



Metro®

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

Agenda - Final

Wednesday, March 16, 2022

10:30 AM

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

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Ara Najarian, Vice Chair

Kathryn Barger

James Butts

Hilda Solis

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

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

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

HELPFUL PHONE NUMBERS

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department)

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

Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

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

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Committee Meeting begins at 10:30 AM Pacific Time on March 16, 2022; you may join the call 5 minutes prior to the start of the meeting.

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

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

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 16 de Marzo de 2022. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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

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

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 5.

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

CONSENT CALENDAR

5. **SUBJECT: EAST SAN FERNANDO VALLEY SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO VAN NUYS BOULEVARD**

[2021-0800](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - ESFV Shared ROW Study Area Map](#)
 [Presentation](#)

NON-CONSENT

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

[2022-0016](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 14 to Contract No. AE5999300 with WSP USA, Inc. to provide environmental technical work and outreach support to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment

of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$13,601,672, increasing the Total Contract Value from \$29,786,881 to \$43,388,553 and to extend the Contract Period of Performance through June 30, 2023; and

- B. INCREASING Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of \$1,000,000 from \$2,476,120 to \$3,476,120 to support additional environmental assessment work, and any other future technical work identified through future coordination efforts and/or as directed by the Board.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification Log](#)

[Attachment C - DEOD Summary](#)

[Presentation](#)

7. **SUBJECT: RESPONSE TO MOTION 16: 710 SOUTH CLEAN TRUCK PROGRAM** [2022-0037](#)

RECOMMENDATION

RECEIVE AND FILE report on 710 South Clean Truck Program in response to Board Motion 16.

Attachments:

- [Attachment A - Substitute Motion by Directors Hahn and Dutra, October 2021](#)
- [Attachment B - 710 Task Force Study Area](#)
- [Attachment C - 710 Task Force Roster](#)
- [Attachment D - 710 Task Force Joint Letter of Support for SB 671 prioritization](#)
- [Attachment E - AQMD Presentation 710 CTP WG January 2022](#)

Presentation

8. **SUBJECT: RESPONSE TO MOTION ON IMPROVED MOBILITY THROUGH HIGH- SPEED RAIL PROJECTS IN LOS ANGELES COUNTY** [2022-0046](#)

RECOMMENDATION

RECEIVE AND FILE report on improved mobility through high-speed rail projects in Los Angeles County in response to Board Motion 46.

Attachments:

- [Attachment A - Metro Board Motion #46 -- December 2021](#)
- [Attachment B - Strategic LA County Rail Projects for Early Delivery](#)
- [Attachment C - Strategic Early Delivery Project List Updated Cost Estimates](#)
- [Attachment D - Transformational LA County Rail Projects](#)

9. **SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT**

[2021-0612](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to extend the existing Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates, LLC, a Delaware limited liability company for the North Hollywood Joint Development Project for an additional 12 months beyond June 2022, with an option to extend another 12 months to June 2024.

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

10. **SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS**

[2022-0059](#)

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0133](#)

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 #: 2021-0800, **File Type:** Contract**Agenda Number:** 5.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022****SUBJECT: EAST SAN FERNANDO VALLEY SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO VAN NUYS BOULEVARD****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

ISSUE

At its December 2020 meeting, the Metro Board approved Motion 10.1, instructing staff to prepare a plan to complete additional studies along a 2.5-mile segment within the Antelope Valley shared right-of-way (ROW), from the Sylmar/San Fernando Metrolink Station to Van Nuys Boulevard. These studies will address traffic and safety concerns raised by the Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando on the ESFVTC Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

BACKGROUND

At the February 2021 Metro Board meeting, staff presented a plan for completing the required studies, as requested in Motion 10.1 in December 2020. Staff subsequently finalized the scope of services and were prepared to negotiate the initial procurement using the Regional Rail On-Call Contract. However, in late May 2021, the identified contractor declined this contract due to a potential conflict with future work opportunities on the East San Fernando Valley Light Rail Project (Phase 1). Staff subsequently procured this study through Metro's Planning bench and released the competitive Request for Proposals (RFP) in September 2021.

DISCUSSION

This study will evaluate the feasibility of alternatives not considered in the environmental document for connecting the Sylmar/San Fernando Metrolink Station with a new ESFV LRT station to be located at the intersection of Van Nuys Blvd. and San Fernando Rd. This includes evaluation of the following scenarios:

- Full-Build: Quadruple Track from Sylmar/San Fernando Metrolink Station to Van Nuys Boulevard
- ESFV IOS With New Connection: Build the IOS (Phase 1), create a new transfer connection at Van Nuys/San Fernando, and assume completion of SCRRA double track between Van Nuys Boulevard and Sylmar/San Fernando Station.
- FRA-Compliant Light Rail: Build ESFV to FRA Tier-III Compliant standards for Light Rail

The scope of services is structured in phases to align with budget availability in FY 22.

- Phase 1 will include a Grade Crossing Analysis (Milestone 1) for the Full-Build option to determine if grade separation is required along the 2.5-mile shared ROW. The expected duration for this phase is five (5) months after task order execution.
- Upon completion of Phase 1, the Metro Board will consider authorizing Phase 2. Phase 2 is an optional task that includes additional analysis for up to three scenarios recommended by SCRRA in their comment letter (and described above). The expected duration for this phase is eighteen (18) months after task order execution.

Staff will coordinate with SCRRA, City of San Fernando, City of Los Angeles, and other key stakeholders during the preparation of this Study.

This study will include conceptual (5%) cost estimates for up to three scenarios along this 2.5-mile segment of the shared ROW. Any changes in the scope for this segment would require supplemental environmental review to previous environmental documents for both the East San Fernando Valley Light Rail Project and the Antelope Valley Line.

DETERMINATION OF SAFETY IMPACT

Authorization of the task order award for the ESFV Supplemental Analysis from Sylmar/San Fernando to Van Nuys Boulevard will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY 2021-22 budget contains \$350,000 in Cost Center 4350, Project 465521 for professional services. Since this is a multi-year task order, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action is Measure M 35% Transit Construction dedicated for the East

San Fernando Valley Transit Corridor. Funding has yet to be identified for this segment. Upon completion of this study, Metro may pursue state and federal funding opportunities pending the Metro Board's direction on a path forward along this segment.

EQUITY PLATFORM

The study area communities of Pacoima, Sylmar, and City of San Fernando have been identified as Equity Focused Communities (EFCs). Additionally, Metrolink's 2018 Origin-Destination Study (Metrolink, 2019) found that Antelope Valley Line riders overall have the lowest median income (\$74,091) and automobile availability (71%) in the entire Metrolink system. This supports the understanding of study area communities as vulnerable/marginalized and transit-dependent. Furthermore, existing traffic and safety conditions along the shared ROW present a potential burden to these communities, as highlighted by the City of San Fernando in their Final EIS/EIR comment letter.

This study will assess travel time, frequency, and connectivity between different modes, which could enhance transit access and mobility options for study area communities. It is intended to identify harms to the EFCs stemming from existing traffic and safety conditions along this shared ROW and to assess how the study scenarios would affect these conditions in the future. The design and analysis of each scenario will be developed with specific consideration to EFCs, vulnerable/marginalized communities, and transit riders. Furthermore, the study will recommend strategies to avoid and/or minimize potential harms and impacts towards these communities, while maximizing mobility benefits.

Additionally, the ESFVTC Project (including the subject 2.5-mile segment) will be included in Metro's Transit Oriented Communities (TOC) Corridor Baseline Assessments, as will all Metro transit corridors. The purpose of the TOC Baseline Assessments is to evaluate all Metro transit corridors (beginning with Measure M funded projects) and identify strategies to equitably leverage benefits of transit investments and prepare for unintended consequences like gentrification and displacement.

Stakeholder Engagement

Metro previously conducted a robust community engagement process throughout the ESFVTC EIS/EIR phase. Most recently, during the Final EIS/EIR 45-day public comment period in fall 2020, staff hosted two virtual community meetings, one of which was entirely in Spanish. Metro also hosted fifteen (15) presentations to community stakeholder groups. In total, approximately 800 attendees participated in these engagement opportunities. Additionally, to make the contents of the Final EIS/EIR more accessible, a web-based platform was developed in English and Spanish.

As this is only a preliminary technical study, entities that Metro will engage with via technical meetings include, but are not limited to, City of San Fernando, City of Los Angeles, SCRRA, UPRR, and elected offices. Although targeted community outreach is not included as part of this study, staff will continue to be responsive to requests for information and updates to local stakeholder groups. Upon completion of the study, the Metro Board will determine the path forward along the shared ROW and any additional engagement opportunities could be revisited at that time.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize this task order award at this time. This is not recommended as it would delay completion of this Metro Board-directed study. Conducting this study is necessary to address SCRRA and City of San Fernando comments on the ESFVTC EIS/EIR and to determine a feasible path forward to address the mobility needs within this transportation corridor.

