of the fee interest of a portion of the LACMTA Property (defined below) to Developer for development of the Project. Developer and LACMTA are sometimes referred to individually in this Term Sheet as a “**Party**” and collectively as the “**Parties**”.

Development Site: LACMTA is the fee owner of the land described on Attachment A, attached hereto and incorporated herein by this reference (the “**LACMTA Property**”), which consists of approximately 1.06 acres of real property located at the southwest corner of Santa Monica Boulevard and Vermont Avenue in the City of Los Angeles (“**City**”), County of Los Angeles. An approximately 0.54 acre portion of the LACMTA Property is currently improved with and used as parking lots and an approximately 0.52 acre portion

of the LACMTA Property is currently improved with the LACMTA station commonly known as the Vermont/Santa Monica B (Red) Line Station (the “**Station**”) which includes a public plaza and entrance portal for the Station (the “**Station Plaza**”).

Developer is the fee owner of approximately 0.47 acres of real property with Assessor Parcel Numbers (APNs) 5538-022-002, 004, 023 and 5538-022-016, commonly known as 4718-4722 Santa Monica Boulevard and 1020 N. Hampshire Avenue, in the City and County of Los Angeles, as depicted in Attachment B attached hereto and incorporated herein by this reference (the “**Developer Property**”).

The Parties propose to enter into a sale transaction pursuant to which LACMTA would convey to Developer a fee interest in approximately 0.77 acres of the LACMTA Property, as depicted on Attachment C, attached hereto and incorporated herein by this reference (the “**LACMTA Sale Property**”). The portions of the LACMTA Property which shall not be conveyed to Developer in fee shall be referred to herein as the “**LACMTA Retained Plaza**” as depicted in Attachment D.

The proposed development site consists of the LACMTA Sale Property, which will be conveyed to Developer at Closing as described above, together with the entire Developer Property (collectively, the “**Site**”).

Proposed Project: The proposed Project will be constructed on the Site by Developer, at Developer’s sole cost and expense. The Project will consist of a mixed-use development that includes, without limitation, 185 affordable rental apartments, 2 unrestricted property manager’s apartments, approximately 20,000 square feet of commercial space, approximately 2,000 square feet of tenant services space and 69 parking spaces.

To ensure LACMTA’s ability to maintain and operate the Vermont/Santa Monica B (Red) Line Station and LACMTA Retained Plaza on an ongoing basis, no structures or improvements, other than ADA-compliance hardscaping and landscaping, shall be built in the portion of the LACMTA Sale Property depicted in Attachment E (the “**Circulation Area**”). The Circulation Area can be used for pedestrian circulation between the Project and the Station Plaza. The restrictions described in this paragraph shall be included in covenants, conditions and restrictions to be recorded on the LACMTA Sale Property and the Developer Property.

A site plan and renderings detailing the proposed Project are included as Attachment F and are subject to modification and revision as set forth herein.

LACMTA shall have a right of first offer to lease, for rent calculated at a commercial fair market value, an approximately 966 square foot retail space ("**Bike Hub**") in the ground floor of the Project. The right of first offer shall expire two (2) years after the issuance of the last certificate of occupancy for the entire Project. If LACMTA exercises the right of first offer for the Bike Hub, then the Parties shall agree at that time to undertake the design, build out and delivery of the Bike Hub in one of the following two (2) ways:

(a) The Bike Hub shall be provided to LACMTA in "cold shell" condition subject to the same general terms and conditions as provided to similar retail space within the Project. LACMTA shall undertake the build-out and Developer shall provide LACMTA a tenant improvement allowance of not more than Four Hundred and Twenty-Five Dollars (\$425) per square foot.

or

(b) Developer shall design and undertake the work to build-out the Bike Hub (the "**Bike Hub Work**"), in which event, LACMTA shall provide to Developer a detailed description of the tenant improvements needed in the Bike Hub, after which time Developer shall prepare the plans, specifications and an estimated budget for the Bike Hub Work and shall present such plans, specifications and budget estimates to LACMTA for review and approval, in its sole and absolute discretion, which, after approved by LACMTA, shall be the "**Bike Hub Work Approved Plans and Budget.**" Developer shall perform the Bike Hub Work in a good and workmanlike manner, consistent with generally recognized standards of performance in the construction industry in conformity with the Bike Hub Work Approved Plans and Budget. When Developer believes that it has completed the Bike Hub Work, it shall provide to LACMTA all drawings, documents and other materials for such work and LACMTA shall evaluate such drawings, documents and materials and inspect the work to determine whether LACMTA accepts the Bike Hub Work. If LACMTA determines that the Bike Hub Work is not complete or it has defects, Developer shall make such corrections as LACMTA deems necessary in order for LACMTA to accept the Bike Hub Work. The Bike Hub shall be provided to LACMTA in final, built-out condition subject to the same general terms

and conditions as provided to similar retail space within the Project.

Phased

Development: The Project will be constructed in a single phase.

General Conditions

Dedications: LACMTA will reasonably consider any dedications and grants of LACMTA real property rights to the City or other public or quasi-public entities as are reasonably necessary to support the development and construction of the Project, subject to receiving acceptable compensation in LACMTA's sole discretion.

Federal, State and
Local Funding
Source Approval:

Initial investigation by LACMTA indicates that the LACMTA Property was acquired by LACMTA using federal and state funds and the Metro B (Red) Line subway and the Station were constructed using similar funding sources. Accordingly, the transactions contemplated in this Term Sheet are subject to: (a) applicable Federal Transportation Administration ("**FTA**") approvals/concurrence, (b) LACMTA confirmation that such actions will not violate any bond funding related requirements or restrictions imposed on LACMTA, the LACMTA Property or the Metro B (Red) Line, (c) applicable bond trustee and bond holder approval, and (d) applicable State of California ("**State**") approval/concurrence. LACMTA will seek the required FTA and State of California concurrence with the terms of this Term Sheet as soon as possible.

Development
Entitlements and
Other Legal Requirements:

Developer has or will have, at its sole cost and expense obtained all required entitlements for the Project, including adoption of CEQA findings (in the event environmental review under CEQA is required), in accordance with the terms and conditions of the ENA, and any applicable period for the filing of an administrative appeal, judicial challenge, referendum petition, request for reconsideration or other protest being taken, or if any appeal, challenge, petition, request or other protest has been taken, or any challenge to the approval is made, the body ruling on the appeal or challenge shall

have made a formal, final finding upholding approval of such entitlements in a form and content, and subject to conditions of approval, reasonably acceptable to Developer and LACMTA, and all further appeal periods have expired without further appeal being taken. Developer shall comply with all applicable City zoning and planning requirements and other legal requirements related to the development, construction and operation of the Project.

On the terms and conditions set forth herein, LACMTA will convey to Developer the LACMTA Sale Property as separate legal parcels and LACMTA will retain the LACMTA Retained Plaza. Prior to entering into the PSA (as defined below), the LACMTA Board of Directors ("**LACMTA Board**") will need to make the requisite findings as a responsible agency pursuant to CEQA requirements, to the extent required, as more particularly set forth in the ENA.

As-Is Condition: Developer shall acquire the LACMTA Sale Property on an "as is, where is, with all faults" basis, and shall acknowledge that it has conducted its own due diligence and investigations with respect to the Site. LACMTA has entered into a right of entry agreement with Developer granting Developer a right of entry onto the LACMTA Sale Property to conduct investigations of such property for soil conditions and to perform any environmental testing deemed necessary.

Key Purchase and Sale Agreement ("PSA") Terms:

PSA - Generally: After (i) LACMTA Board approval and Developer acceptance of this Term Sheet, (ii) any required FTA and State approval of the Project/Sale transaction, (iii) Developer has met all CEQA requirements, if any (as further described below in the Closing Conditions), and (iv) the LACMTA Board has made the requisite findings as a responsible agency pursuant to any applicable CEQA requirements, then LACMTA and Developer will enter into a Purchase and Sale Agreement ("**PSA**") containing terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to any modifications as directed by the LACMTA Board (and as approved by Developer).

PSA Term: The PSA shall be effective upon execution by LACMTA and Developer (the "**PSA Effective Date**"). Concurrent with the PSA Effective Date, LACMTA and Developer will enter into an escrow with Cheryl Greer of Commonwealth Land Title Insurance Company pursuant to the PSA. The closing of such escrow shall be subject to satisfaction or waiver of certain conditions precedent (the "**Closing Conditions**") set forth in the PSA. The term of the

PSA shall be mutually agreed upon by the Parties, provided that closing shall occur no later than December 31, 2022. LACMTA shall have the option, in its sole discretion, following a request by Developer, to extend to extend the Closing for a date to occur no later than five (5) years after the PSA Effective Date.

Option Fee: As partial consideration for the rights to be granted to Developer under the PSA, commencing with the PSA Effective Date and continuing throughout the PSA term, Developer will pay LACMTA a monthly non-refundable option fee of Two Thousand Five Hundred Dollars (\$2,500) ("**Option Fee**") on the first day of each month for the entire PSA term (including any extensions terms, if applicable) commencing on the PSA Effective Date. The Option Fee paid by Developer shall be applicable to the Purchase Price payable by Developer at the Closing. If Developer fails to pay the Option Fee for any month and such failure continues for ten (10) days after written notice, LACMTA will have the right to terminate the PSA term by written notice to Developer.

Ownership of Entitlements:

If Developer fails to proceed with the development of the Project by the expiration of the Construction Period (defined below), Developer will retain any entitlements or development rights related to the Developer Property, and LACMTA will retain any entitlements or development rights related to the LACMTA Sale Property, to the extent the same can be separated between the properties. In the event that Developer subsequently desires to transfer the Developer Property to a third party, LACMTA will consider transferring the entitlements or development rights related to the LACMTA Sale Property to such proposed transferee, subject to LACMTA's approval (in its sole discretion) of the proposed transferee.

Conditions to Closing:

The PSA will address matters occurring from the PSA Effective Date through the date that the Closing Conditions have been satisfied or waived by the applicable Party, at which time the Parties will close the purchase and sale of the LACMTA Sale Property (the "**Closing**").

The "Closing Conditions" will require, among other things, that (a) Developer has delivered to LACMTA evidence and assurances demonstrating that Developer has the financial resources (which may include commitments for financing) sufficient to design, construct and operate the Project ("**Financial Assurances**"),

including (i) a performance bond in a sum of not less than one hundred percent (100%) of an amount reasonably calculated to make LACMTA whole if Developer fails to complete the portions of the Project that benefit LACMTA's transit patrons, which shall amount include, without limitation, the projected costs (A) to complete any offsite improvements benefitting LACMTA and (B) to restore the Circulation Area and LACMTA Retained Plaza to the condition it was in before the Developer broke ground on the Project except that any such restoration must also take into account the then-current ADA standards and (ii) a payment bond in a sum equal to the sum of the performance bond, each such bond issued by a licensed surety company and in a form acceptable to LACMTA, which approval shall not be unreasonably withheld or conditioned; (b) Developer shall have applied for and received all governmental approvals necessary for the development and construction of the Project (including all City and LACMTA approvals, which shall include LACMTA approval of the final construction documents for the Project) and, as necessary, shall obtain prior to such time as they are required, any permits or approvals required for the operation of the Project; (c) all necessary and applicable CEQA documents for the Project have been approved/certified by the applicable governmental authorities, all applicable statutes of limitation have run, and either a lawsuit challenging the CEQA approval/certification has not been timely filed or, if such a lawsuit has been filed, then final adjudication or dismissal with prejudice of such lawsuit has occurred, upholding the approvals/ certifications; (d) Developer has received a "ready to issue" letter from the City Department of Building and Safety; (e) Developer shall have executed and delivered to escrow all Closing documents as contemplated by the Parties and other transaction documents as determined between Parties (including, without limitation, the Permanent Covenants, Conditions and Restrictions and the Construction Covenants, Conditions and Restrictions, as hereinafter defined, the key terms of which are outlined below (collectively, the "**CCRs**"); (f) Developer shall have obtained an acceptable title commitment from a mutually acceptable title company (the "Title Company") for an owner's title policy in the amount of the Purchase Price for the LACMTA Sale Property; and (g) LACMTA shall have received all other assurances it requires that the development of the Project will proceed and Developer is ready to commence construction of the Project.

All construction funding sources will be fully committed to the satisfaction of the LACMTA Board.

Design Review:

The PSA will include as an exhibit, or otherwise reference, the Schematic Design Drawings as defined in the ENA, which shall

have been approved by LACMTA in accordance with the ENA (or the Parties may elect to attach a subsequent level of Schematic Design Drawings that have been prepared by Developer and approved by LACMTA prior to the execution of the PSA if both LACMTA and Developer so agree).