NEXT STEPS

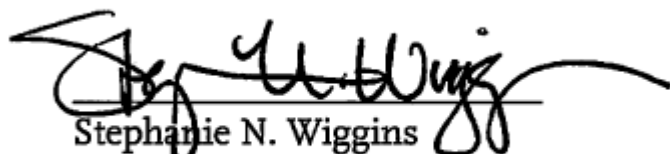
Upon Board approval, staff will execute Task Order No. PS80628-5433000 with Mott MacDonald to initiate work on Phase 1 of the scope of services, which is anticipated to be completed within five months of Task Order execution. Staff anticipates returning to the Metro Board in Fall 2022 to present findings on the Phase 1 work. At that time, the Board will consider authorizing work on the optional Phase 2. If authorized, Phase 2 is anticipated to be completed within 18 months from Task Order execution.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - ESFV Shared ROW Study Area Map

Prepared by: Ivan Gonzalez, Senior Manager, Countywide Planning & Development, (213) 922-7506
Jody Litvak, Senior Director, Countywide Planning & Development, (213) 922-1240
Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO
VAN NUYS BOULEVARD SHARED RAILROAD RIGHT-OF WAY
(PHASE 1 AND PHASE 2)/PS80628-5433000**

| | | |
|----|--|--|
| 1. | Contract Number: Task Order No. PS80628-5433000, under Contract No. PS54330021 | |
| 2. | Recommended Vendor: Mott MacDonald Group, Inc. | |
| 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 checked="" type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: September 8, 2021 | |
| | B. Advertised/Publicized: N/A | |
| | C. Pre-Proposal Conference: N/A | |
| | D. Proposals Due: October 6, 2021 | |
| | E. Pre-Qualification Completed: October 7, 2021 | |
| | F. Conflict of Interest Form Submitted to Ethics: November 3, 2021 | |
| | G. Protest Period End Date: March 24, 2022 | |
| 5. | Solicitations Picked up/Downloaded: 12 | Bids/Proposals Received: 4 |
| 6. | Contract Administrator: Lily Lopez | Telephone Number: (213) 922-4639 |
| 7. | Project Manager: Ivan Gonzalez | Telephone Number: (213) 922-7506 |

A. Procurement Background

This Board Action is to approve Task Order No. PS80628-5433000 for the Supplemental Analysis of Sylmar/San Fernando to Van Nuys Boulevard Shared Railroad Right-of Way (Phase 1 & Phase 2) issued under the Countywide Planning and Development Bench Contract No. PS54330021. The Contractor shall complete supplemental studies along the San Fernando/Antelope Valley Line (AVL) railroad right-of-way (ROW), which extends from the intersection of Van Nuys Boulevard and San Fernando Road, north/west 2.5-miles to the Sylmar/San Fernando Metrolink Station. As the alignment passes through the City of San Fernando, the Study Area shall extend south-west to Truman Street and north-west to 1st Street. Board approval of task order awards are subject to resolution of all properly submitted protest(s).

The Task Order Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Task Order RFP was issued with an SBE goal of 22% and a 3% DVBE goal.

There were no amendments issued during the solicitation phase of this Task Order RFP.

A pre-proposal conference was not held since this was issued to qualified members of the Countywide Planning Bench under Discipline No. 1 – Transportation Planning.

No questions were asked by Proposers prior to the proposal due date.

The 12 qualified members under Discipline No. 1 – Transportation received the Task Order RFP and were included in the planholders list. A total of four proposals were received on October 6, 2021 from the following firms:

- Kimley-Horn & Associates, Inc.
- Mott MacDonald Group, Inc. (Mott MacDonald)
- STV Incorporated (STV)
- WSP USA (WSP)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning, Program Management and Metrolink 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 the Firms on the Team (includes Prime Contractor and Subcontractors) 20%
- Experience and Capabilities of Key Personnel of the Team (includes Prime Contractor and Subcontractors) 25%
- Effectiveness of Team Management Plan 15%
- Understanding of Work and Approach for Implementation 20%
- Innovation 5%
- Cost 15%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar supplemental analysis study procurements. Several factors were considered when developing these weights, giving the greatest importance to the experience and capabilities of key personnel of the team (includes Prime Contractor and Subcontractors). The PET evaluated the proposals according to the pre-established evaluation criteria.

During the period of October 7, 2021 to October 21, 2021, the PET members independently evaluated and scored the technical proposals. Two firms were determined to be within the competitive range and are listed below in alphabetical order.

- Mott MacDonald
- STV

Two firms were determined to be outside the competitive range and were not included for further consideration as their proposals were not clear in addressing the requirements.

On November 1, 2021, the two firms were invited for oral presentations, which provided each firm the opportunity to present their team's qualifications, and to respond to the PET's questions.

Following the interviews, the PET finalized technical scores based on both written proposals and oral presentations. On November 4, 2021, the PET agreed that the final ranking of proposals scored Mott MacDonald's proposal as the highest ranked. The PET concluded that Mott MacDonald's proposal presented the highest level of skill, achievable management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Firms within the Competitive Range:

Mott MacDonald

Mott MacDonald featured a strong project team, led by a Project Manager who has direct experience working within the Antelope Valley Shared ROW on a similar Planning-level study/project. The Mott MacDonald team performed well in their knowledge of the corridor, including stakeholders, institutional, and technical issues within the ROW. Key team members also have relevant design and Planning-level experience on related Metro projects and the team has a strong depth of resources to handle this assignment. The team provided a detailed approach to conducting the work, backed by a group of key staff and technical leads that appeared well organized and experienced.

The proposal also stood out by referencing their commitment to go beyond the technical requirements of this study by approaching it holistically and promoting inclusive and equitable social outcomes.

STV

STV also included a strong team in their proposal, with key staff and subcontractors possessing strong relevant experience on similar projects and within a similar geographical area. As part of their proposal, the team included a detailed approach to the scope of services and referenced their extensive engineering and Planning experience on the Antelope Valley Line and on ESFV. Their staffing plan appeared well organized to perform the requested work. However, STV did not tie their understanding of the corridor's issues and dynamics well in a narrative form in their proposal, which leaned strongly toward their technical expertise and experience.

A summary of the PET scores is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|-----------|---|----------------------|----------------------|-------------------------------|-------------|
| 2 | Mott MacDonald | | | | |
| 3 | Degree of Skills and Experience of the Firms on the Team (includes Prime Contractor and Subcontractors) | 85.30 | 20.00% | 17.06 | |
| 4 | Experience and Capabilities of Key Personnel of the Team (includes Prime Contractor and Subcontractors) | 82.48 | 25.00% | 20.62 | |
| 5 | Effectiveness of Team Management Plan | 84.20 | 15.00% | 12.63 | |
| 6 | Understanding of Work and Approach for Implementation | 86.25 | 20.00% | 17.25 | |
| 7 | Innovation | 84.40 | 5.00% | 4.22 | |
| 8 | Cost | 91.40 | 15.00% | 13.71 | |
| 9 | Total | | 100.00% | 85.49 | 1 |
| 10 | STV | | | | |
| 11 | Degree of Skills and Experience of the Firms on the Team (includes Prime Contractor and Subcontractors) | 82.20 | 20.00% | 16.44 | |
| 12 | Experience and Capabilities of Key Personnel of the Team (includes Prime Contractor and Subcontractors) | 79.36 | 25.00% | 19.84 | |
| 13 | Effectiveness of Team Management Plan | 80.20 | 15.00% | 12.03 | |
| 14 | Understanding of Work and Approach for Implementation | 82.20 | 20.00% | 16.44 | |
| 15 | Innovation | 78.80 | 5.00% | 3.94 | |
| 16 | Cost | 100.00 | 15.00% | 15.00 | |
| 17 | Total | | 100.00% | 83.69 | 2 |

C. Cost Analysis

The recommended price of \$1,806,223 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, cost analysis, fact finding, and negotiations.

Mott MacDonald's negotiated amount increased from the proposal amount because the initial level of effort was not consistent with the work identified in the Task Order RFP. The discrepancy between the ICE and negotiated price was due to Metro taking a conservative approach on the ICE and the contractor identifying efficiencies on certain tasks.

| | Proposer Name | Proposal Amount | Metro ICE | Negotiated amount |
|----|----------------------|------------------------|------------------|--------------------------|
| 1. | Mott MacDonald | \$1,626,810.86 | \$2,661,945 | \$1,806,223 |
| 2. | STV | \$1,486,624.86 | \$2,661,945 | N/A |

D. Background on Recommended Contractor

Mott MacDonald, headquartered in the United Kingdom with a local Los Angeles office. Mott MacDonald was formed in 1989 and has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from Mott MacDonald and three subcontractors, of which two are Metro certified SBEs and one is a DVBE.

DEOD SUMMARY

**SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO
VAN NUYS BOULEVARD SHARED RAILROAD RIGHT-OF WAY
(PHASE 1 AND PHASE 2)/PS80628-5433000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Mott MacDonald Group, Inc. exceeded the goal by making a 23.04% SBE and 3.01% DVBE commitment.

| | | | |
|----------------------------|----------------------------|----------------------------------|----------------------------------|
| Small Business Goal | 22% SBE 3% DVBE | Small Business Commitment | 23.04% SBE 3.01% DVBE |
|----------------------------|----------------------------|----------------------------------|----------------------------------|

| | SBE Subcontractors | % Committed |
|----|-----------------------------|--------------------|
| 1. | FPL and Associates, Inc. | 2.86% |
| 2. | Zephyr UAS, Inc. | 20.18% |
| | Total SBE Commitment | 23.04% |

| | DVBE Subcontractors | % Committed |
|----|------------------------------|--------------------|
| 1. | The LeBaugh Group, Inc. | 3.01% |
| | Total DVBE Commitment | 3.01% |

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage 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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

ATTACHMENT C

ESFV SHARED ROW STUDY AREA MAP (PHASE 2)



ESFV Shared ROW Supplemental Analysis



East San Fernando Valley Shared ROW Supplemental Analysis Study

Legistar: 2021-0800

Metro Board Meeting

March 24, 2022

A. AUTHORIZING the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

Study Background

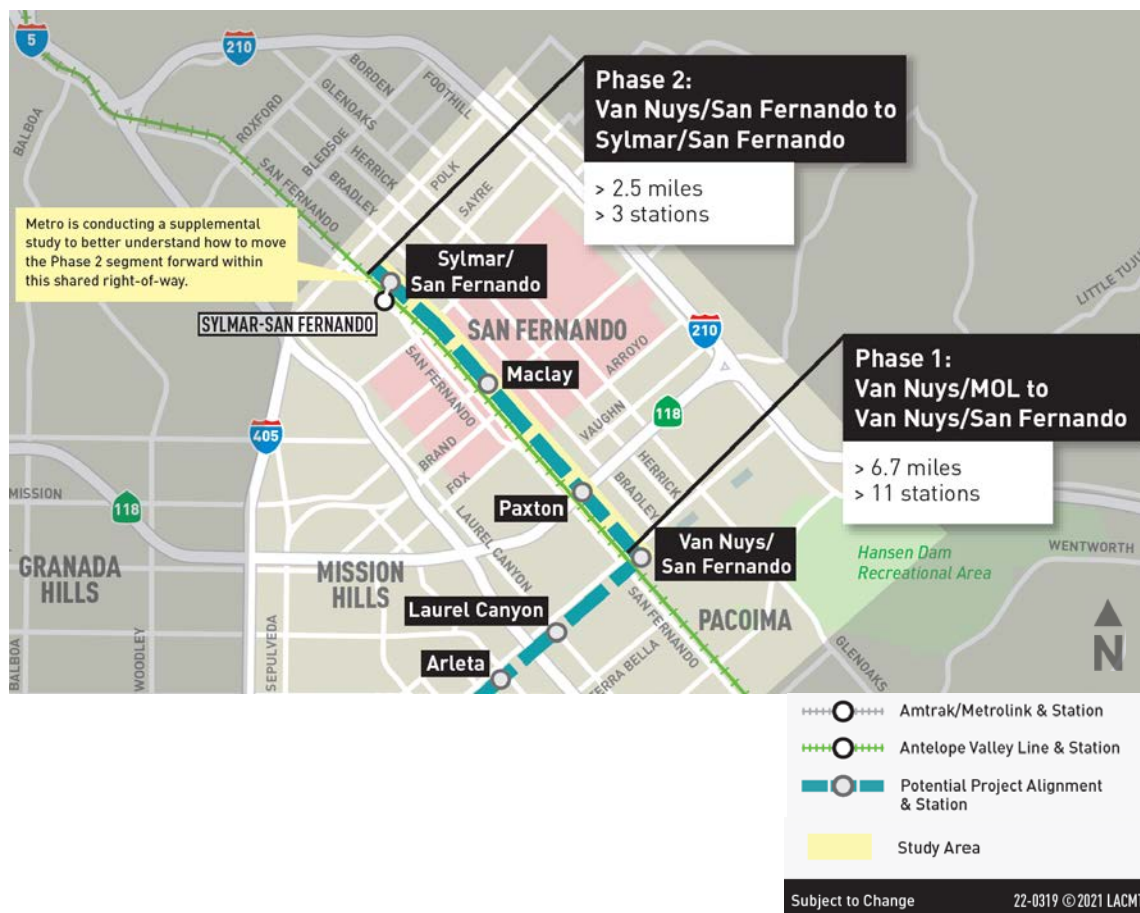
- > **December 2020** - Metro Board certified the East San Fernando Valley Light Rail Transit Final EIS/EIR; directed further study of the 2.5-mile segment along the Antelope Valley Line shared ROW (Motion 10.1).
- > **February 2021** – Board reviewed the plan to complete the studies, per Motion 10.1.
- > **May 2021 – December 2021** – Initial procurement of a consultant that subsequently declined the award. Reinitiated procurement process through Metro's Planning bench; developed recommendation for award.
- > **March 2022** – Board to take action on task order award.



Overview



- > **Scope of Work:** Re-evaluate railroad right-of-way that would be shared between Metro East San Fernando Valley Light Rail Project, SCRRA, and UPRR. Address adjacency concerns of Cities of San Fernando and Los Angeles.
- > **Phase 1:** Grade Crossing Analysis (four-track option)
- > **Phase 2:** Additional Analysis and design for up to three scenarios



- > **Technical meetings:** Metro will engage with City of San Fernando, Metrolink, City of Los Angeles, UPRR, elected offices, and other entities.
- > **Stakeholder kick-off meeting**
 - > Anticipated in spring 2022
 - > Will cover study coordination process, timeline, and anticipated deliverables to review.

Next Steps (anticipated)



- > **March 2022:** Board to award task order.
- > **April 2022:** Phase 1 to begin.
 - > Anticipated to complete within 5 months from task order award.
- > **Fall 2022:**
 - > Return to Board, present findings from Phase 1.
 - > Board to consider authorizing Phase 2 (optional).
 - > Phase 2 anticipated to be complete within 18 months from task order award/execution.



Board Report

File #: 2022-0016, File Type: Contract

Agenda Number: 6.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 14 to Contract No. AE5999300 with WSP USA, Inc. to provide environmental technical work and outreach support to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$13,601,672, increasing the Total Contract Value from \$29,786,881 to \$43,388,553 and to extend the Contract Period of Performance through June 30, 2023; and
- B. INCREASING Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of \$1,000,000 from \$2,476,120 to \$3,476,120 to support additional environmental assessment work, and any other future technical work identified through future coordination efforts and/or as directed by the Board.

HAHN AMENDMENT:

The cities of Cerritos and Artesia have requested confirmation that Metro will be assessing the aerial segment at the intersection of 183rd and Gridley for this possibility of cut-and-cover, to see if that can be done at a lower cost.

In addition, Cerritos has requested evaluation of a possible future station in the city, to be located between Studebaker Road and Gridley Road. I'd like to request that, as part of this action before us today, that a possible future station in Cerritos, between Studebaker Road and Gridley Road, also be included in this assessment.

ISSUE

A Contract Modification is necessary to conduct technical analysis and provide the outreach and procedural support necessary to complete the federal and state environmental processes (i.e., FEIS/FEIR) for the WSAB Project. Additional technical analysis and community engagement will also be conducted to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station (LAUS) segment, as well as to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS. Board approval is required to execute this contract modification, and to increase the CMA for any additional environmental assessment work identified through future coordination efforts and/or as directed by the Metro Board.

BACKGROUND

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

At its January 2022 meeting, the Board received the Draft EIS/EIR for the WSAB Project, approved LAUS as the northern terminus, and selected Slauson/A Line (Blue) to Pioneer Station as the Locally Preferred Alternative (2021-0724). The Board further directed staff to conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment, and to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS. During the January 2022 meeting, the Board also approved a motion from Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (Legislative Report 2022-0023), that the Board adopt as policy that the full Project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail. The motion also directed Metro to conduct additional technical analysis, including an assessment of above-grade/aerial sections of the LPA where cut-and-cover could be constructed at a lower cost, identification of accelerated construction and funding opportunities for the LPA segment, and other analysis.

DISCUSSION

Since initiating the Draft EIS/EIR in 2016, the Board has approved a number of revisions to the Project definition, including expanding the range of alternatives under consideration in the northern segment, removing several stations from further study, additional grade separations, and other alignment modifications. In February 2018 (2017-0859), the Board approved expanding the northern alignment options under study in the Draft EIS/EIR, and in November 2018 (Legislative Report 2018-0404), the Board approved an updated project definition based on technical analysis and comments received during the 2017 scoping and 2018 updated scoping meetings.

Due to the number of revisions to the Project definition as a part of the above-Board actions, as well as additional technical analysis identified during the completion of the Draft EIS/EIR through coordination with the FTA, corridor cities, agencies and other stakeholders, the scope of work (and associated costs) have been updated to reflect these changes and to include the necessary work needed to complete the FEIS/FEIR.

Due to the environmental complexity of the Project, additional CMA is being requested to support additional environmental assessment and technical work resulting from future Board direction and/or additional coordination with the FTA or other stakeholders. Additional CMA allows for flexibility and responsiveness necessary to maintain the project schedule.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety.