During the PSA term (and escrow term), LACMTA will have the right to review and approve any changes to the Schematic Design Drawings; provided that LACMTA may only disapprove such a change if it is either not a Logical Evolution (as defined in the ENA) to the Schematic Design Drawings or if it creates a material impact on the LACMTA Development-Related Concerns. Notwithstanding the above, if Developer's submittal of changes to the Schematic Design Drawings contains a Deemed Approval Notice and LACMTA has not responded to the request for approval within forty-five (45) business days of receipt, then the change for which LACMTA approval is being sought shall be deemed approved by LACMTA. A "Deemed Approval Notice" shall be a letter containing the following text prominently displayed in bold faced capital letters in at least fourteen (14) point font: ENCLOSED WITH THIS LETTER IS A REQUEST FOR APPROVAL OF CHANGES TO SCHEMATIC DESIGN DRAWINGS FOR THE VERMONT/SANTA MONICA JOINT DEVELOPMENT PROJECT. IF LACMTA DOES NOT NOTIFY DEVELOPER OF ITS DISAPPROVAL OR REQUIRED CHANGES TO SUCH SCHEMATIC DESIGN DRAWINGS WITHIN FORTY-FIVE (45) BUSINESS DAYS AFTER LACMTA'S RECEIPT OF THIS LETTER, THEN SUCH SCHEMATIC DESIGN DRAWINGS WILL BE DEEMED APPROVED BY LACMTA.

"LACMTA Development-Related Concerns" means, collectively, (a) LACMTA's operations on the LACMTA Retained Plaza, (b) LACMTA's exercise of its Retained Rights, (c) public health and safety (however, except where the design will reasonably impact a Retained Right, the determination of public health and safety issues shall be determined by the City and the State permitting and plan check process), (d) any public transit facilities adjacent to the Site and access to or from the same, and (e) (as applicable) any lateral and subjacent support of the LACMTA Retained Plaza, any public transit facilities adjacent to the Project, and any area providing support necessary for LACMTA to exercise its Retained Rights.

Circulation Area Work:

LACMTA and Developer shall collaborate in good faith to create the design and budget for the Circulation Area Work, with the goal of designing an integrated public plaza that meets Developer's

and LACMTA's needs for access, safety, and operations and ensures the delivery of a high-quality public realm.

Accordingly, Developer shall prepare the plans and specifications for and allocate a portion of the Project budget to the Circulation Area Work and shall present such plans and specifications and budget allocations to LACMTA no later than sixty (60) days prior to Closing for review and approval, in its sole and absolute discretion, which, after approved by LACMTA, shall be the "**Circulation Area Work Approved Plans and Budget.**" In accordance with the Construction CCRs, Developer shall perform the Circulation Area Work during the construction of the Project in a good and workmanlike manner, consistent with generally recognized standards of performance in the construction industry in conformity with the Circulation Area Work Approved Plans and Budget. When Developer believes that it has completed the Circulation Area Work, it shall provide to LACMTA all drawings, documents and other materials for such work and LACMTA shall evaluate such drawings, documents and materials and inspect the work to determine whether LACMTA accepts the Circulation Area Work. If LACMTA determines that the Circulation Area Work is not complete or it has defects, Developer shall make such corrections as LACMTA deems necessary in order for LACMTA to accept the Circulation Area Work. As the owner of the Circulation Area, the Developer will be responsible for ongoing maintenance and operation of the Circulation Area Work.

Retained Plaza Work:

LACMTA and Developer shall collaborate in good faith with each other to create the design and budget for the Retained Plaza Work, with the goal of designing a plaza that meets Developer's and LACMTA's needs for access, safety, and operations and ensures the delivery of a high-quality public realm.

Accordingly, Developer shall cooperate with LACMTA to prepare the plans and specifications for and allocate a portion of the Project budget to the Retained Plaza Work and shall no later than sixty (60) days prior to Closing present such plans and specifications and budget allocations to LACMTA for review and approval, each in its sole and absolute discretion, which, after approved by LACMTA, shall be the "**Retained Plaza Work Approved Plans and Budget.**" Developer shall perform the Retained Plaza Work during the construction of the Project in a good and workmanlike manner, consistent with generally recognized standards of performance in the construction industry in conformity with the Retained Plaza Work Approved Plans and Budget. When Developer believes that it has completed the

Retained Plaza Work, it shall provide to LACMTA all drawings, documents and other materials for such work and LACMTA shall evaluate such drawings, documents and materials and inspect the work to determine whether LACMTA accepts the Retained Plaza Work. If LACMTA determines that the Retained Plaza Work is not complete or it has defects, Developer shall make such corrections as LACMTA deems necessary in order for LACMTA to accept the Retained Plaza Work. Developer will not be responsible for ongoing maintenance or operation of the Retained Plaza Work.

Cost of Project:

Developer shall be solely responsible for the cost of designing and constructing the Project, including, without limitation, the Circulation Area Work and Retained Plaza Work. In the event that the Project results in the removal, relocation, or other modifications to LACMTA's facilities, Developer shall be responsible for the cost of any replacements or modifications reasonably required by LACMTA resulting from such work. Notwithstanding the foregoing, LACMTA shall collaborate with Developer to identify and apply for grants from public agencies and other similar sources of funding for a portion of the Project. Developer will not be responsible for the cost of any improvements to the Project made by LACMTA in the exercise of its Retained Rights except for maintenance, repair or mitigation arising from the Project or the negligent or willful misconduct of Developer, its tenants, contractors, agents, subcontractors or invitees.

Closing:

The PSA Closing will occur upon satisfaction or waiver by the appropriate Party of all the Closing Conditions. At Closing, LACMTA will convey to Developer by Grant Deed the LACMTA Sale Property to Developer, subject to the CCRs, in exchange for the payment of the Purchase Price to be paid under the PSA. Documents related to Closing, including, without limitation, the Grant Deed, will be executed by the Parties as is necessary to properly effectuate the Closing.

Transfers, Assignment
and Subletting:

Except as otherwise approved in writing by LACMTA in its sole and absolute discretion, Developer shall not transfer or assign its rights or obligations under the PSA or any portion thereof prior to the Closing, except to a limited partnership of which Developer, or an entity controlled by Developer, is the general partner (a "Purchaser Assignee") so long as (i) Developer notifies LACMTA not less than five (5) business days prior to closing of such

assignment (including the name and signature block of the proposed transferee), and (ii) Developer and the Purchaser Assignee execute and deliver an assignment and assumption agreement in form reasonably satisfactory to LACMTA, pursuant to which Purchaser Assignee remakes all of Developer's representations and warranties set forth in the PSA and (iii) the transferor shall not be released from the obligations of "Purchaser" under the PSA. Transfers after the Closing shall be subject to the Permanent CCRs.

Key PSA Terms:

Purchaser: Developer shall be the purchaser.

Generally: At Closing, LACMTA, as seller, will convey a fee interest in the LACMTA Sale Property to Developer, as purchaser. Developer will pay the full Purchase Price to LACMTA in cash, together with the escrow fees, title insurance premiums, recording fees and documentary transfer taxes, so that the Purchase Price will be net to LACMTA. The Parties will record the Construction CCRs and the Permanent CCRs on the title to the LACMTA Sale Property, the LACMTA Retained Plaza and the Developer Property at the Closing, an outline of terms of which are stated below.

Purchase Price

Purchase Price:

Upon the Closing, Developer shall pay LACMTA a purchase price for the LACMTA Sale Property equal to Seven Million One Hundred and Forty Thousand Dollars (\$7,140,000). A portion of the Purchase Price, in the amount of Three Hundred Seventy-Five Thousand Dollars (\$375,000) (referred to herein as the "Environmental Escrow Amount"), shall be held in escrow with Title Company (the "Environmental Escrow") to pay for the environmental cleanup of the Property (the "Environmental Work") by Walton General Contractors ("Contractor"). After the Closing, Title Company shall release amounts from the Environmental Escrow to either (i) reimburse Developer for the actual out-of-pocket costs incurred by Developer to pay Contractor for performance of the Environmental Work, upon submission by Developer of invoices from Contractor together with receipts for payments of costs for the Environmental Work by Developer to Contractor, or (ii) to Contractor for payment for performance of the

Environmental Work, upon submission of a request for disbursement by Developer and a certification by Developer of the performance of the Environmental Work under the invoice from the Contractor attached to said certification. Developer shall submit a copy of each request for disbursement from the Environmental Escrow to both Title Company and to LACMTA. Any of the Environmental Escrow Amount remaining undisbursed after the earlier to occur of (i) completion of the Environmental Work, or (ii) twelve (12) months after Closing, shall be released by Title Company to LACMTA. LACMTA's agreement to provide the Environmental Escrow Amount constitutes LACMTA's sole obligation with respect to the Environmental Work, and LACMTA shall have no obligation whatsoever to contribute additional funds or perform additional work, regardless of whether the scope of the Environmental Work increases or otherwise changes after the date of the PSA.

Key CCR Provisions (including Retained Rights)

CCRs, Generally: The CCRs shall be senior to any lien for a financing recorded on the title to the LACMTA Sale Property and the Developer Property so that any lender taking title to the Project through foreclosure or deed in lieu, and any subsequent owner of the Project, shall be bound by the CCRs. There shall be two (2) sets of CCRs recorded, one of which shall govern the construction of the Project (the "Construction CCRs"), while the other shall govern the ongoing operation and maintenance of the Project (the "Permanent CCRs") as an affordable housing project with ancillary retail (as described above). The Construction CCRs shall terminate upon completion of the Project. Both sets of CCRs shall be recorded against the LACMTA Sale Property, the LACMTA Retained Plaza and the Developer Property at the closing, shall bind each owner of the Project, and shall contain such provisions as are required by LACMTA in accordance with its policies and requirements for joint developments and adjacent property developments, including, without limitation, the Retained Rights (which shall be included in the Permanent CCRs) and the other provisions outlined below. The CCRs shall contain entry rights as are necessary for the development and operation of the Project.

Construction Period: Construction of the Project (including demolition of existing improvements and grading/excavation of the Site) shall commence within forty-five (45) days after the Closing Date ("**Commencement Date**"). Completion of the Project (defined as Developer's completion of construction of the Project subject only to typical punch list items, free of all liens and encumbrances and

substantially in accordance with the Plans and Specifications approved by LACMTA, and the issuance of a temporary or permanent certificate of occupancy on the entire Project by the City) shall occur by the day preceding the third (3rd) anniversary of the Commencement Date, subject to extension for (a) force majeure delays or (b) a Developer Completion Delay (such period being the “**Construction Period**”). The Construction CCRs shall apply only during the Construction Period.

A “**Developer Completion Delay**” is delay in completion of the Project that does not qualify as a force majeure delay but that occurs despite Developer’s best efforts to complete the Project within the period stated in the preceding paragraph. Any extension of the Construction Period due to Developer Completion Delay shall extend only for so long as Developer continues to use best efforts to complete the Project and shall not exceed one (1) year.

Design Review:

During the Construction Period, LACMTA will have the right to review, inspect and approve any changes to the Project’s design; provided that LACMTA may only disapprove such a change if (a) it is a change to the design of building exterior visible from the Station that is not a Logical Evolution (as defined in the ENA) from the Schematic Design Drawings or if (b) it creates a material impact on the LACMTA Development-Related Concerns (either of (a) or (b) being a “**Material Design Change**”). In the event the Developer believes that a change to the Project design is not a Material Design Change, Developer shall provide notice to LACMTA of said Project design change, which notice shall provide a reasonable description of why said change is not a Material Design Change (the “**Change Notice**”). After receipt of a Change Notice, LACMTA will have three (3) Business Days to respond to indicate it either agrees with Developer that the change is not a Material Design Change or disagrees, in which event LACMTA shall then proceed to review inspect and approve such change. If LACMTA has not responded to a Developer’s Change Notice within 3 Business Days of said notice, then LACMTA shall have been deemed to consent to Developer’s determination that the Project design change shall not be subject to disapproval by LACMTA. After completion of the Construction Period, LACMTA will retain the same design approval rights for any substantive building improvements later sought to be added. Notwithstanding the above, if Developer’s submittal of changes to the design are in fact a Material Design Change, and such notice contains a Deemed Approval Notice and LACMTA has not responded to the request for approval within twenty (20) business days of receipt, then the change for which LACMTA approval is being sought shall be deemed approved by LACMTA.

Construction Contract

Requirements:

Any construction contract that Developer executes with one or more contractors for the Project shall include the following:

- (1) Subject to the provisions of California Civil Code Section 2782, obligations of the contractor to indemnify, reimburse, defend and hold harmless Developer and LACMTA against actions, proceedings, suits, demands, claim, liabilities, losses, damages, penalties, obligations, costs and expenses (including attorneys' and expert witness' fees and costs) arising from the acts and omissions of such contractor on the Site or in connection with performance of its obligations under the construction contract;
- (2) Obligations of the contractor to comply with all applicable laws and code restrictions, licenses, policies, permits and certificates required in connection with performance of its services; and
- (3) LACMTA being named as an additional insured under any applicable insurance policies carried by any contractor performing work that impacts any LACMTA Development-Related Concern.

Sustainability Standards:

The Project shall be built in a manner at least equivalent to the standards of the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Silver standards.

Maintenance and Operations:

Developer shall maintain and operate the publicly-accessible areas of the Project, including the portion of the Public Plaza located in the Circulation Area, at its sole cost and expense in accordance with first class standards for maintenance and operation of comparable privately-owned public open space in the County of Los Angeles. (As of the date of this Term Sheet, examples of comparable public open spaces include the plazas at FIGat7th located at 735 S. Figueroa Street, the Bloc LA located at 700 S. Flower Street, California Plaza Watercourt located at 350 S. Grand Avenue, and City National Plaza located at 515 S. Flower Street, all in the City of Los Angeles.) Developer shall maintain and operate all portions of the Project at its sole cost and expense in accordance with first class standards for the maintenance and operation of comparable mixed use residential and commercial projects in the County of Los Angeles. Specific maintenance and operations standards may be set forth in an unrecorded operations and maintenance agreement by and between the Parties. Developer shall not be responsible for the cost or performance of any development, or maintenance to any improvements to the Project made by LACMTA in the exercise of

its Retained Rights except for maintenance, repair or mitigation arising from the Project or the negligent or willful misconduct of Developer, its tenants, contractors, agents, subcontractors or invitees.