FINANCIAL IMPACT

The FY21-22 budget contains \$4,487,319 in Cost Center 4370 (Mobility Corridors), Project 460201 (WSAB Corridor Administration) for professional services. Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

EQUITY PLATFORM

This Project will benefit communities through the addition of a new high-quality reliable light rail transit which will increase mobility and connectivity for the historically under-served and transit-dependent communities in the corridor. Approval of the contract modification will allow staff to complete the Final environmental study and additional technical studies as directed by the Board in January 2022 and will allow corridor communities and users of the Metro system to benefit from this new transit service. As described above, the technical contract for the Project included an option (to be authorized by the Board at the conclusion of the Draft EIS/EIR) for WSP USA, Inc. to complete the Final EIS/EIR. Due to the number of revisions to the Project definition resulting from Board actions, as well as additional technical analysis identified during the completion of the Draft EIS/EIR, a contract modification is necessary to update the scope of work (and associated costs) to complete the Final EIS/EIR. The contract modification also includes the additional technical work as directed by the Board in January 2022. Key roles for Disadvantaged Business Enterprise (DBE) team members have been included for this additional work, at approximately 26.58% of the modification value, to ensure that the overall DBE participation goal (25.03%) is met.

Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums and platforms, including special outreach efforts to reach out to people of color, low income, and limited English proficiency populations, and persons with disabilities. As a result of this extensive outreach, Metro made numerous changes to the Project Definition resulting from the comments received during the scoping process, as well as ongoing coordination with the corridor cities and continued technical analysis. These changes include alignment and vertical configuration changes, removing three stations from further study, as well as other Project design changes.

Metro will continue to engage corridor communities during the completion of the Final EIS/EIR, allowing the public, local jurisdictions, and other stakeholders the opportunity to provide their comments and feedback on the Project. Staff will also reengage communities to help define the project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and

businesses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The Board could choose not to approve the contract modification. Delaying this contract modification to a future date would pose significant delays to the overall project schedule and risk that the project would be unable to meet its Measure M schedule.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 14 to Contract No. AE5999300 with WSP USA Inc. for environmental technical work and outreach support to complete the Final Environmental Impact Statement/ Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment. These activities are needed to continue advancing the Project per Board direction. Staff will also report back to the Board in April 2022 to provide an update on the items included in the January 2022 motion from Directors Hahn, Solis, Garcetti, Mitchell, and Dutra.

ATTACHMENTS

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

Prepared by: Matthew Abbott, Principal Transportation Planner, Countywide Planning & Development (213) 922-3071
Meghna Khanna, Senior Director, Countywide Planning & Development, (213) 922-3931
Dolores Roybal-Saltarelli, DEO, Countywide Planning & Development, (213) 922-3024
Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

| | | | |
|----|--|----------|--|
| 1. | Contract Number: AE5999300 | | |
| 2. | Contractor: WSP USA Inc. | | |
| 3. | Mod. Work Description: Environmental technical work and outreach support to complete Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) and conduct additional technical analysis to identify cost-effective alignment route for Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project. | | |
| 4. | Contract Work Description: West Santa Ana Branch Transit Corridor Technical Services | | |
| 5. | The following data is current as of: 2/16/22 | | |
| 6. | Contract Completion Status | | Financial Status |
| | Contract Awarded: | 09/26/16 | Contract Award Amount: \$9,392,326 |
| | Notice to Proceed (NTP): | 09/26/16 | Total of Modifications Approved: \$20,394,555 |
| | Original Complete Date: | 09/30/20 | Pending Modifications (including this action): \$13,601,672 |
| | Current Est. Complete Date: | 06/30/23 | Current Contract Value (with this action): \$43,388,553 |
| 7. | Contract Administrator: Samira Baghdikian | | Telephone Number: (213) 922-1033 |
| 8. | Project Manager: Matt Abbott | | Telephone Number: (213) 922-3071 |

A. Procurement Background

This Board Action is to approve Contract Modification No. 14 issued to provide environmental technical work and outreach support to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project. This Modification will also extend the period of performance through June 30, 2023.

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

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

Thirteen modifications have been issued to date.

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

B. Cost Analysis

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

Staff successfully negotiated a savings of \$617,753.

| Proposal Amount | Metro ICE | Negotiated |
|------------------------|------------------|-------------------|
| \$14,219,425 | \$13,548,010 | \$13,601,672 |

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

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

| | | | | |
|----|---|-----------------|-----------------|---------------------|
| | performance (POP) through 04/30/21. | | | |
| 11 | Extension of POP through 10/31/21. | Approved | 03/30/21 | \$0 |
| 12 | Extension of POP through 12/31/21. | Approved | 10/14/21 | \$0 |
| 13 | Additional conceptual engineering, environmental review and technical analysis to complete the EIS/EIR and extension of POP through 06/30/22. | Approved | 12/02/21 | \$1,302,845 |
| 14 | Environmental technical work and outreach support to complete the Final EIS/EIR, as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the WSAB Transit Corridor Project and extension of POP through 06/30/23. | Pending | Pending | \$13,601,672 |
| | Modification Total: | | | \$33,996,227 |
| | Original Contract: | Approved | 09/26/16 | \$9,392,326 |
| | Total: | | | \$43,388,553 |

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

A. Small Business Participation

WSP USA Inc. (WSP) made a 25.03% Disadvantaged Business Enterprise (DBE) commitment. The contract is 86% complete and the current DBE participation is 22.90%, representing a shortfall of 2.13%. A shortfall mitigation plan was requested and received. WSP explained that their 25.03% DBE commitment assumed the authorization of Scenario 1 – Option 2 of the contract, which was executed by Metro in December 2021 but has not been invoiced. The work under this modification was completed by the DBE team members and will be reported in March 2022, which will significantly increase the DBE utilization. Further, the current modification extends the contract period of performance through the end of 2023 and includes key roles for the DBE team members at approximately 26.58% of the modification value to ensure the DBE utilization is met.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that WSP is on schedule to meet or exceed its DBE commitment. Additionally, key stakeholders associated with the contract have been provided access to Metro's web-based monitoring system to ensure that all parties are actively tracking Small Business progress.

| | | | |
|----------------------------------|-------------------|-------------------------------------|-------------------|
| Small Business Commitment | DBE 25.03% | Small Business Participation | DBE 22.90% |
|----------------------------------|-------------------|-------------------------------------|-------------------|

| | DBE/SBE Subcontractors | Ethnicity | % Committed | Current Participation¹ |
|----|----------------------------------|------------------------|--------------------|--|
| 1. | BA, Inc. | Black American | 1.66% | 2.09% |
| 2. | Cityworks Design | Hispanic American | 3.68% | 3.85% |
| 3. | Connetics Transportation Group | Asian-Pacific American | 0.79% | 0.52% |
| 4. | Epic Land Solutions | Caucasian Female | 1.18% | 0.76% |
| 5. | Geospatial Professional Services | Asian-Pacific American | 0.25% | 0.82% |
| 6. | Lenax Construction | Caucasian Female | 2.31% | 2.17% |
| 7. | Terry A. Hayes Associates | Black American | 11.40% | 5.83% |

| | | | | |
|-----|--|------------------------|---------------|---------------|
| 8. | Translinks Consulting | Asian-Pacific American | 3.76% | 2.49% |
| 9. | Bette Spaghetti Productions (Media Arts, LLC) | Caucasian Female | Added | 0.06% |
| 10. | Del Richardson & Associates | Black American | Added | 1.35% |
| 11. | Dunbar Transportation Consulting LLC | Caucasian Female | Added | 0.21% |
| 12. | Wiltec | Black American | Added | 0.47% |
| 13. | RSE Corporation (formerly Rail Surveyors and Engineers Inc.) | Asian-Pacific American | Added | 1.77% |
| 14. | Yunsoo Kim Design, Inc. | Asian-Pacific American | Added | 0.51% |
| | Total | | 25.03% | 22.90% |

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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).

D. Project Labor Agreement/Construction Careers Policy

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

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

West Santa Ana Branch

Legistar: 2022-0016

Metro Board Staff Briefing

March 8, 2022

- A. **AUTHORIZING** the Chief Executive Officer to execute Modification No. 14 to Contract No. AE5999300 with WSP USA, Inc. to provide environmental technical work and outreach support to complete the following in the amount of \$13,601,672, increasing the Total Contract Value from \$29,786,881 to \$43,388,553 and to extend the Contract Period of Performance through June 30, 2023:
- **FEIS/FEIR** for the initial 14.8-mile Slauson/A Line (Blue) to Pioneer Segment,
 - **Downtown Alignment Study** i.e., the Slauson/A Line (Blue) to LAUS segment and identify interim bus connections to connect Slauson/A Line to Union Station
- B. **INCREASING Contract Modification Authority (CMA)** specific to Contract No. AE5999300 in the amount of \$1,000,000 from \$2,476,120 to \$3,476,120 to support additional environmental assessment work, and any other future technical work identified through future coordination efforts and/or as directed by the Board.

As directed by the January Board motion this Modification also includes **additional technical analysis**:

- An assessment of above-grade/aerial sections of the LPA where cut-and-cover could be constructed at a lower cost
- Consistent with the LA River/Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station.