Retained Rights: The “**Retained Rights**” defined on Attachment G shall be included in the CCRs.

Prevailing Wages
and
Project Labor Agreement:

During the entire period of construction of the Project, Developer shall comply with LACMTA’s adopted requirements with respect to project labor agreements for construction jobs and payment of prevailing wages for construction jobs, and the applicable policies related thereto. Notwithstanding the foregoing, Developer may negotiate an alternate form or forms of project labor agreement(s) directly with the applicable unions and upon finalizing such form(s) shall provide such form(s) to LACMTA for its review and approval. Upon such approval, Developer shall comply with the requirements in such approved form(s) of project labor agreement(s). Developer shall cause all contractors and other permittees performing any work of improvement on behalf of Developer to comply with any applicable requirements of California Labor Code Sections 1720-1780.

Affordable Housing
Covenants:

91 of the 185 affordable rental apartments units shall be reserved for occupancy by households with an adjusted income that does not exceed fifty percent (50%) of AMI, and 94 units shall be reserved for occupancy by households with an adjusted income that does not exceed thirty percent (30%) of AMI for no less than 55 years. For the remaining 99-year term of the CCRs, all 185 units shall be reserved for occupancy by households with an adjusted income that does not exceed sixty percent (60%) of AMI. Notwithstanding the foregoing, if rental assistance provided by the Housing Authority of the City of Los Angeles is terminated through no fault of Developer, alternative funding is not available, and certain other conditions are met, then Developer shall not be in default under the CCRs.

Developer shall encumber the Site with affordable housing and other covenants required by affordable housing funding sources and the City, as a condition to granting Project entitlements and

building permits, which covenants shall be subject to LACMTA's review and reasonable approval.

By not later than December 31 of each year, Developer shall provide LACMTA with a duly executed Annual Reporting Certificate certifying (a) the number of for-rent residential apartments in the Project and the affordability level of each such apartment, (b) that Developer either maintains workers' compensation and employers' liability insurance and has provided evidence therefor or that Developer has no employees and has elected not to obtain workers' compensation and employers' liability insurance, and (c) such other matters as LACMTA may reasonably require, from time to time, by giving reasonable advance written notice to Developer. LACMTA and its representatives shall have the right, at all reasonable times, upon reasonable advance notice to Developer, to audit and examine Developer's books of account and records for the purpose of determining (a) the accuracy of Developer's Annual Reporting Certificates, and (b) Developer's compliance with the terms of the CCRs and all Applicable Laws.

Federal Civil Rights
Covenants:

Developer and each subsequent owner of the Project shall comply with all applicable non-discrimination rules and regulations at the state, local and federal level, including, without limitation, applicable sections of Title 49 of the Code of Federal Regulations

Transfers:

Developer shall not transfer the Site, directly or indirectly, (each, a "**Transfer**"), except pursuant to a Permitted Transfer, as defined in Attachment G (Retained Rights). Additionally, the requirements set forth in Section 5 (Transfers) of Attachment G shall apply to any Transfer.

Use Restrictions:

Under no circumstance may any portion of the Site be used for (a) any industrial use, (b) any use that involves an "Adult Entertainment Business" (as defined in Section 12.70B of the Los Angeles Municipal Code as of the date hereof), (c) any use that involves the sale of firearms or ammunition, (d) any "off-site sign" (as defined in Section 14.4.2 of the Los Angeles Municipal Code as of the date hereof), or (e) any use that involves the sale or transfer of marijuana (whether or not such sale or transfer is permitted under the California Public Health and Safety Code or any other statute). Developer shall not utilize any street, sidewalk, bike path, or access route to the Transit Hub in a manner that interrupts the free flow of pedestrian or vehicular traffic. The "Transit Hub" means the Station and such future transportation

amenities as may be implemented in the vicinity of the Station from time to time, together with the following existing or planned public transportation-related amenities: (i) a major transfer point for transit buses; (ii) a future bus rapid transit line station; (iii) passenger pickup and drop off points; (iv) a Metro bike hub; (v) Metro bike share; and (vi) a future commuter shuttle stop for a major employer.

Remedies:

LACMTA shall have such remedies as are necessary and appropriate to enforce the CCRs, including, without limitation:

(a) injunctive relief for specific performance for, among other things, (i) completion of the Project, and (ii) actions or failures to act that pose a credible threat to the health, safety or security of LACMTA patrons or the LACMTA facilities; and

(b) If Developer fails to cause Completion of the Project to occur by the end of the Construction Period, then within 12 months after the end of the Construction Period, if Completion of the Project has still not occurred at such time, LACMTA shall have a right of reverter with respect to the LACMTA Sale Property. If LACMTA exercises such right of reverter by a notice to Developer ("**Reverter Notice**") within said 12 month period, LACMTA shall have the right to rescind the transfer of the LACMTA Sale Property to Developer, in return for which LACMTA shall refund the purchase price paid by Developer for the LACMTA Sale Property, without interest. Furthermore, if LACMTA delivers the Reverter Notice, LACMTA shall acquire the Developer Property from Developer for a price equal to the fair market value (as such term shall be defined in the PSA) of the Developer Property. Within thirty (30) days of receipt of the Reverter Notice, Developer shall give LACMTA written notice of Developer's good faith estimate of the fair market value for the Developer Property (the "**FMV Estimate Notice**"). LACMTA shall have ninety (90) days after receipt of the FMV Estimate Notice within which to accept or reject Developer's determination of the fair market value set forth in the FMV Estimate Notice. LACMTA's failure to respond within such 90-day period shall be deemed LACMTA's rejection of the fair market value set forth in the FMV Estimate Notice. In the event of LACMTA's rejection (or deemed rejection) of Developer's determination of the fair market value, Developer and LACMTA shall engage in good faith discussions for a period of 30 days to attempt to agree on the fair market value for the Developer Property; if the parties fail to agree within said 30 day period, then each party shall, on the 15th day after the expiration of said 30 day period, simultaneously submit to the other in writing its good faith estimate of the fair market value. If the higher of said estimates is not more than one hundred and five percent

(105%) of the lower of such estimates, the fair market value shall be deemed to be the average of the submitted rates. If otherwise, then the fair market value shall be determined by arbitration.

LACMTA shall provide notice and cure rights to Developer (or a future Owner of the Project) before exercising its remedies. The right of reverter shall apply only after all cure periods have been exhausted, including cure periods applicable to Developer's mortgagee. If Developer has given LACMTA written notice of the names and addresses of those holding at least a 25% interest in Developer (together with reasonable evidence of same, such as a copy of Developer's limited liability company agreement), then LACMTA shall give such designated investors the same notice and cure rights as Developer prior to LACMTA's exercise of the right of reverter.

Other Terms and Conditions:

Supersedure: This Term Sheet supersedes and replaces any and all term sheets or summaries of key terms and conditions relating to the Site, the Project or any joint development agreement, ground lease or disposition dated prior to July 24, 2020; provided that this Term Sheet does not supersede or replace the ENA.

Representations and Warranties:

The Parties shall make customary representations and warranties for a transaction of this size and type including (a) organization and good standing, (b) authority and enforceability, (c) non-contravention, (d) compliance with law, (e) status as a non-foreign person, (f) absence of litigation, and (g) brokers.

Other: Other customary provisions contained in recent LACMTA sales or ground leases will be included in the PSA, including, without limitation, provisions relating to (a) assumption of risk related to the Project's proximity to rail and other transit operations, (b) insurance, and (c) indemnity.

LACMTA Transaction Costs

During PSA Term: LACMTA has incurred and will incur certain costs related to any of the following: (a) the review of Developer's design, development and planning (including planning related to construction methods

and logistics) of the Project; (b) the protection of LACMTA Property, facilities and operations from Project impacts; (c) the avoidance and mitigation of such Project impacts; (d) oversight and support of geotechnical and hazardous substances investigations; (e) CEQA compliance; and (f) coordination and cooperation with Developer in connection with the Project entitlements. These costs will be known collectively as **“LACMTA Transaction Costs.”** LACMTA Transaction Costs may include, without limitation, the actual cost of in-house staff time (including LACMTA overhead and administrative costs) and third party consultation fees (including, but not limited to, consultants, engineers, architects, and advisors) for the performance of financial analyses, design review, development, planning, and engineering services, services related to construction safety, construction management, construction support, construction logistics and inspection, negotiations, appraisals, and other reasonable services related to the Project and the transactions contemplated under the PSA; but will exclude the cost of LACMTA Joint Development staff, and in-house and outside legal counsel to LACMTA.

Developer will provide Fifty Thousand Dollars (\$50,000) to LACMTA on the PSA Effective Date (the **“Deposit”**) for LACMTA to apply to LACMTA Transaction Costs (whether accruing prior to or after the PSA Effective Date). Any unspent funds provided by Developer under the ENA shall be carried over towards the Deposit. In the event the Deposit is not utilized by LACMTA in connection with the Project, any remaining balance will be credited towards LACMTA Transaction Costs incurred after the Closing in connection with the construction of the Project requiring LACMTA review/approval pursuant to the Construction CCRs. LACMTA staff will provide documentation of the LACTMA Transaction Costs to Developer upon written request.

Post-Closing:

Developer will provide LACMTA with additional Deposit funds on the Closing, in the amount of Fifty Thousand Dollars (\$50,000), for LACMTA Transaction Costs after the Closing in connection with the construction of the Project requiring LACMTA review/approval. In the event that such Deposit is applied pursuant to the foregoing such that the amount of the Deposit is depleted to less than Twenty-Five Thousand Dollars (\$25,000), Developer shall, within five (5) days after written demand therefor, deposit cash with LACMTA in an amount sufficient to restore the Deposit to Twenty-Five Thousand Dollars (\$25,000), and Developer's failure to do so shall be a default under the PSA. In the event the Deposit funds are not utilized by LACMTA for the Project during the Construction Period, any remaining balance will be refunded to Developer.

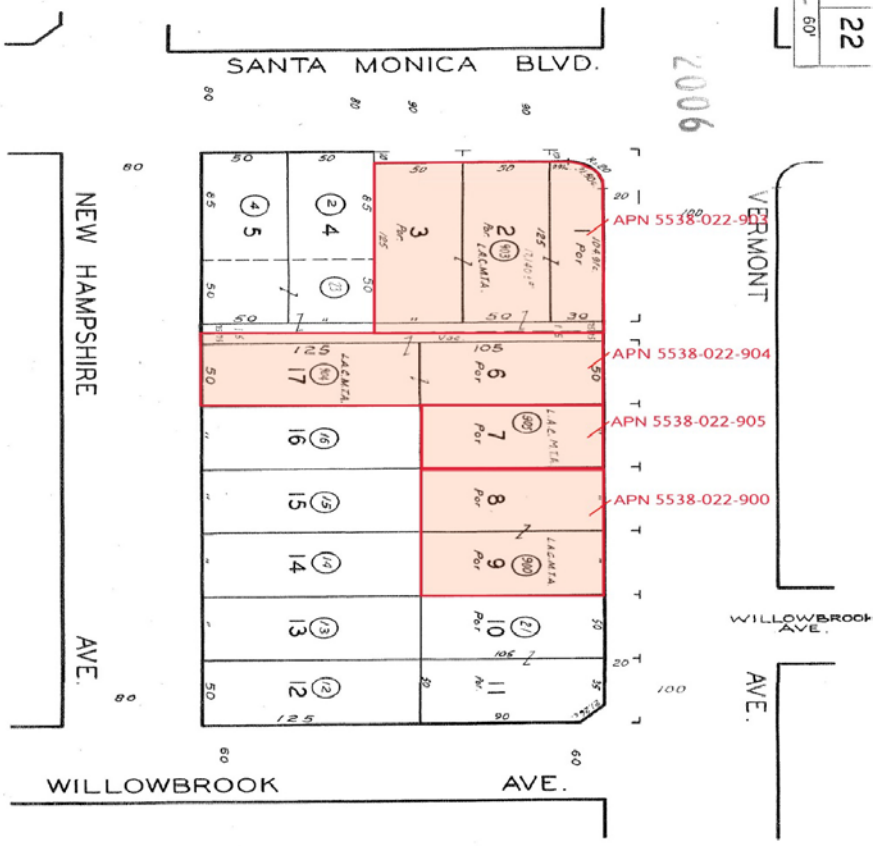
LACMTA staff will provide documentation of the LACTMA
Transaction Costs to Developer upon Developer's written request.

Attachment A

5538 22
SCALE 1" = 60'

2006

LACMTA Property



CODE 13

WESTMORELAND PARK TRACT M.B. 10-133

FOR PREP. ASSMT. SEE: 1698-22

REVISIO
12-28-64 10-28-63 P
640227 8-24-64
719330222
KALIC2407
912102221001-25
912102221002-25
912102221003-25
912102221004-25
2005/12/21/02221001-25

LACMTA Property

EXHIBIT "A"

All that certain real property situated in the County of Los Angeles, State of California, described as follows:

PARCEL A:

LOTS 1, 2 AND 3 OF WESTMORELAND PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 133 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES AND ALL MINERALS, IN UNDER AND THAT MAY BE PRODUCED FROM DEPTH BELOW 500 FEET OF THE SURFACE OF THE ABOVE DESCRIBED REAL PROPERTY, BUT WITHOUT THE RIGHT OF ENTRY UPON THE SURFACE THEREOF, AS RESERVED BY PHILLIPS PETROLEUM COMPANY, A CORPORATION, IN THE DEED RECORDED DECEMBER 26, 1975 AS INSTRUMENT NO. 280, OFFICIAL RECORDS.

TOGETHER WITH THE NORTHERLY HALF OF THAT CERTAIN ALLEY, 15 FEET WIDE ADJOINING SAID LOTS 1, 2 AND 3, OF WESTMORELAND PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 133 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; BOUNDED WESTERLY BY THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF LOT 3 AND BOUNDED EASTERLY BY THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 1, AS VACATED BY THAT CERTAIN RESOLUTION TO VACATE NO. 00-1400450, RECORDED NOVEMBER 29, 2000 AS INSTRUMENT NO. 00-1858369 OF OFFICIAL RECORDS, WHICH WOULD PASS BY THE OPERATION OF LAW WITH THE FEE CONVEYANCE OF SAID LAND.

PARCEL B:

LOTS 6 AND 17 OF WESTMORELAND PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 133 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THE SOUTHERLY HALF OF THAT CERTAIN ALLEY, 15 FEET WIDE ADJOINING LOTS 6 AND 17, OF WESTMORELAND PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 133 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; BOUNDED WESTERLY BY THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF LOT 17 AND BOUNDED EASTERLY BY THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 6, AS VACATED BY THAT CERTAIN RESOLUTION TO VACATE NO. 00-1400450, RECORDED NOVEMBER 29, 2000 AS INSTRUMENT NO. 00-1858369 OF OFFICIAL RECORDS, WHICH WOULD PASS BY THE OPERATION OF LAW WITH THE FEE CONVEYANCE OF SAID LAND.

PARCEL C:

PARCEL 1:

LOT 7 OF WESTMORELAND PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 133 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE EAST 20 FEET THEREOF, CONDEMNED FOR WIDENING OF VERMONT STREET.

PARCEL 2:

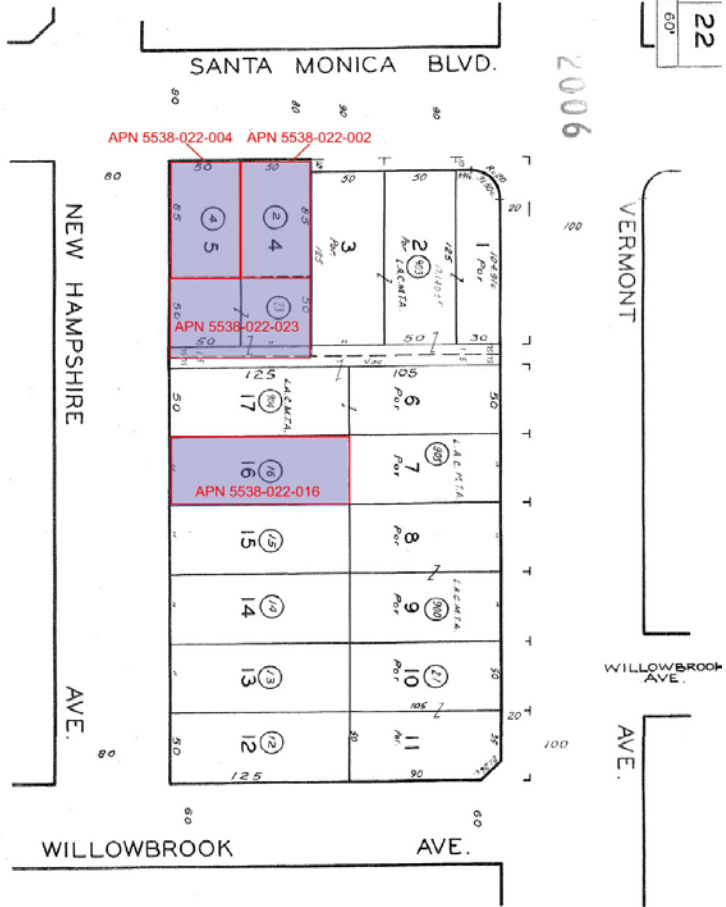
AN EASEMENT OVER THE WESTERLY 12 FEET OF LOT 6 OF WESTMORELAND PARK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 133 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL D:

Attachment B

Developer Property

5538 22
SCALE 1" = 60'



FOR MEV. ASMT. SEE: 1668 - 22

CODE 13

WESTMORELAND
PARK TRACT
M.B. 10-133

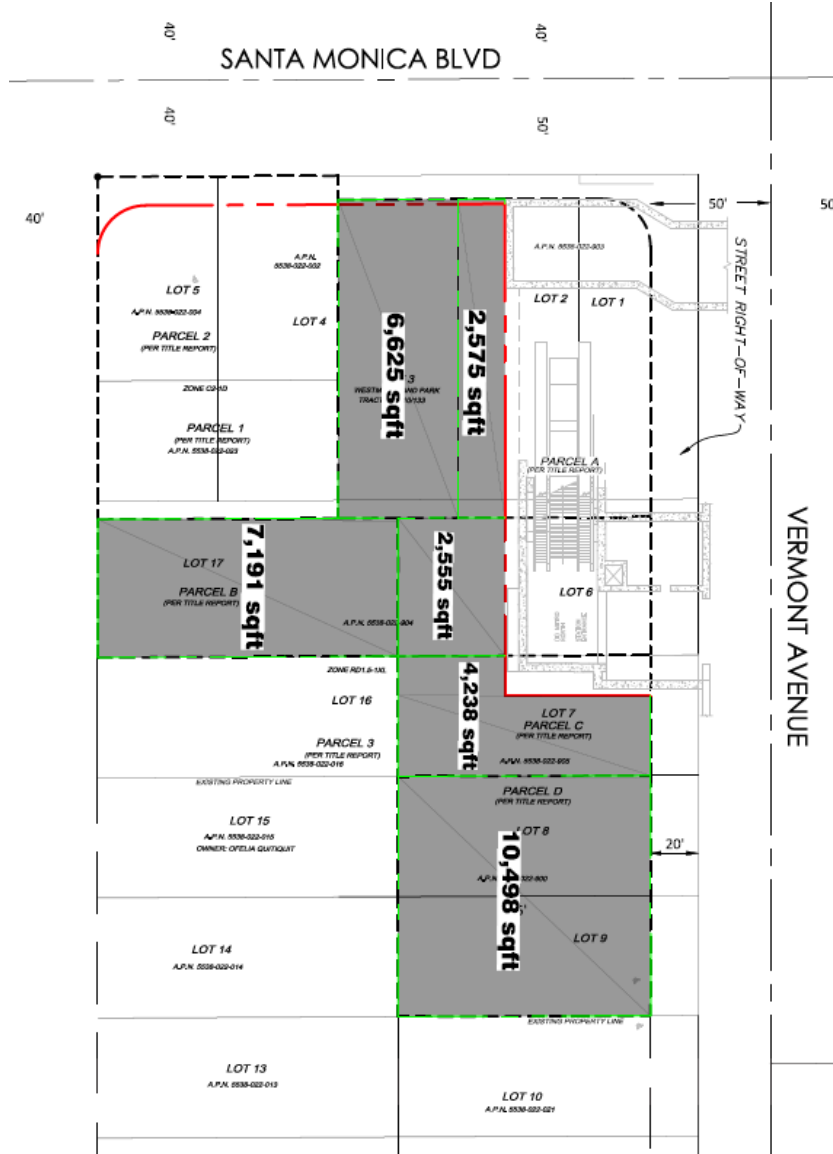
 Developer Property

REVISED
10-28-64 P
8-24-64
2002/0609
710330222
APN 02407
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921025023097.42
921025023097.42
921025023097.42
921025023097.42
2002/0210202440/15

ASSessor'S MAP
COUNTY OF LOS ANGELES, CALIF.

Attachment C

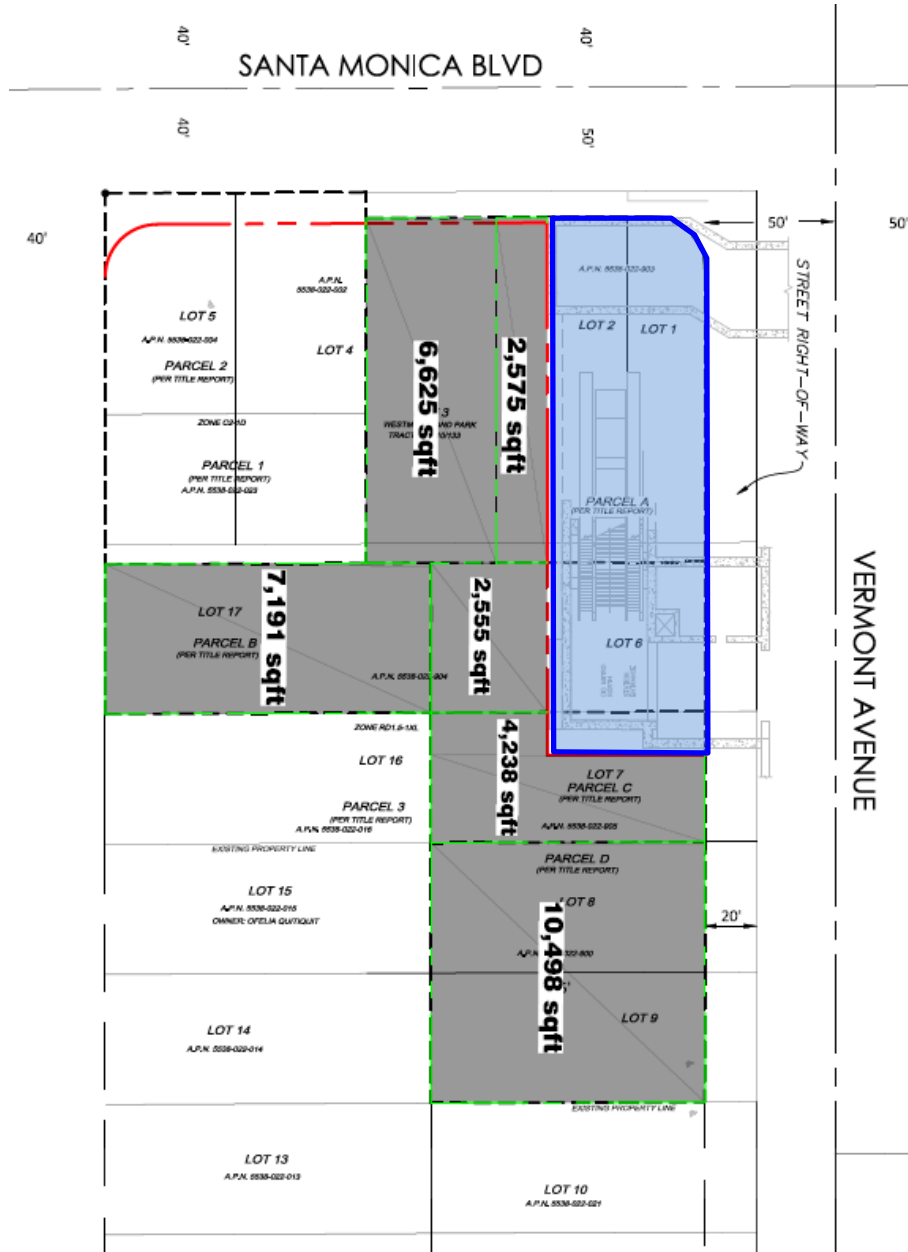
LACMTA Sale Property



- - - - - PROPOSED PROPERTY LINE
 - - - - - EXISTING PROPERTY LINE
 - _ _ _ _ _ ORIGINAL LOT LINE
 - METRO OWNED PROPERTY TO BE TRANSFERRED
- TOTAL AREA = 33,682 SQ.FT. ±
0.773 ACRES ±

Attachment D

LACMTA Retained Plaza



 LACMTA Retained Plaza

Attachment F

Site Plan and Renderings

Attachment G

Retained Rights

The Retained Rights are, collectively, the following rights, which LACMTA shall retain for its own benefit and for the benefit of the FTA, and which shall be contained in the CCRs:

1. LACMTA shall have (a) the right to access the Circulation Area to install, construct, inspect, operate, maintain, repair, expand and replace public transit facilities, LACMTA signage, and LACMTA equipment such as map cases, ticket machines, and seating as LACMTA may deem necessary, (b) the right to use sidewalk areas and the LACMTA Retained Plaza for any lawfully permissible purposes associated with the operation of public transit facilities, , (c) the right to enter the subterranean and ground-floor level portions of the Project at any time during normal business hours, with reasonable prior notice to the owner of the Project and subject to tenants' rights under California law, for purposes of conducting normal and periodic inspections of the Project and to confirm Developer's compliance with the terms and conditions of the CCRs, and (d) the right to attach LACMTA signage on the exterior portions of the Project and to maintain, repair and replace such signage with the consent of the Developer, which consent will not be unreasonably withheld.