Metro

Board Report

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

File #: 2022-0037, **File Type:** Motion / Motion Response

Agenda Number: 7.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022

SUBJECT: RESPONSE TO MOTION 16: 710 SOUTH CLEAN TRUCK PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on 710 South Clean Truck Program in response to Board Motion 16.

ISSUE

At the October 28, 2021, Metro Board meeting, the Board approved a Substitute Motion by Directors Hahn and Dutra (Attachment A).

Additionally, during the discussion of this item (Motion 16), Metro Director Ara Najarian asked for a report back on the various Zero-Emission technologies being developed for heavy duty truck use, including hydrogen fuel cell.

The authors of the motion have allowed for the first report back to be deferred to the March 2022 Board cycle to permit the 710 Task Force to convene stakeholders through its Clean Truck Working Group that will develop the 710 South Clean Truck Program (710 CTP).

This report provides updates on the development of the 710 CTP, including the stakeholder engagement process and advocacy efforts (as of February 2022) in response to the Board motion. Additionally, this report provides an update on the request made by Director Najarian during the discussion of Motion 16.

BACKGROUND

Metro and Caltrans District 7 established the 710 Task Force in September 2021 to re-engage stakeholders that depend upon, and are impacted by, the movement of people and goods within the Interstate 710 (I-710) South Corridor that includes the I-710 South Freeway facility between the Ports of LA and Long Beach and State Route 60 plus the local impacted communities adjacent to the freeway (Attachment B).

The commissioning of the 710 Task Force responds to the Board action taken in May 2021 that suspended all work related to the original I-710 South Corridor Project EIR/EIS, including the Locally

Preferred Alternative (LPA) 5C that included a form of an I-710 South Corridor Clean Truck Program as a programmatic element as prescribed within the overall environmental document. It is important to note that the 710 CTP to be developed by the 710 Task Force is independent of the prior programmatic element and any of the parameters or elements prescribed within that prior program.

Metro's goal for the 710 Task Force is to convene and work with stakeholders to develop a multimodal, community-supportive Investment Plan to improve regional mobility and air quality while fostering economic vitality, social equity, environmental sustainability, and access to opportunity for the most impacted residents along the I-710 South Corridor within the regional context of moving people and goods. The 710 Task Force meets every month and has held five Task Force meetings, with the sixth meeting scheduled for March 14, 2022.

Following the adoption of Motion 16, the 710 Task Force project team initiated a Clean Truck Working Group as the third working group established through the task force's engagement process. The Clean Truck Working Group is charged with developing the 710 CTP as part of the 710 Task Force's overall Investment Plan under the guidance of the Zero-Emission (ZE) technology parameters adopted by the Board (via Motion 16).

The working group currently comprises representatives from community-based organizations, the trucking and logistics industry, the Ports of LA and Long Beach, academia and research groups, utilities, zero-emission technology advocates, the Environmental Protection Agency, California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), Gateway Cities Council of Governments, Caltrans, and Metro. Upon establishment of the Community Leadership Committee (CLC) of the 710 Task Force, community residents selected to be part of the CLC will also be invited to participate in the Clean Truck Working Group. CLC members choosing to participate in the Clean Truck Working Group will have an equal role with Task Force members and other partners in developing the program recommendations that will be reviewed by the full CLC before being considered by the Task Force.

DISCUSSION

The Clean Truck Working Group has held three meetings (November 29, 2021; January 25, 2022; and February 24, 2022) in which Task Force members and key partners reviewed and discussed the following topics:

- The goals and objectives for the 710 Clean Truck Program in the context of Motion 16 (Directors Hahn and Dutra)
- Industry perspectives and the role of stakeholders in the 710 Task Force
- Air quality and environmental justice challenges and opportunities for the I-710 South Corridor, as presented by the Environmental Protection Agency
- Air quality context from the South Coast Air Quality Management District and the challenges in meeting upcoming federal air quality attainment deadlines due to the slow rollout and scaling of ZE truck technology and infrastructure to displace the large volume of diesel trucks moving goods in the region.
- The state of clean truck technology and efforts to accelerate the commercialization of ZE Class 8 heavy-duty trucks
- Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure

funding opportunities

- Strategies to best leverage Metro's \$50 million in seed funding with the state and federal governments' existing and future resources, while exploring partnerships with organizations already funding incentives to deploy ZE truck technology and infrastructure, such as the Ports of LA and Long Beach, CARB and SCAQMD.

A written summary, provision of presentations and materials, and a reporting out of the discussion at every Clean Truck Working Group meeting has occurred at each 710 Task Force meeting following the working group meeting, with multiple public comment opportunities available for members of the public to provide input into the development of the program. These documents and the video of the presentation to the 710 Task Force can be found on the Metro 710 Task Force webpage¹.

The Clean Truck Working Group, originally comprising only members of the 710 Task Force (Attachment C) was expanded permanently to include additional stakeholders and partners at January 25, 2022, meeting. This format and opportunity for collaboration among community, city, council of governments, industry, regulatory, port, utility, air quality/ZE advocacy, and academic/research stakeholders and experts are responsive to the leadership vision for regional collaboration provided by Part B of Motion 16 and vital to the success of the working group's development of the 710 CTP.

During the process of finalizing the scope of the 710 CTP, Metro and Caltrans plan to engage communities directly through (at minimum) a public workshop to gain feedback into the process and on proposals developed by the Clean Truck Working Group before a final presentation to the 710 Task Force for review and approval.

Areas for Possible Further Study and Consideration

The effective and accelerated deployment of ZE trucks within the I-710 South Corridor will require the Clean Truck Working Group to consider an array of policies, infrastructure needs, and mitigations to meet collective equity, public health, and climate action goals while also fostering an environment for public and private actors to advance the availability of ZE trucks at scale to make a significant and timely transition of the thousands of diesel trucks operating in the corridor daily. The following topics will be among those explored and discussed by the Clean Truck Working Group in future meetings as it develops the 710 CTP as part of the 710 Task Force's Investment Plan recommendations.

- **Alignment with 710 Task Force Vision & Goals:** Integrating the development of the working group recommendations will need to align with the Vision & Goals that are currently being developed by the Task Force. Overlaying a review of equity considerations and eliminating disparities will help ensure the working group recommendations will meet the overall Equity perspective employed by the Task Force for the entirety of its Investment Plan recommendations.
- **Regional ZE Infrastructure Planning:** The implementation of ZE infrastructure in the near term to support the growth of ZE truck operations in the I-710 South Corridor has emerged as a top priority - and future bottleneck to address - for the Clean Truck Working Group. Metro has an opportunity to create a regional blueprint developed in partnership

with Caltrans, the Gateway Cities COG, regional stakeholders, and local communities that can identify priorities for state and federal investment into key pieces of ZE infrastructure to serve the needs of current and future ZE truck owner/operators in the corridor.

This planning work will be of vital importance to allow Metro and Caltrans to identify near-term ZE infrastructure projects to compete for funding in upcoming state and federal discretionary grant cycles as well as for priority in state and federal planning efforts such as the California Transportation Commission's (CTC) SB 671 Clean Freight Corridor Efficiency Assessment being conducted currently. The 710 Task Force agreed to send a joint letter of support for the I-710 South Corridor to be a priority for this CTC planning work (Attachment D).

- **Community Outreach for ZE Infrastructure Siting:** While local communities are supportive of the deployment of ZE truck technology in the corridor-and the attendant infrastructure necessary to support that deployment-they also raise concerns about where potential ZE infrastructure will be sited in local communities adjacent to the I-710 South freeway. The inclusion of community members and advocates in the planning of ZE infrastructure siting will be of great importance going forward to ensure community input is received and further disparities are avoided.
- **Reliability of infrastructure and fuel/electricity:** Securing reliable and accessible ZE fueling and charging for trucks will require a level of comfort for truck owners/operators to depend upon the availability of charging or fueling for their ZE trucks at the time and speed necessary to maintain duty cycles.
- **Workforce development:** With the introduction of new ZE technologies into the corridor comes opportunities to develop workforce, skills, and training programs designed to link members of disadvantaged communities within the I-710 South Corridor to new and emerging jobs, such as installation of electric charging infrastructure.
- **Impact of slow scaling of ZE technology on equity, public health, and meeting state and federal mandates:** The South Coast Air Quality Management District must meet federal attainment deadlines or else the region-including LA County-risks losing access to federal transportation funding or other penalties associated with being out of compliance with clean air mandates (Attachment E).

The slow rollout of ZE technology-and the impending bottlenecks due to a lack of ZE infrastructure-makes bringing ZE technology into the region at scale a difficult challenge considering the magnitude of over 16,000 trucks that call on the Ports of LA and Long Beach daily. According to SCAQMD, the scale to commercialize and adopt ZE trucks (including infrastructure) is not on pace to meet the region's air quality goals or mandates.

The delay in bringing ZE trucks to market quickly and in large quantities creates additional equity concerns, disparities, and public health impacts for local communities due to tailpipe emissions from diesel trucks that will continue to operate in the corridor for the foreseeable future as ZE technology continues to mature and scale.