2. Developer and each subsequent owner of the Project shall comply with non-discrimination rules and regulations at the state, local and federal level.

3. Developer and each subsequent owner of the Project, and each of their agents, contractors, subcontractors, managers, and subtenants shall not threaten, endanger, interrupt, impair, interfere with or unreasonably inconvenience in any way the maintenance or the safe and efficient operation of LACMTA's transit facilities and activities.

4. If any construction or other activity on the Site performed by, or on behalf of, Developer, the Project's owner or its tenants interrupts or threatens to impact operations of LACMTA's transit activities or facilities, as reasonably determined by LACMTA operations personnel, LACMTA will have the right to immediately enter the impacted portions of the Site to undertake remedial activity to the extent reasonably necessary to allow safe and efficient operation of LACMTA's transit activities or facilities, at such owner's cost. If such interference is non-critical in LACMTA's sole discretion, then LACMTA may notify the Project's owner and provide a reasonable opportunity to remediate the disturbance. LACMTA will be reimbursed by the Project's owner for all costs LACMTA incurs in remediating any such interference within thirty (30) days of written demand.

5. Transfers

(a) Developer shall not Transfer the Site except in the following ways (each, a "**Permitted Transfer**"):

(i) Prior to completion of the Project, a Transfer of the general partnership interest, except in the event of a removal by the equity limited partner.

(ii) After completion of the Project, to an affordable housing owner/operator in accordance with transfer criteria established by LACMTA in its reasonable discretion, which criteria shall include, without limitation, (A) satisfying LACMTA's minimum creditworthiness criteria, (B) at least five (5) years' experience in the business of owning and operating affordable housing projects and has developed at least 500 units of affordable housing in California (C) at least five (5) years' experience in the business of operating retail or mixed-use properties in California with at least 25,000 square feet of retail square footage under current management (provided, however, the requirements of this subsection (D) may be satisfied by retainer of a professional property manager with the requisite experience), (E) such proposed transferee is not currently, nor has it been in the prior ten (10) year period, an adverse party in any litigation with the County of Los Angeles, the City of Los Angeles, LACMTA or any other local municipality in the County of Los Angeles (F) is not, and is not owned or Controlled by, directly or indirectly by, any person or entity listed on, included within or associated with any of the persons or entities referred to in Executive Order 13324 – Blocking Property and Prohibiting Transactions with Persons Who Commit, Threaten to Commit, or Support Terrorism, as the same may amended by the United States Department of the Treasury, Office of Foreign Assets Control, or any successor or replacement agency (a “**Permitted Transferee**”).

(iii) A Transfer to a lender pursuant to a judicial or non-judicial foreclosure or enforcement of remedies under an encumbrance that was approved by LACMTA.

(b) The following additional requirements shall apply to any Transfer:

(i) Except as permitted in Section 5(a) above, no partial transfers of the Site or Project shall be permitted.

(ii) Each transferee of the Project must certify that there is no organizational conflict of interest, including a certification that such transferee has not been debarred or suspended (except as authorized by certain U.S. DOT regulations and U.S. OMB “Guidelines to Agencies on Government Wide Debarment and Suspension (Nonprocurement)” and Executive Orders Nos 12549 and 12689 “Debarment and Suspension”).

(iii) Each transferee of the Project shall not, within the three (3) year period preceding the transfer, have been convicted of or had a civil judgment rendered against them for (A) commission of fraud or a criminal offense in connection with obtaining a contract (“**Public Transaction**”) with the federal government or any state or local government, (B) violation of any antitrust statutes, (C) committing any illegal payment of a commission or gratuity, embezzlement, theft, forgery, bribery, falsification or destruction of records, (D) making a false statement, or (E) receiving stolen property. Each transferee shall not be presently indicted or criminally charged by a government entity with commission of any of the foregoing offenses and shall not, within such three (3) year period, have had one or more Public Transactions terminated for cause or default.

(iv) Each transferee shall provide the Certification of Prospective Owner in the form that is to be attached to the CCRs.

(v) Any Transfer or assignment by Developer may be subject to FTA approval.

ATTACHMENT D

Los Angeles County Metropolitan Transportation Authority Board Resolution

Authorization to apply for grant funding from the Transit-Oriented Development Housing Program in connection with the Vermont/Santa Monica Station Joint Development Project

WHEREAS, the California Department of Housing and Community Development ("Department") has issued a Notice of Funding Availability ("NOFA") dated April 30, 2020, under the Transit-Oriented Development Housing Program ("TOD Program"); and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority ("LACMTA") wishes to apply for and receive an allocation of funds through the TOD Program for the Santa Monica Vermont Apartments; and

WHEREAS, the LACMTA is an Eligible Applicant under the TOD Program and wishes to apply for a TOD Program Grant in an amount not to exceed \$5,000,000 ("TOD Grant") to develop transit station plaza improvements in support of affordable housing ("TOD Project") under the above described NOFA.

NOW, THEREFORE, BE IT RESOLVED: That the LACMTA is hereby authorized to apply for the Department's TOD Grant pursuant to the above-mentioned NOFA and to act in connection with such application.

NOW THEREFORE, BE IT FURTHER RESOLVED: That in connection with the LACMTA's TOD Grant, the LACMTA is authorized to enter into, execute, and deliver a State of California Standard Agreement, and any and all other documents required or deemed necessary or appropriate to carry into effect the full intent and purpose of the , in order to evidence the TOD Grant, the LACMTA's obligations related thereto, and the Department's security therefore; including, but not limited to, an affordable housing covenant, a performance deed of trust, a disbursement agreement, and certain other documents required by the Department as security for, evidence of or pertaining to the TOD Grant, and all amendments thereto (collectively, the "TOD Grant Documents").

NOW THEREFORE, BE IT FURTHER RESOLVED: That LACMTA is hereby authorized to execute the TOD Grant Documents, and any amendment or modifications thereto, on behalf of the LACMTA.

NOW THEREFORE, BE IT FURTHER RESOLVED: That LACMTA is hereby authorized to accept the TOD Grant funds and to utilize such funds to develop transit station plaza improvements at the Vermont/Santa Monica Station in support of the Santa Monica Vermont Apartments.

NOW THEREFORE, BE IT FURTHER RESOLVED: That this resolution shall take effect immediately upon its passage.

Passed and adopted, effective as of August 27, 2020 by the consent of the Board of Directors by the following vote:

___AYES

___NAYS

___ABSTAIN

___ABSENT

CERTIFICATE OF THE SECRETARY OF THE LACMTA

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, August 27, 2020.

DATE: _____

Michelle Jackson
LACMTA Secretary

(SEAL)

Qualifying Criteria for CEQA Exemptions

SMV Housing, L.P. (Developer), an affiliate of LTSC Community Development Corporation, desires to proceed with the construction and operation of a mixed-use, affordable housing project (Project) on approximately 54,101 square feet located near the Vermont/Santa Monica B (Red) Line Station (Site). The Site is bounded by Santa Monica Boulevard to the north, N. New Hampshire Avenue to the west, N. Vermont Avenue to the east, and a commercial property to the south. The Project will include approximately 185 affordable apartments, two property manager apartments, approximately 22,000 square feet of commercial/community space and 69 parking spaces.

Metro staff have reviewed and considered the City of Los Angeles (City) Department of City Planning's Notice of Exemption (Case No. ENV-2019-5646-CE) and associated documents prepared by the Developer's environmental consultant, EcoTierra Consulting. Metro adopts the determinations made by the City of Los Angeles.

After considering the City's environmental documents and reaching its own conclusions, staff has determined that the Project is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15332/Class 32 (In-Fill Development Projects) of the CEQA Guidelines, as follows:

Section 15332/Class 32 (In-Fill Development Projects)

- (a) The Project is consistent with the City of Los Angeles applicable general plan designation and all applicable general plan policies, as well as with the applicable zoning designation and regulations.
- (b) The Project is within Los Angeles city limits and the Site is less than five acres and is surrounded by urban uses.
- (c) The Site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality or water quality.
- (e) The Site can be adequately served by all required utilities and public services.

Public Resources Code Section Code §21080.27(a)(3) and §21080.27(b)(2)

Exemption is also granted to projects in the City of Los Angeles that satisfy the definition of “supportive housing” as defined in Section 50675.14 of the Health and Safety Code, that meets the eligibility requirements of Article 11 (commencing with Section 65650) of Chapter 3 of Division 1 of Title 7 of the Government Code or the eligibility requirements for qualified supportive housing or qualified permanent supportive housing set forth in Los Angeles Ordinance No. 185,489 or 185,492, and is funded, in whole or in part, by any of the following:

(A) The No Place Like Home Program (Part 3.9 (commencing with Section 5849.1) of Division 5 of the Welfare and Institutions Code).

(B) The Building Homes and Jobs Trust Fund established pursuant to Section 50470 of the Health and Safety Code.

(C) Measure H sales tax proceeds approved by the voters on the March 7, 2017, special election in the County of Los Angeles.

(D) General bond obligations issued pursuant to Proposition HHH, approved by the voters of the City of Los Angeles at the November 8, 2016, statewide general election.

(E) The City of Los Angeles Housing Impact Trust Fund.

The Project is statutorily exempt pursuant to Public Resources Code §21080.27(b)(2) as it will have units reserved for formerly homeless/special needs residents along with supportive services for them (including dedicated office space to provide those services). The Project is partially funded with general bond obligations issued pursuant to Proposition HHH. Therefore, the Project is also statutorily exempt as a “supportive housing” project in the City of Los Angeles within the meaning of Public Resources Code §21080.27(a)(3).



Next stop: building communities.

Vermont/Santa Monica Joint Development

Planning and Programming Committee
August 19, 2020
Legistar File 2020-0279



Recommendations

CONSIDER:

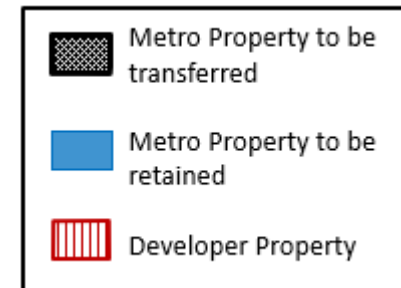
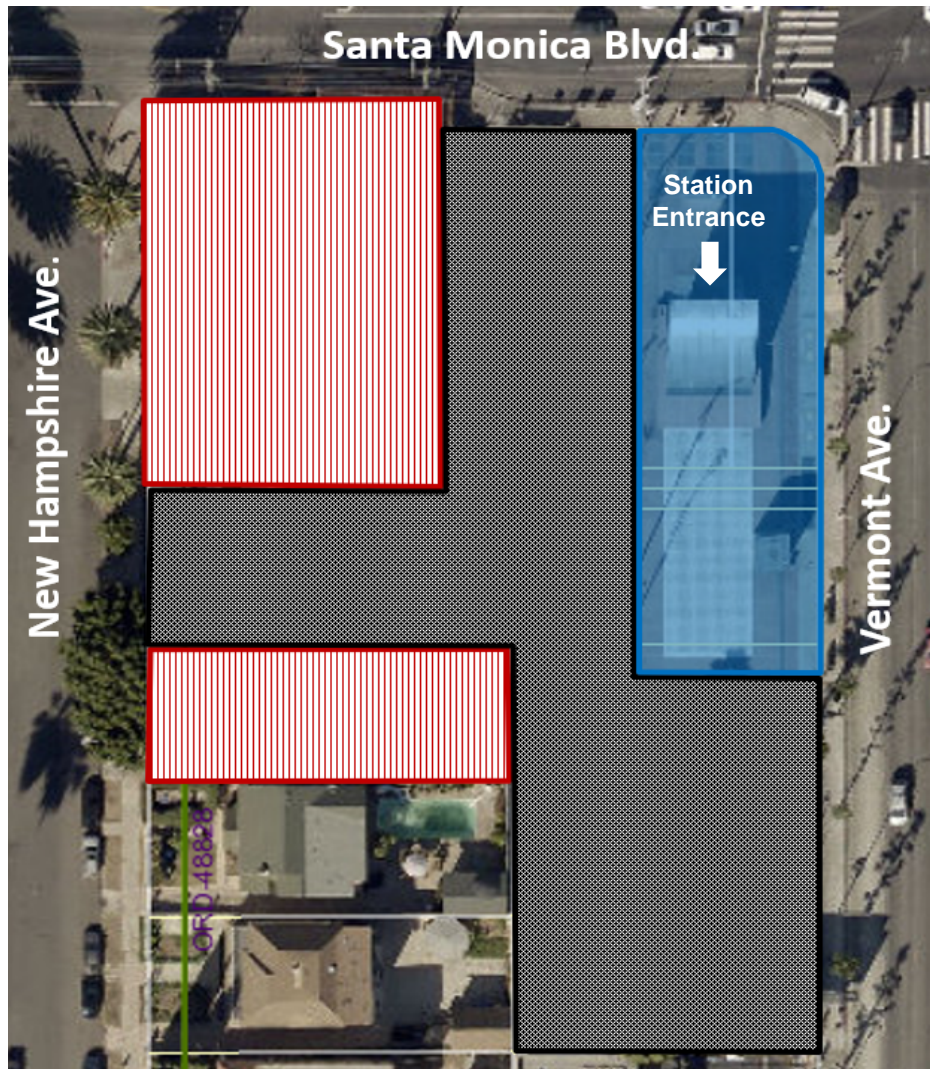
- A. AUTHORIZING the Chief Executive Officer (CEO) to execute a Purchase and Sale Agreement and agreements containing conditions, covenants, restrictions and easements with SMV Housing, L.P. (Developer), an affiliate of LTSC Community Development Corporation (LTSC), that provide for Developer's purchase from Metro of approximately 33,682 square feet of real property (Metro JD Property) next to the Vermont/Santa Monica B (Red) Line Station and the construction and operation of a mixed-use, affordable housing project (Project) on the Metro JD Property and adjacent Developer-owned property (collectively, Site), subject to Federal Transit Administration (FTA) and California Transportation Commission (CTC) concurrence;

Recommendations

- B. ADOPTING the attached resolution (Attachment D) authorizing the CEO or his designee to apply for, receive an allocation of funds, and to enter into, execute, and deliver a State of California Standard Agreement, and any and all other documents required or deemed necessary related to the California Department of Housing and Community Development Transit-Oriented Development (TOD) Housing Program in an amount not to exceed \$5,000,000 (TOD Grant) to fund station plaza improvements in support of the Project; and

- C. FINDING that the Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332/Class 32 (In-Fill Development Projects) of the CEQA Guidelines, and statutorily exempt pursuant to Public Resources Code Section §21080.27(a)(3) and Section §21080.27(b)(2) and to authorize the CEO to file a Notice of Exemption for the Project consistent with such exemptions.

Vermont/Santa Monica Site Overview



Project

- Extensive community engagement
- 185 affordable units
 - 91 units restricted to households earning 50% of Area Median Income (AMI) or less
 - 94 units designated for special needs tenants earning 30% of AMI or less
- 2 unrestricted managers units
- 69 parking spaces
- 22,000 square feet of ground floor commercial space
 - On-site supportive services, community space
 - Federally Qualified Health Clinic
 - Food court with opportunities for longtime area businesses

Project

- Transit-related infrastructure and pedestrian amenities
 - New landscaping
 - Metro bike storage
 - Street furniture
- Affordable Housing and Sustainable Communities (AHSC)



- California Department of Housing and Community Development Transit-Oriented Development Housing Program

Purchase and Sale Agreement Terms

- Fee simple sale with retained rights was deemed necessary due to project configuration across Metro/Developer parcels
- Appraised at \$10,200,000
- 30% discount for affordable housing = \$3,060,000
- Purchase price of \$7,140,000
- Covenants, Conditions, Restrictions and Easements (CCRs):
 - 99-year affordability restriction
 - Requirements for permitted transferees
 - Retained rights to operate, maintain repair, etc. public transit facilities
 - Access rights for plaza and pedestrian ingress and egress

Next Steps

- Late 2020: Project fully financed
- Early 2021: Secure final Metro and City of Los Angeles approvals
- Spring 2021: Construction commencement
- Mid-2023: Construction completion
- On-going: Stakeholder updates



Board Report

File #: 2020-0435, File Type: Program

Agenda Number: 47.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
AUGUST 19, 2020

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$137.2 million in existing Fiscal Year (FY) 2020-21 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$4.1 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. REALLOCATING:
 - 1. ~~\$1.67 million of Call funds originally programmed to the City of Los Angeles: 1) Westlake MacArthur Park Pedestrian Improvement – partial (#F3631), 2) Last Mile Folding Bike Incentive Program (#F7707), and 3) Building Connectivity with Bicycle Friendly Business Districts (#F9803), to the City of Los Angeles: 1) Exposition West Bikeway-Northvale Project (#F3514) and 2) L.A. River Bike Path, Headwaters Section (#F5518);~~
 - 2. ~~\$13.39 million of Call funds originally programmed to the City of Los Angeles: 1) Alameda Street Downtown LA: Goods Movement, Phase I (#F5207) and 2) Alameda Street Widening– North Olympic Boulevard to I-10 Freeway (#F9207), to the Metro’s Rail to Rail Project;~~
 - 1. \$3.85 million of Call funds remaining in the City of Los Angeles Victory Boulevard Widening from Topanga Canyon Boulevard to De Soto Avenue, Phase II (#F1141), to the City of Los Angeles: 1) Widening San Fernando Road at Balboa Road (#F1129), 2) Olympic Boulevard and Mateo Street Goods Movement Improvement Phase II (#F1205), and 3) Burbank Boulevard Widening from Lankershim Boulevard to Cleon Avenue (#8046);
 - 2. \$456,144 of Call funds originally programmed to the County of Los Angeles Willowbrook Area Bikeway Improvements (#F3521), to Metro’s Willowbrook/Rosa Parks Station Improvement Project, to complete the planned bikeway improvements; and
 - 3. \$582,739 of Call funds originally programmed to the City of Long Beach Park or Ride (#F9808), to the City of Long Beach San Gabriel River Bike Path Gap Closure at Willow Street (#F1528);

D. AUTHORIZING the CEO to:

1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
2. Amend the FY 2020-21 budget, as necessary, to include the 2020 Countywide Call Recertification and Extension funding in the Subsidies budget;

E. APPROVING changes to the scope of work for:

1. City of El Monte - El Monte Regional Bicycle Commuter Access Improvements (#F7520);
2. City of Los Angeles - Westlake MacArthur Park Pedestrian Improvement Project (#F3631);
3. City of Los Angeles - Magnolia Boulevard Widening (North Side) - Cahuenga Boulevard to Vineland (#F7123);
4. City of Los Angeles - Walk Pico! A Catalyst for Community Vitality & Connectivity (#F7624); and
5. City of Santa Clarita - 13th Street/Dockweiler Drive Extension (#F7105);

F. RECEIVING AND FILING:

1. Time extensions for 62 projects shown in Attachment D;
2. Reprogramming for one project shown in Attachment E; and
3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority. The background and discussion of each of these recommendations can be found in Attachment C.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2020 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 3, 2020, TAC heard sponsor appeals on the deobligation of funding from four projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this

proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment.

Metro Financial Capacity for Future Calls

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Last July, Metro staff reported the completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles). We updated the table as of June 30, 2020 (see below). There are approximately 244 active and/or upcoming Call projects totaling \$498 million, yet to be fully implemented. Staff will continue working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of June 30, 2020

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount (\$000')	# of Active/ Upcoming Projects	Funding Sources	Remaining Balance By Programming Years *				
						Prior Yr	FY19	FY20	FY21	TOTAL
2007 Call	169	FY08 - FY13	\$ 454,520	31	PC 25 CMAQ	\$ 22,302	\$ 19,466	\$ 3,219	\$ 18,731	\$ 63,718
2009 Call	133	FY12 - FY15	337,551	41	PC 25 CMAQ RSTP	33,949	8,684	13,405	35,783	91,821
2011 Call	72	FY15 - FY17	123,516	37	PC 25 CMAQ RSTP	33,355	7,388	6,603	2,346	49,692
2013 Call	96	FY15 - FY19	199,390	62	PC 25 CMAQ RSTP	61,471	36,594	9,189	21,146	128,400
2015 Call	88	FY17 - FY21	201,923	73	PC 25 CMAQ	22,720	37,941	38,559	65,567	164,787
	558		\$1,316,900	244		\$173,797	\$110,073	\$70,975	\$143,573	\$498,418

* Programming Years may have been updated due to prior Board approved reprogramming actions.

The capacity for Metro to fund existing and future Calls is dependent on expected revenues and competing demands for those revenues. Metro has primarily relied on Proposition C 25% Transit-Related Streets and Highways (Prop C) and the federal Congestion Mitigation and Air Quality (CMAQ) program to fund prior and existing Calls, as these sources were projected to be available and are eligible for a range of highway and transit uses that meet the criteria of the Call. Since the last Call was awarded, Metro has issued almost \$1 billion of Prop C debt for new projects and

implemented the Measure M Expenditure Plan. The Expenditure Plan has accelerated the planned opening date for several rail projects that utilize CMAQ funding for operations. The following table shows the uses of Prop C and CMAQ (over 15 years) in the 2016 Long Range Transportation Plan Financial Forecast (2016 LRTP) in comparison to the 2019 Short Range Financial Forecast (2019 SRFF), which includes the Measure M Expenditure Plan. The total sources of funding are approximately the same, but the amount needed for debt service and rail operations is higher in the 2019 SRFF and this diverts funding from a potential future Call. The 2019 SRFF estimated financial capacity for a future Call is just \$80 million from Prop C and CMAQ funding. The financial forecast is also being updated using much lower sales tax and other revenue estimates due to the current global pandemic and related recession.

Call For Projects				
Largest Funding Sources and Uses (Over 15 Years)				
(\$ in millions)				
	2016 LRTP		2019 SRFF	
	\$	%	\$	%
Prop C 25 - Cash	\$ 3,923.0	51.3%	\$ 4,226.6	55.0%
Prop C 25 - Debt	2,428.1	31.8%	1,428.0	18.6%
CMAQ	1,295.6	16.9%	2,032.9	26.4%
Total Sources	\$ 7,646.7	100.0%	\$ 7,687.5	100.0%
Debt Service	\$ 1,958.8	25.6%	\$ 2,277.8	29.6%
Metro Projects	209.9	2.7%	237.0	3.1%
Rail Operations	293.8	3.8%	625.2	8.1%
Bus and Rail Capital	1,168.4	15.3%	1,881.2	24.5%
Highway Capital	2,844.1	37.2%	1,962.2	25.5%
Call For Projects - Existing	665.0	8.7%	409.8	5.3%
Call For Projects - New	570.6	7.5%	80.0	1.0%
Fund Balance and Future Uses	(63.9)	-0.8%	214.4	2.8%
Total Uses	\$ 7,646.7	100.0%	\$ 7,687.6	100.0%

Equity Platform

Consistent with Metro's Equity Platform, projects funded under Call are inherently intended to improve equity by increasing access to opportunity. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects.

DETERMINATION OF SAFETY IMPACT

The 2020 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

The amount of \$50.2 million is requested in the FY 2020-21 Budget in Cost Centers 0441 (Subsidies

to Others) and 0442 (Highway Subsidies) for the Countywide Call. Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442 in coherence with the Continuing Resolution until the FY21 budget is adopted in September. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

CMAQ funds can be used for both transit operating and capital. However, there are no additional operating expenses that are eligible for CMAQ funding. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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 with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2020-21 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of

the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed to ensure policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

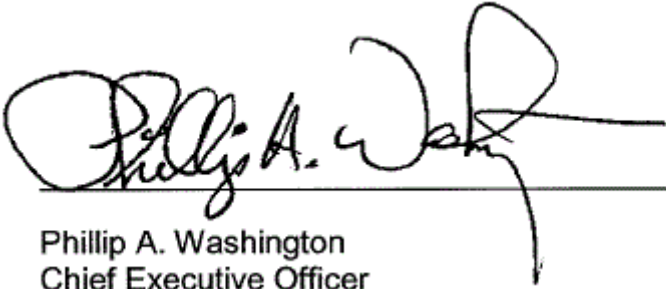
With Board approval of the 2020 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

- Attachment A - FY 2020-21 Countywide Call Recertification
- Attachment B - FY 2019-20 Countywide Call Deobligation
- Attachment C - Background/Discussion of Each Recommendation
- Attachment D - FY 2019-20 Countywide Call Extensions
- Attachment E - FY 2019-20 Countywide Call Reprogramming
- Attachment F - Result of TAC Appeals Process

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Phillip A. Washington
Chief Executive Officer



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2020-21 CALL FOR PROJECTS RECERTIFICATION
(\$000)**