- **Entrained particulate matter:** Even if every truck and vehicle that operated within the I-710 South Corridor used ZE technology, there still would remain a significant amount of particulate matter generated by the movement of trucks - particularly on the freeway facility - due to brake and tire wear and deterioration of the freeway and roadway pavement. The presence of this form of particulate matter-which causes severe public health impacts for surrounding communities-is a contributing factor to the EPA's decision on whether a project to be implemented on the I-710 South Corridor will require a hotspot conformity analysis as part of the environmental process. Limiting or mitigating this source of public health hazard will be important to achieving equitable outcomes for local communities in addition to implementing ZE technology.
- **Tax and Incentive Funding Barriers to Adoption:** The trucking industry has raised several prominent concerns about the economic considerations truck owners/operators - especially those that are considered minority and/or disadvantaged small businesses - face when deciding not to transition from a diesel truck to a ZE truck.
 - Insufficient subsidy offered: The subsidy offered as an incentive by programs such as the CARB Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) oftentimes does not come close to covering the cost differential between a new ZE truck and a used diesel truck that is still eligible to operate. For many truck owners/operators, an even greater subsidy would be a minimum necessary to make the economic decision to make the transition to ZE technology.
 - Income tax - disincentive: Subsidies received by truck owners/operators as an incentive to transition from diesel to ZE technology are subject to income tax, thus creating a tax burden for smaller, minority, and/or disadvantaged truck owners/operators that undermines the purpose of the incentive funding. A legislative exemption from this tax could serve as an additional incentive for truck owners/operators to transition to ZE technology.
 - Sales tax - disincentive: Truck owners/operators that take advantage of incentive funding to subsidize the purchase of a new ZE truck must pay the full sales tax-sometimes up to 10%--on the purchase of a fully priced ZE truck. Exemption from this tax could serve as an additional incentive for truck owners/operators to transition to ZE. AB 784 (Mullin) could serve as a template for legislation given its partial exemption of sales tax for the purchase of certain ZE buses.
- **Truck parking:** One of the main challenges for truck drivers to transition to a ZE Battery Electric truck is the need to charge the truck overnight to run full duty cycles without losing time and economic opportunity because of having to charge during the day. Many truck drivers do not domicile their trucks at home or in a facility that would have access to electric charging; rather, they park their trucks on the street or at facilities that have no access to electric charging.

- **Vegetation and other truck mitigations:** Removing particulate matter and other toxic emissions from the air before they can impact local community health and the environment will likely be a priority for the working group and the 710 Task Force. Finding non-traditional ways to do so, including the introduction of vegetation or other strategies, could become part of the scope of work for the working group.
- **Technology and Innovation:** Using technologies to reduce truck VMT and eliminate unnecessary or inefficient truck trips will help reduce the impact of diesel truck operations in the corridor. An example would be the Drayage, Freight, and Logistics Exchange (DrayFLEX) program Metro helped implement to create efficiencies in truck movements in the Gateway Cities area.

A more detailed report on these topics will be provided in the May 2022 update to the Board.

Request from Director Najarian

During the discussion of Motion 16, Director Najarian asked for a report back on all ZE technologies being developed for heavy-duty trucks, including hydrogen fuel cells. This request reflects a growing need in the region to identify potentially multiple forms of ZE technology to meet the needs of different movements of goods, such as long-haul drayage, by Class 8 trucks.

The Goods Movement Planning unit is currently procuring professional services to advance the LA County Goods Movement Strategic Plan five key initiatives, including the Countywide Clean Truck Initiative. The proposed scope of work for these services includes a comprehensive evaluation of available heavy duty truck Zero-Emission technologies. Staff will coordinate this work with our partners at EPA, CARB, SCAQMD, and CalStart to develop a full response to Director Najarian's request. Staff estimates this report will be available in September 2022.

Federal Advocacy

The Infrastructure Investment and Jobs Act (P.L. 117- 58) signed into law by President Biden on November 15, 2021, provides funding for a variety of programs that could be used to fund the I-710 South Corridor Clean Truck Program. These programs include but are not limited to, the INFRA grant program, the RAISE grant program, and more than \$30 billion in grant funding for the deployment of electric and other clean vehicles and infrastructure to be administered by the U.S. Departments of Transportation (USDOT) and Energy (DOE). At present, the USDOT and other Executive Branch agencies are in the process of issuing Notices of Funding Opportunity (NOFO) that outline the specific parameters being used to issue grants to applicants from across the nation. As these NOFOs are published in the Federal Register, our agency will have the ability to understand which grant program is best suited to provide funding for the 710 CTP.

At the direction of Metro's Chief Executive Officer, a TIGER team has been created to work across all agency departments to support the agency's development of a road map on how to seek funding from the new and existing federal grant programs authorized and/or appropriated funding through the

Infrastructure Investment and Jobs Act. Once Metro determines that we are seeking federal funding for a Metro project through a specific grant program - our agency will - consistent with our standard operating procedure - launch an aggressive advocacy effort to ensure that our federal grant application has the highest degree of success possible. This aggressive advocacy effort includes engaging our Board members to directly advocate for a federal grant with federal stakeholders - in both the Legislative and Executive Branches of government. This effort also involves a concentrated effort to secure support from local and regional stakeholders - to transmit their support for a given grant request to the Biden Administration and their federal elected officials in both the House and Senate. NOFOs for federal grant programs that could fund eligible components of the 710 CTP are expected to be issued in mid-February and will continue to be released through the Spring of 2022.

State Advocacy

Metro's state advocacy team is continuing to aggressively advocate for clean fuel vehicle funding as identified in the Golden Opportunity Package recommended by the Board of Directors. The Governor's budget proposal contains significant amounts of funding for heavy-duty clean fuel vehicles including buses and trucks. We are continuing to advocate that the California Air Resources Board and the California Energy Commission should prioritize funding trucks in the I-710 South Corridor.

However, the actual structure of Metro's 710 CTP is still being developed by the 710 Task Force as of the writing of this report. Advocacy for that program will begin once its details are in place so that staff can communicate its structure--including funding structure, participant criteria, and performance requirements amongst other issues. Once the final structure of the Metro 710 CTP is approved by the Board (following action by the 710 Task Force to submit recommendations to the Board), we will engage in appropriate and aggressive advocacy to support that program.

EQUITY PLATFORM

Metro is working to center equity in all future decision-making, budget allocation, and community engagement activities for the Project(s) developed by the 710 Task Force along the I-710 South Corridor. Through the task force process, staff is currently working with stakeholders, including residents most impacted by potential projects along the corridor who will serve on the new Community Leadership Committee, to collaboratively develop an investment plan to implement priority multimodal projects and programs. One of these programs is the 710 CTP, as prescribed by Motion 16.

The 710 CTP will be vetted by stakeholders and assessed for its ability to support equitable outcomes. Development of the 710 CTP will directly address the pollution, air quality, and public health impacts caused by the operation of thousands of diesel trucks daily within the I-710 South Corridor. The 710 CTP is intended to be a new process independent of the parameters and elements attached to the previous version of this program that served as a programmatic element of the now-suspended I-710 South Corridor project environmental document.

In response to input from community representatives, Metro will engage and include members of the

CLC in the development of the working group recommendations, receive CLC review of the recommendations prior to consideration by the Task Force, and will consider re-naming the working group to reflect the Zero-Emission focus as directed by Motion 16 and requested by community stakeholders.

The 710 Task Force and its attendant working groups and Community Leadership Committee (composed entirely of local stakeholders from the corridor) will promote community-driven conversations to ensure an equitable decision-making process as the Task Force develops the vision and goals, creates multimodal strategies, and identifies priority projects and programs for the I-710 South Corridor to be brought to the Metro Board for consideration.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the I-710 South Corridor stakeholders through 710 Task Force meetings and Clean Truck Working Group meetings is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 4: Transform LA County through regional collaboration and national leadership.

Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

The 710 Task Force and Clean Truck Working Group will continue to work to define the 710 CTP and its associated investment and implementation plan to accelerate the deployment of ZE Heavy-Duty Class 8 trucks and infrastructure along the I-710 South Corridor.

The next meeting of the 710 Task Force Clean Truck Working Group will be on March 22, 2022.

Once the 710 Task Force approves a set of recommendations for the 710 CTP, staff will present those recommendations to the Metro Board for consideration.

As requested in Motion 16, Metro staff will report back on further updates during the May 2022 Board cycle.

ATTACHMENTS

Attachment A - Substitute Motion by Directors Hahn and Dutra, October 2021
(Item 16, Legistar # [2021-0708](#))

Attachment B - 710 Task Force Study Area

Attachment C - 710 Task Force Roster

Attachment D - 710 Task Force Joint Letter of Support for SB 671 prioritization

Attachment E - SCAQMD Presentation to January 2022 710 Task Force Clean Truck Working Group

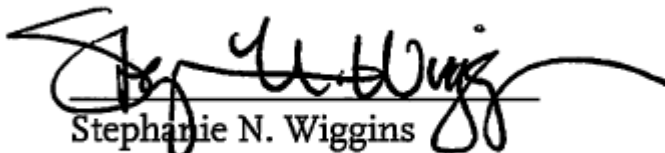
Prepared by: Dan Lamere, Transportation Associate, Countywide Planning & Development, (213) 922-4946

Akiko Yamagami, Manager, Transportation Planning, Countywide Planning & Development, (213) 547-4305

Michael Cano, EO (Interim), Countywide Planning & Development, (213) 418-3010

Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

File #: 2021-0708, File Type: Motion / Motion Response

Agenda Number: 16.