PROJ #	AGENCY	PROJECT TITLE	TOTAL	
1	F9405	AVTA	ELECTRIC BUS REPLACEMENTS	\$ 2,167
2	F9111	BELL GARDENS	FLORENCE AV. IMPROVEMENTS AT IRA AVENUE & JABONERIA RD.	641
3	F9436	BURBANK	BURBANKBUS TRANSIT VEHICLE REPLACEMENT	662
4	F9525	DOWNEY	DOWNEY BMP PHASE 1 DOWNTOWN/TRANSIT CLASS II IMPLEMENTATION	1,373
5	F9435	GLENDALE	PURCHASE OF ALTERNATIVE FUEL BUSES FOR GLENDALE BEELINE	1,533
6	F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY	3,070
7	F9102	HAWTHORNE	HAWTHORNE BLVD MOBILITY PROJECT - PHASE 2	2,253
8	F9202	INGLEWOOD	MANCHESTER AND LA CIENEGA GEOMETRIC IMPROVEMENTS	359
9	F3647	LA CITY	MENLO/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	1,350
10	F3656	LA CITY	CENTRAL AVENUE HISTORIC CORRIDOR STREETScape	1,273
11	F7622	LA CITY	LANI - WEST BOULEVARD COMMUNITY LINKAGES PROJECT	1,103
12	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	5,299
13	F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	804
14	F9439	LA CITY	WESTERN AVENUE BUS STOP IMPROVEMENTS - FWY 10 TO WILSHIRE BLVD	547
15	F9440	LA CITY	VERMONT AVENUE BUS STOP IMPROVEMENTS - MLK TO WILSHIRE BLVD	547
16	F9619	LA CITY	LANI - SANTA MONICA BOULEVARD IMPROVEMENT PROJECT	1,052
17	F9621	LA CITY	MELROSE AVE. - FAIRFAX AVE. TO HIGHLAND AVE. PEDESTRIAN IMPROVEMENTS	2,545
18	F9623	LA CITY	BEVERLY BLVD., VERMONT AVE. TO COMMONWEALTH AVE. PEDESTRIAN IMPROVEMENTS	2,462
19	F9805	LA CITY	VENICE - LA EXPRESS PARK	132
20	F9806	LA CITY	EXPOSITION PARK - LA EXPRESS PARK	132
21	F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	304
22	F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	5,094
23	F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	2,232
24	F3136	LA COUNTY	THE OLD ROAD FROM MAGIC MOUNTAIN PARKWAY TO TURNBERRY LANE	15,001
25	F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	11,647
26	F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI	5,986
27	F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,876
28	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	2,211
29	F7115	LA COUNTY	THE OLD ROAD-LAKE HUGHES RD TO HILLCREST PKWY PHASE I	1,592
30	F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE VIII	2,828
31	F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	1,118
32	F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	2,464
33	F7308	LA COUNTY	EAST LA CITY TRAFFIC SIGNAL CORRIDOR PROJECT.	734
34	F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS	2,292
35	F9116	LA COUNTY	MICHILLINDA AVENUE INTERSECTION IMPROVEMENT PROJECT	715
36	F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	5,537
37	F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	3,757
38	F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	6,075
39	F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	2,110
40	F9800	LA COUNTY	BIKE AIDE STATIONS	2,533
41	F9131	LANCASTER	MEDICAL MAIN STREET	4,240
42	F7316	LONG BEACH	ARTESIA GREAT BOULEVARD ENHANCEMENT PROJECT (INCLUDE F9130)	3,263
43	F9808	LONG BEACH	PARK OR RIDE	39
44	F9613	PASADENA	LAKE AVENUE GOLD LINE STATION PEDESTRIAN ACCESS IMPROVEMENTS	1,965
45	F1168	SANTA CLARITA	VIA PRINCESSA EXTENSION-GOLDEN VALLEY ROAD TO RAINBOW GLEN	11,577
46	F7105	SANTA CLARITA	13TH STREET/DOCKWEILER DRIVE EXTENSION *	5,795

	PROJ #	AGENCY	PROJECT TITLE	TOTAL
47	F9118	SANTA CLARITA	DOCKWEILER DRIVE GAP CLOSURE	2,208
48	F9533	SANTA MONICA	BEACH BIKE PATH RAMP CONNECTION TO SANTA MONICA PIER	912
49	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	190
50	6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	83
51	F9400	TORRANCE TRANSIT	TORRANCE TRANSIT SYSTEM - FLEET MODERNIZATION FINAL PHASE	1,432
52	F5314	WHITTIER	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	135
			TOTAL	\$ 137,249

* Project previously known as Lyons Avenue/Dockweiler Drive Extension



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2019-20 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000)**

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR						\$ EXPD/OBLG	TOTAL DEOB	REASON	
					Prior	FY 17	FY 18	FY 19	FY 20	FY 21				
1	F3607	ARCADIA	ARCADIA GOLD LINE STATION PEDSTRIAN LINKAGE PROJECT	CMAQ	PED	\$ 1,546						\$ 1,420	\$ 126	PROJECT SAVINGS
2	F9109	BEVERLY HILLS	SUNSET BLVD. MEDIAN RECONSTRUCTION-COMplete STREET APPROACH	PC25	RSTI					68	611	-	679	CANCELLED
3	F5508	BURBANK	LOS ANGELES RIVER BRIDGE	CMAQ	BIKE	76	604					-	680	CANCELLED
4	7193	GATEWAY COG	GOODS MOVEMENT NHS ACCESS DESIGN & IMPLEMENTATION - PHASE II	PC25	GM	8,557						8,386	171	AUDIT SAVINGS
5	F9110	ROSEMEAD	GARVEY AVENUE REGIONAL ACCESS & CAPACITY IMPROVEMENT PROJECT	PC25	RSTI					225	2,091	-	\$ 2,316	CANCELLED
6	F3312	TORRANCE	CITY OF TORRANCE ITS & TRAFFIC IMPROVEMENTS	PC25	SIG	967						858	\$ 109	AUDIT SAVINGS
TOTAL						\$ 11,146	\$ 604	\$ -	\$ -	\$ 293	\$ 2,702	\$ 10,664	\$ 4,081	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 2,995
GOODS MOVEMENT (GM)	171
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	109
BICYCLE IMPROVEMENTS (BIKE)	680
PEDESTRIAN IMPROVEMENTS (PED)	126
TOTAL	\$ 4,081

Background/Discussion of Each Recommendation

A. Recertify

The \$137.2 million in existing FY 2020-21 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to ensure that funding continues in FY 2020-21 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$4.1 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$3.7 million in cancelled projects, and \$0.4 million in project savings.

C. Reallocate

~~1. The City of Los Angeles requested to reallocate the savings from the changes in scope of work on the Westlake MacArthur Park Pedestrian Improvement Project (#F3631) \$156,720, as indicated in Recommendation E2, and cancel the following two Call grants originally programmed to:~~

- ~~1) Last Mile Folding Bike Incentive Program (#F7707)~~
- ~~2) Building Connectivity with Bicycle Friendly Business Districts (#F9803)~~

~~And reallocate total of \$1.67 million to fund:~~

- ~~1) The City of Los Angeles Exposition West Bikeway Northvale Project (#F3514), in the amount of \$1,102,844 (with City's local match commitment of \$294,447) to fulfill the funding gap;~~
- ~~2) The City of Los Angeles L.A. River Bike Path, Headwaters Section (#F5518), in the amount of \$572,000 (with City's local match commitment of \$143,000) to fulfill the funding gap.~~

~~The City of Los Angeles concurs with the recommendations.~~

~~2. The City of Los Angeles requested to cancel the following two Call grants originally programmed to:~~

- ~~1) Alameda Street Downtown LA: Goods Movement, Phase I (#F5207)~~
- ~~2) Alameda Street Widening: North Olympic Boulevard to I-10 Freeway (#F9207)~~

~~And reallocate total of \$13.39 million cancelled funds to fund:~~

- ~~1) Metro's Rail to Rail project, in the amount of \$13,391,668 (with City's local match commitment of \$5,765,186), as City of Los Angeles's contribution toward the funding gap.~~

~~The City of Los Angeles concurs with the recommendations.~~

1. The City of Los Angeles requested to cancel the following Call grants originally programmed to:

- 1) Victory Boulevard Widening from Topanga Canyon Boulevard to De Soto Avenue, Phase II (#F1141)

And reallocate total of \$3.85 million cancelled funds to fund the City of Los Angeles:

- 1) Widening San Fernando Road at Balboa Road (#F1129), in the amount of \$1,000,000 (with City's local match commitment of \$538,462), to fulfill the funding gap,
- 2) Olympic Boulevard and Mateo Street Goods Movement Improvement Phase II (#F1205), in the amount of \$1,750,000 (with City's local match commitment of \$942,308) to fulfill the funding gap, and
- 3) Burbank Boulevard Widening from Lankershim Boulevard to Cleon Avenue (#8046), in the amount of \$1,100,000 (with City's local match commitment of \$592,308) to fulfill the funding gap.

The City of Los Angeles concurs with the recommendations.

2. The County of Los Angeles Willowbrook Area Bikeway Improvements (#F3521), included the design and construction of a bikeway facility on Willowbrook Avenue between the Metro Willowbrook/Rosa Parks A Line (Blue) Station and 119th Street. Since the project award, there has been ongoing planning and development efforts for improving the Willowbrook/Rosa Parks Station area led by Metro including coordination with the County of Los Angeles. Metro completed plans for the Willowbrook/Rosa Parks Station Improvement Project and agreed with the County of Los Angeles to include their bikeway project to leverage efforts. Funds will be used to pay for the bikeway. The County of Los Angeles submitted a letter acknowledging Metro's implementation of the bikeway and requested to transfer the \$456,114 Call grant funds to Metro.
3. The City of Long Beach requested to cancel the Call grants originally programmed to: Park or Ride (#F9808) and reallocate total of \$582,739 (with City's local match commitment of \$480,278) to the City of Long Beach: San Gabriel River Bike Path Gap Closure at Willow Street (#F1528). The City of Long Beach concurs with the recommendation.

D. Authorize

Projects receiving their first year of funding are required to execute Funding Agreements or Letter of Agreements with Metro. And Projects receiving time extensions are required to execute Amendments with Metro. This recommendation will authorize the CEO or his designee to negotiate and execute any agreements and/or amendments with the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria and timely use of funds policies.

E. Approve Project Scope Change

1. The City of El Monte - Regional Bicycle Commuter Access Improvements (#F7520) was programmed through the 2013 Call. As approved, the project includes constructing a 200-foot bike/pedestrian bridge spanning the Rio Hondo

approximately 300 feet southwest of the San Bernardino (I-10) Freeway, a 180-foot access ramp between the El Monte Bus Station and Rio Hondo Bike Path, a Class II bike lane on Tyler Ave between Garvey Ave and Klingerman St, a Class II bike lane on Merced Ave between Garvey Ave and Towneway Dr, a Class III bike path on Towneway Dr between Merced Ave and Brockway St, a Class III bike path on Brockway St between Towneway Ave and Fletcher Park Way/Rio Hondo Bike Trail access ramp, a Class III bike path on Valley Bl between Peck Rd and Santa Anita Ave, and a Class III bike path on Ramona Bl between Tyler Ave and Valley Bl. The City is requesting to revise the scope of work by eliminating the bike/pedestrian bridge and access ramp. In addition, the Class III bike path on Valley Bl (0.94 miles) would be replaced with a new Class II bike lane on Durfee Ave (1.22 miles), between Valley Bl and Ramona Bl. The new bike lane will provide more connections to City's existing and planned future bike network as well as destinations in the City's Central Business District. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$986,803, and the City will maintain its local match commitment of \$428,892 (30.3%). In addition, the City is committed to cover any future project cost overruns, if occurs.

2. The City of Los Angeles – Westlake MacArthur Park Pedestrian Improvement Project (#F3631) was programmed through the 2009 Call. As approved, the project covers 2.5 miles of pedestrian enhancements within a half mile radius around the Westlake MacArthur Park Rail Station. The improvements include pedestrian security lights, bus benches, transit shelter footings, trash receptacles, street trees, upgraded and new ADA-compliant access ramps, enhanced crosswalks, parkway landscaping, and landscaped median islands. Since the award of the Call grant, City has experienced operational changes that have impacted the implementation of the project. The City is requesting to revise the scope of work by eliminating enhanced sidewalks, transit center footings, new access ramps, and access ramp upgrades. Staff has evaluated the proposed change in scope and found that the remaining improvements are still consistent with the original intent of the project. The revised scope of work will reduce Metro Call funds from \$1,339,386 to \$1,182,666 and the City corresponding local match commitment (20%) from \$334,847 to \$295,667. The revised total project cost of \$1,478,333 will result in a cost saving of \$156,720 in Call funds, which is recommended to be reallocate to another City of Los Angeles Call Projects, as indicated in Recommendation C4. In addition, the City is committed to cover any future project cost overruns, if occurs.
3. The City of Los Angeles – Magnolia Boulevard Widening (North Side), Cahuenga Boulevard to Vineland (#F7123) was programmed through the 2013 Call. As approved, the project is will widen Magnolia Boulevard (north side) for a distance of approximately 0.57 mile, from Cahuenga Boulevard to Vineland Avenue. The existing 50-foot roadway will be widened to a 65-foot roadway width bringing it to a modified Secondary Highway standard. The project includes an eight-foot continuous sidewalk while the widening will allow for a center left turn lane, on-street parking, and two traffic lanes in each direction. The City is requesting to revise the

scope of work to address the more current needs of the corridor and the community, and better align with goals outlined in the City of Los Angeles and Metro's current Mobility Plans, as well as the City's Vision Zero program. The revised scope of work will consist of pedestrian and safety-related improvements such as curb extensions where appropriate, enhanced left turn protection at select locations, new landscaping, additional safer crossings with the introduction of pedestrian hybrid beacons, enhanced sidewalks, and ADA-compliant access ramps. Staff has evaluated the proposed change in scope and supports the changes. Metro will maintain its funding commitment of \$5,461,649 and the City will maintain its local match commitment of \$2,940,888 (35%). In addition, the City is committed to cover any future cost overruns, if occurs.

4. The City of Los Angeles – Walk Pico! A Catalyst for Community Vitality & Connectivity (#F7624) was programmed through the 2013 Call. As approved, the project is located on Pico Blvd between the 405 Freeway and Patricia Ave, and on Tennessee Ave between Westwood Blvd and Patricia Ave. The project consists of pedestrian improvements – including new sidewalks, sidewalk buffers, street trees, benches, trash receptacles, pedestrian and bicycle wayfinding signage, curb ramps, curb extensions, pedestrian refuge median, roundabouts, pedestrian lighting, rectangular rapid flashing beacons, continental crosswalks, traffic diverters, advance stop bars, an accessible pedestrian signal, sharrows, and removal of walkway obstructions. Since the award of the Call grant, the City has found that the community is no longer supportive of the roundabouts because of parking loss and privacy concerns. The City is requesting to revise the scope of work by eliminating two roundabouts and replacing them with improvements at the intersection of Tennessee Ave and Westwood Blvd: a bicycle signal, designated bike lanes, continental crosswalks, bike symbol with pavement symbol, and bike signage. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$1,840,994 and the City will maintain its local match commitment of \$460,249 (20%). In addition, the City is committed to cover any future cost overruns, if occurs.
5. The City of Santa Clarita – 13th Street/Dockweiler Drive Extension (#F7105), previously known as Lyons Avenue/Dockweiler Drive Extension, was programmed through the 2013 Call. As approved, the project is located on in the community of Newhall along Lyons Avenue. The project consists of extension of two lanes to connect with a future extension planned for Dockweiler Drive. It includes new sidewalks, Class II bike lane, pedestrian signal heads, high visibility crosswalks, lighting, landscaping, bicycle actuation signals and wayfinding signs. Since the award of the Call grant, the City worked with the Southern California Regional Rail Authority and California Public Utilities Commission during the environmental and early design phase of the project and found 13th Street as the preferred location for the roadway connection. The City is requesting to revise the scope of work by shifting the project location from Lyons Avenue to 13th Street in the same community of Newhall. It will include new five-foot sidewalks on both sides of the street and Class I bike path instead of bike lane. All other project elements originally planned

will remain the same. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$5,898,993 and the City will maintain its local match commitment of \$3,433,217 (36.8%). In addition, the City is committed to cover any future cost overruns, if occurs.

F. Receive and File

1. During the 2001 Countywide Call Recertification, Deobligation and Extension, the Board authorized the administrative extension of projects based on the following reasons:
 - 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);
 - 2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and
 - 3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 62 projects shown in Attachment D are being granted.

2. Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Through the 2016 Call Recertification and Deobligation process, Board delegated authority to reprogram currently programmed Call funds to a later year (latest to FY 2020-21). Reprograms for the one project shown in Attachment E are being granted.

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed ; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

**Metro**

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2019-20 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2020
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	RECOM EXT MTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
1 F7600	ALHAMBRA	ALHAMBRA PED IMPROVEMENT/WALKING VIABILITY PROJECT ON VALLEY	LTF	2017 2018	\$ 665	\$ -	\$ 665	20	1	2/28/2022
2 F5309	AZUSA	CITY OF AZUSA TRAFFIC MANAGEMENT SYSTEM	PC25	2016	3,508	297	3,211	12	3	2/28/2021
3 F7634	BELL	FLORENCE AVE PED IMPROVEMENTS	LTF	2018	2,159	-	2,159	20	1	2/28/2022
4 F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT	PC25	2017 2018	2,200	491	1,709	20	1	2/28/2022
5 F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017 2018	2,639	-	2,639	12	1	6/30/2021
6 F7516	CALABASAS	MULHOLLAND HIGHWAY GAP CLOSURE	LTF	2016 2018	436	81	355	20	1	2/28/2022
7 F3175	CULVER CITY	CULVER BOULEVARD REALIGNMENT PROJECT (INCLUDING EARMARK FUNDS)	PC25	2014 2015 2018	4,769	-	4,769	20	3	2/28/2022
8 F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2018	2,200	841	1,359	20	3	2/28/2022
9 F3729	CULVER CITY	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM	LTF	2018	2,018	1,215	803	20	3	2/28/2022
10 F7507	CULVER CITY	BALLONA CREEK BIKE PATH CONNECTIVITY PROJECT AT HIGUERA BRIDGE	LTF	2016 2018	616	-	616	20	1	2/28/2022
11 F7300	DIAMOND BAR	DIAMOND BAR ADAPTIVE TRAFFIC CONTROL SYSTEM PROJECT	PC25	2017 2018	1,407	469	938	20	3	2/28/2022
12 F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	RSTP	2015 2016 2017	2,787	-	2,787	12	1	6/30/2021
13 F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	-	1,917	12	1	6/30/2021
14 F5125	EL MONTE	BOULEVARD INTERSECTION IMPROVEMENT (INCLUDING EARMARK FUNDS)	PC25	2016 2017 2018	1,994	291	1,703	20	3	2/28/2022
15 F7520	EL MONTE	EL MONTE REGIONAL BICYCLE COMMUTER ACCESS IMPROVEMENTS	LTF	2017 2018	987	-	987	20	1	2/28/2022
16 F3306	GARDENA	GARDENA MUNICIPAL BUS LINES LINE 1 TSP PROJECT	PC25	2018	675	44	631	20	1	2/28/2022
17 F9624	GLENDALE	GLENDALE TRAIN STATION 1ST/LAST MILE REGIONAL IMPROVEMENTS	PC25	2017 2018	1,556	109	1,447	20	1	2/28/2022
18 F3137	INDUSTRY	SR-57/SR-60 CONFLUENCE PROJECT: WESTBOUND SLIP ON-RAMP	PC25	2018	8,751	6,436	2,315	20	3	2/28/2022

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed ; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2019-20 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2020
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PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	RECOM EXT MTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
19	F7200	INDUSTRY	SR57/60 CONFLUENCE:WB SR60/NB SR57 GRAND OFF-RAMP INTERCHG	PC25	2018	9,448	3,989	5,459	20	3	2/28/2022
20	F3128	INGLEWOOD	MOBILITY IMPROVEMENT PROJECT (INCLUDING EARMARK FUNDS)	PC25	2018	6,753	1,420	5,333	20	1	2/28/2022
21	F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	CMAQ	2010	1,061	212	849	12	1	6/30/2021
22	F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2018	2,874	2,224	650	20	3	2/28/2022
23	F1612	LA CITY	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2009, 2011	1,605	297	1,308	12	1	6/30/2021
24	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2014 2015	4,416	1,732	2,684	12	1	6/30/2021
25	F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2014 2015	1,339	268	1,071	12	1	6/30/2021
26	F3643	LA CITY	BOYLE HEIGHTS CHAVEZ AVE STREETScape/PEDESTRIAN IMPROV.	CMAQ	2018	140	-	140	12	1	6/30/2021
27	F3646	LA CITY	ARTS DISTRICT/LITTLE TOKYO GOLD LINE STATION LINKAGES	MR	2016	869	-	869	20	3	2/28/2022
28	F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013 2014	1,313	105	1,208	12	1	6/30/2021
29	F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	RSTP	2016 2017	1,208	207	1,001	12	1	6/30/2021
30	F5519	LA CITY	BICYCLE FRIENDLY STREETS (BFS)	CMAQ	2015 2016	586	110	476	12	1	6/30/2021
31	F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH (PLUS F5709 TDM)	CMAQ	2016 2017	972	-	972	12	1	6/30/2021
32	F5707	LA CITY	ANGELS WALK CENTRAL AVENUE	PC25	2017	686	320	366	20	1	2/28/2022
33	F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	RSTP	2018	110	-	110	12	1	6/30/2021
34	F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	RSTP	2017 2018	5,461	975	4,486	12	1	6/30/2021
35	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP	2017 2018	5,874	1,014	4,860	12	1	6/30/2021
36	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL	RSTP	2017 2018	3,141	-	3,141	12	1	6/30/2021

Reason for Extensions:
 1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
 2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed ; and
 3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2019-20 CALL FOR PROJECTS EXTENSION LIST
 AS OF JUNE 30, 2020
 (\$000')**

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	RECOM EXT MTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
37	F7628	LA CITY	WATTS STREETSCAPE IMPROVEMENTS PHASE 2	LTF	2018	669	541	128	20	3	2/28/2022
38	8046	LA CITY	BURBANK BOULEVARD WIDENING FROM LANKERSHIM TO CLEON AVE.	RSTP	2018	5,043	-	5,043	12	1	6/30/2021
39	8075/ F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST./INDIANA ST. INTERSECTION IMPROVEMENTS	PC25	2018	3,864	3,439	425	20	1	2/28/2022
40	F5115	LA COUNTY	AVENUE L ROADWAY WIDENING PROJECT	RSTP	2015 2016 2017	4,797	-	4,797	12	1	6/30/2021
41	F7412	LA COUNTY	LA CITY COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	CMAQ	2016	282	-	282	12	1	6/30/2021
42	F5509	LANCASTER	10TH STREET WEST ROAD DIET AND BIKEWAY IMPROVMENTS	LTF	2018	263	-	263	20	1	2/28/2022
43	F1198	LAWNDALE	INGLEWOOD AVE CORRIDOR WIDENING PROJECT	PC25	2018	1,019	423	596	20	1	2/28/2022
44	F3112	LAWNDALE	INGLEWOOD AVENUE CORRIDOR WIDENING	PC25	2015	1,314	732	582	12	3	2/28/2021
45	F5808	LONG BEACH	ATLANTIC AVENUE STREETSCAPE ENHANCEMENTS	RSTP	2018	322	-	322	12	1	6/30/2021
46	F7314	LONG BEACH	SANTA FE AVENUE SYNCHRONIZATION ENHANCEMENT PROJECT	PC25	2016 2017 2018	1,920	-	1,920	20	1	2/28/2022
47	F7615	LONG BEACH	MARKET STREET PED ENHANCEMENTS	CMAQ	2018	834	-	834	12	1	6/30/2021
48	8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT	RSTP	2017	1,242	-	1,242	12	1	6/30/2021
49	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018	400	-	400	12	1	6/30/2021
50	F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	3,435	800	12	3	2/28/2021
51	F3522	PASADENA	CORDOVA STREET ROAD DIET PROJECT (ADD EARMARK FUNDS)	CMAQ	2016	2,115	-	2,115	24	1	6/30/2022
52	F7204	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION	RSTP	2018	3,491	-	3,491	12	1	6/30/2021
53	F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	-	1,559	12	1	6/30/2021
54	F3307	SAN DIMAS	INTERSECTION IMPROVEMENTS ON BONITA AVE. AT CATARACT AVE.	PC25	2018	1,339	136	1,203	20	1	2/28/2022

Reason for Extensions:
 1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
 2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed ; and
 3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (c apital projects only).



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2019-20 CALL FOR PROJECTS EXTENSION LIST
 AS OF JUNE 30, 2020
 (\$000')**

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR	TOTAL PROG \$	TOTAL EXP/OBLIG/ ALLOC \$	AMT SUBJECT TO LAPSE	RECOM EXT MTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
55	F7404	SANTA CLARITA	VISTA CANYON REGIONAL TRANSIT CENTER	PC25	2015 2016	2,809	307	2,502	12	3	2/28/2021
56	F9306	SANTA CLARITA	ITS PHASE VII	PC25	2017 2018	2,123	281	1,842	20	3	2/28/2022
57	F7320	SANTA MONICA	SANTA MONICA SIGNAL SYNC IMPROVEMENTS	PC25	2018	541	-	541	20	1	2/28/2022
58	F7704	SANTA MONICA	MULTI-MODAL WAYFINDING: CONGESTION REDUCTION/STATION ACCESS	LTF	2016 2017 2018	1,290	23	1,267	20	1	2/28/2022
59	F9625	SANTA MONICA	17TH STREET/SMC EXPO PEDESTRIAN CONNECTIVITY IMPROVEMENTS	CMAQ	2017 2018	1,495	-	1,495	20	1	2/28/2022
60	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	CMAQ	2016	485	-	485	24	1	6/30/2022
61	F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2015	9,424	7,649	1,775	12	3	2/28/2021
62	F7519	WHITTIER	WHITTIER GREENWAY TRAIL EXTENSION	CMAQ	2016	2,458	-	2,458	12	1	6/30/2021
TOTAL					\$144,473	\$ 40,113	\$104,360				



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2019-20 CALL FOR PROJECTS REPROGRAMMING
 (\$000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE						FUND SOURCE
			2018 & Prior	2019	2020	2021	TOTAL	
F3647	LA CITY	MENLO/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS		1,350				CMAQ
						<i>1,350</i>		

ORIGINAL PROGRAMMED AMOUNT	\$ -	\$ 1,350	\$ -	\$ -	\$ -
<i>REPROGRAMMED AMOUNT</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 1,350</i>	<i>\$ -</i>
DELTA	-	1,350	-	(1,350)	-



June 2020 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	PROG YR(S)	TOTAL METRO PROG \$	LAPSING FUND YR(S)	PROG \$ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC RECOMMENDATION	METRO RESPONSE
1	F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	2016 2017	1,917	2	Did not meet Lapsing Policy & Status Update per June 2019 TAC Appeal	One-year extension to June 30, 2021. Project Sponsor must provide an update at the 2021 TAC appeals on final scope of work and status of the HBP funding.	Concur with TAC recommendation.
2	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2013 2014 2015	2014 2015	4,416	4	Did not meet Lapsing Policy & Status Update per June 2019 TAC Appeal	One-year extension to June 30, 2021. Project Sponsor must provide an update at the 2021 TAC appeals and demonstrate full project funding.	Concur with TAC recommendation.
3	F5519	LA CITY	BICYCLE FRIENDLY STREETS	CMAQ	2015 2016	2015 2016	586	2	Did not meet Lapsing Policy & Status Update per June 2019 TAC Appeal	One-year extension to June 30, 2021.	Concur with TAC recommendation.
4	F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	2016	1,559	2	Did not meet Lapsing Policy & Status Update per June 2019 TAC Appeal	One-year extension to June 30, 2021.	Concur with TAC recommendation.