**REGULAR BOARD MEETING
OCTOBER 28, 2021****Motion by:****DIRECTORS HAHN AND DUTRA**

Substitute Motion - 710 South Clean Truck Program

Communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions from heavy duty trucks. Diesel particulate matter is the single-largest contributor to air toxics cancer risk in the South Coast Air Quality Management District (AQMD) region, with Southeast Los Angeles communities having even higher air toxics cancer risk than the overall region.

In April 2020, the Metro Board of Directors committed \$50 million of Measure R funding from the I-710 South Corridor Project to advance deployment of a "710 South Clean Truck Program," contingent upon a Record of Decision issued by the Federal Highway Administration for the I-710 South Corridor Project.

In January 2021, the Board approved the 2021 LA County Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority.

In May 2021, the Board suspended further work on the I-710 South Corridor Project EIR/EIS and asked Metro staff to reconsider Project components. As a result, Metro staff created a new I-710 South Task Force, including representatives of corridor cities, community-based organizations, goods movement stakeholders, and the Ports of Los Angeles and Long Beach.

Both the Federal and State governments have been moving aggressively to provide funding for the deployment of Zero Emissions trucks. Further, the Ports are pursuing a clean trucks program, and AQMD is implementing a new battery electric truck program.

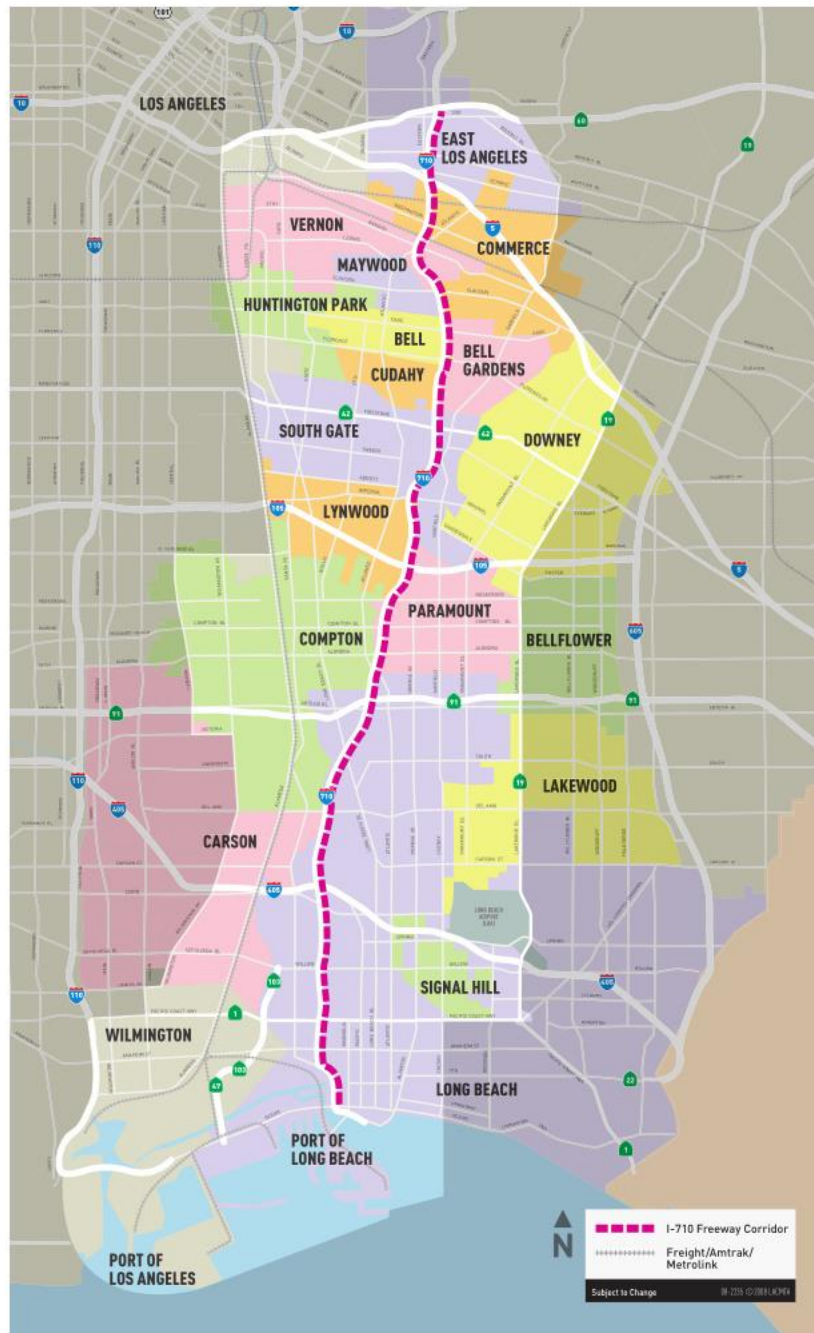
SUBJECT: SUBSTITUTE MOTION - 710 SOUTH CLEAN TRUCK PROGRAM**RECOMMENDATION**

APPROVE Motion by Directors Hahn and Dutra that directs the CEO to take the following actions:

- A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
- B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
- C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget.
- D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.

710 Task Force Study Area

I-710 Corridor Project EIR/EIS



710 Task Force Membership

| CBO'S, ENVIRONMENTAL, ADVOCACY GROUPS & COMMUNITY SERVING ORGANIZATIONS | CITIES & GOVERNMENTAL AGENCIES | GOOD MOVEMENT/ TRANSPORTATION/LABOR/ BUSINESS |
|---|---|---|
| Southeast Los Angeles (SELA) Collaborative | County of Los Angeles Supervisorial District 1 | METRANS Transportation Consortium |
| East Yard Communities for Environmental Justice (EYECJ) | County of Los Angeles Supervisorial District 2 | Cal State University, Long Beach Center for International Trade and Transportation (CITT) |
| Communities for a Better Environment (CBE) | County of Los Angeles Supervisorial District 4 | USC Equity Research Institute (ERI) |
| Long Beach Alliance for Children with Asthma (LBACA) | LA County Public Works | LA Unified School District (LAUSD) |
| Long Beach Residents Empowered (LBRE) | City of Long Beach | CALSTART |
| Legal Aid Foundation of LA-Long Beach (LAFLA-LB) | City of Los Angeles | International Brotherhood of Teamsters, Local Union 848 |
| Coalition for Clean Air (CCA) | Southern California Association of Governments (SCAG) | LA County Business Federation (BizFed) |
| EarthJustice | Metrolink (Southern California Regional Rail Authority) | Burlington Northern Santa Fe (BNSF) Railway |
| National Resources Defense Council (NRDC) | Gateway Cities Council of Governments (GCCOG) | LA Customers Broker & Freight Forwarders Association (LACBFFA) |
| BREATHE LA County (Breathe LA) | City of Bell GCCOG Ad Hoc Committee | Harbor Trucking Association (HTA) |
| The California Endowment (TCE)* | City of Commerce GCCOG Ad Hoc Committee | Union Pacific (UP) Railroad |
| | City of Cudahy GCCOG Ad Hoc Committee | Pacific Merchant Shipping Association (PMSA) |
| | Alameda Corridor Transportation Authority (ACTA) | Total Transportation Services, Inc. (TTSI) |
| | Long Beach Transit (LBT) | Watson Land Company |
| | Access Services, Inc | International Longshoremen Workers Union (ILWU) |
| | US Environmental Protection Agency (EPA) | |
| | California Air Resources Board (CARB) | |
| | South Coast Air Quality Management District (AQMD) | |
| | LA County Economic Development Corporation (LAEDC) | |
| | Port of Long Beach (POLB) | |
| | Port of Los Angeles (POLA) | |



March 8, 2022

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: 710 Task Force Joint Nomination of I-710 South Corridor for SB 671 Clean Freight Corridor Efficiency Assessment

Dear Mr. Weiss:

The Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans District 7, the Gateway Cities Council of Governments (COG) and the 710 Task Force respectfully and jointly submit the I-710 South Corridor as our collective priority for the Senate Bill (SB) 671 (Gonzalez) Clean Freight Corridor Efficiency Assessment to be conducted by the California Transportation Commission (CTC).

The 710 Task Force comprises approximately 50 stakeholder organizations—from community representatives to regional government, freight industry to air quality regulators, transit operators to regional planners, and public health advocates to research institutions—that have come together to develop a strategic, multimodal Investment Plan for the I-710 South Corridor that will be considered by the Metro Board of Directors upon completion. This Investment Plan is intended to reflect and address the needs of our local communities, many of which are minority and disadvantaged economically, that are adjacent to the I-710 South Freeway and have borne for many years the myriad impacts—including those to public health resulting from

toxic tailpipe emissions, as well as particulate matter (PM) from brake and tire dust—associated with the movement of people and goods through the corridor.

The 710 Task Force members and partners clearly recognize that deploying zero-emission (ZE) heavy duty truck technology and supporting infrastructure within the corridor to displace diesel trucks will play a critical role in reducing harmful health impacts generated by diesel truck technology that disproportionately affect our I-710 South Corridor residents. Over the past year our members have actively supported the deployment of ZE truck technology within the corridor, including the following highlights:

- Last August, the **South Coast Air Quality Management District** (SCAQMD) announced its Joint Electric Truck Scaling Initiative (JETSII), financed by the **California Air Resources Board** (CARB) and the **California Energy Commission** (CEC), that serves as the largest deployment of battery-electric trucks in North America to date.
- Last September, **Metro** and the **COG** issued a joint request to CARB and CEC to establish a meaningful working relationship to address the existing air quality and public health crisis confronting the communities along the I-710 South Corridor
- Last October, the **Metro** Board approved \$50 million in seed funding to support the Task Force’s development of a I-710 South Clean Truck Program that will focus on expediting the delivery of ZE truck technology and infrastructure within the corridor.

The I-710 South Corridor, as defined by the 710 Task Force, includes the I-710 South Freeway between Long Beach and State Route 60, the adjacent communities and major arterial rail and highway transportation system, the Ports of Long Beach and Los Angeles, and the Alameda Corridor. This multimodal corridor serves as the most vital freight corridor in California, directly linking the Ports of Long Beach and Los Angeles—which handle approximately 85% of California’s containerized goods—to major freight intermodal yards, warehouses, transloading centers and logistics hubs that serve regional, statewide and national community and economic needs. The importance of this corridor is highlighted by the ongoing supply chain disruption and port congestion crisis that has impacted the flow of goods to every part of California.

The statewide freight importance of moving goods through the I-710 South Corridor in combination with the urgent need to eliminate disparate health harms to corridor communities that are caused by the operation of diesel trucks to move these same goods makes this freight corridor an excellent priority candidate for the deployment of ZE medium and heavy-duty vehicles, as SB 671 establishes. In addition to seed money and new programs mentioned above, funding from the recently established Clean Truck Fund rate at the Ports of LA and Long Beach may also help deploy ZE heavy duty trucks along the I-710 South Corridor, creating another opportunity for state and federal funds to leverage local investment and make ZE solutions a priority for the region.

Metro, Caltrans District 7, the Gateway Cities Council of Governments and the 710 Task Force appreciate this opportunity to work with you, your staff and the Commissioners to support the

expedited deployment of ZE truck technology and infrastructure along the I-710 South Corridor through this SB 671 process and other CTC discretionary grant programs. We have greatly appreciated our ongoing partnership with the CTC in securing new transportation funding sources (such as SB 1) and delivering vital projects to improve the movement of people and goods throughout LA County's multimodal transportation network. As part of this ongoing partnership, we ask that efforts like the Clean Freight Corridor Efficiency Assessment prioritize consultation and collaboration with community members and stakeholders to effectively address these disproportionate impacts and ensure resources and benefits like clean air and permanent jobs are distributed equitably. Developing relationships with community members and environmental justice advocates takes time and effort, but if done well will result in a comprehensive Assessment that considers the full impacts of freight on surrounding communities and supports a community-centered vision for the future. It's crucial that the California Transportation Commission (CTC) build in the time to engage and collaborate with the communities directly impacted by the selected freight corridors well before the December 2023 deadline.

The SB 671 process should also be transparent and accessible to community members and stakeholders. The CTC should provide more information about how the SB 671 Assessment will be developed, where community members can go to get more information, and what their community engagement process will be. The CTC's community engagement strategy should not focus on the California Freight Advisory Committee public meetings, which are highly technical spaces and inaccessible to many community members, particularly those who speak a language other than English. A clear process for how community members can engage over the next two years as the CTC develops its Clean Freight Corridor Assessment is an important first step to ensuring that the CTC's recommendations are informed by the lived experiences and priorities of the surrounding communities.

If you have any questions about this request or the 710 Task Force, please do not hesitate to contact Michael Cano, Executive Officer, at canom@metro.net

With great appreciation,



Attachments:

710 Task Force Membership
Joint Metro and Gateway COG letter to CARB and CEC

CC: Lee Ann Eager, Chair, California Transportation Commission
Members of the California Transportation Commission
Hannah Walter, Associate Deputy Director, California Transportation Commission
Metro Board of Directors
710 Task Force Members and Partners

South Coast AQMD Regional Air Quality and Call to Action

*I710 Clean Truck Working Group
January 25, 2022*





OVERVIEW

- Our regions suffer from some of the worst air quality in the country
- Heavy Duty trucks are the largest source of smog-forming emissions
- The technology for trucks over 90% cleaner than current trucks is available and cost-effective
- Delaying deployment is causing significant health impacts

BACKGROUND



~17 Million People

Our jurisdiction
would be 5th
largest state after
New York.



Environmental Justice

Nearly 67% of CA
EJ population lives
in South Coast
region.



Economy

CA's economy is 5th
largest in the world.
Southern CA Ports
are the gateway to
the nation.



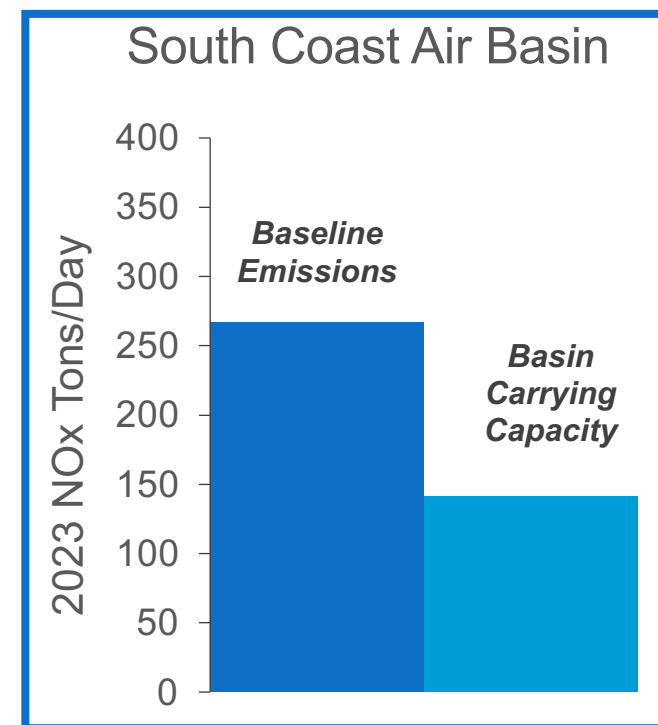
Climate

Year-round fire
season, drought, and
heat-waves impact
air quality, public
health and the
economy.

South Coast AQMD Attainment Challenges

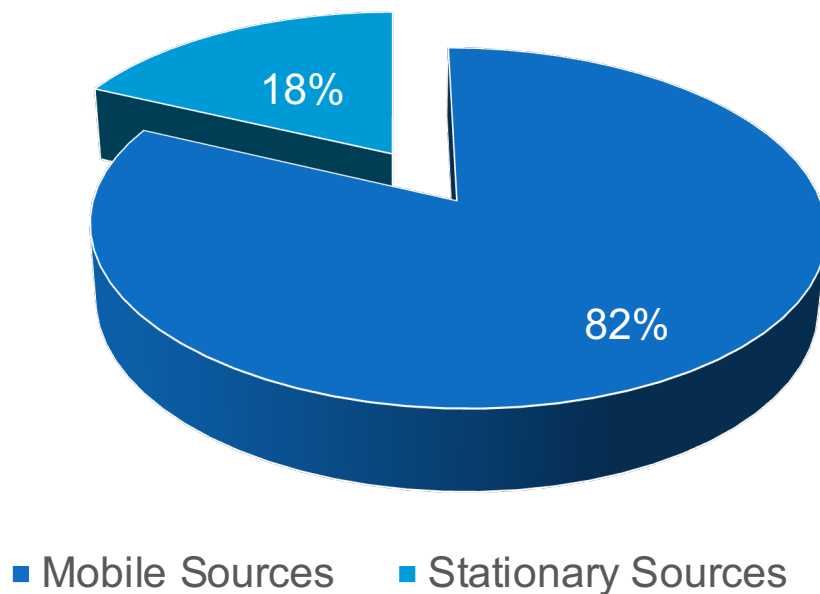
- Upcoming Attainment Deadlines

| Standard* | Concentration | Latest Attainment Year |
|-------------------|-----------------------------|------------------------|
| 2015 8-hr Ozone | 70 ppb | 2037 |
| 2008 8-hr Ozone | 75 ppb | 2031 |
| 1997 8-hr Ozone | 80 ppb | 2023 |
| 1979 1-hr Ozone | 120 ppb | 2022 |
| 2012 Annual PM2.5 | 12 $\mu\text{g}/\text{m}^3$ | 2025 |
| 2006 24-hr PM2.5 | 35 $\mu\text{g}/\text{m}^3$ | 2019 |

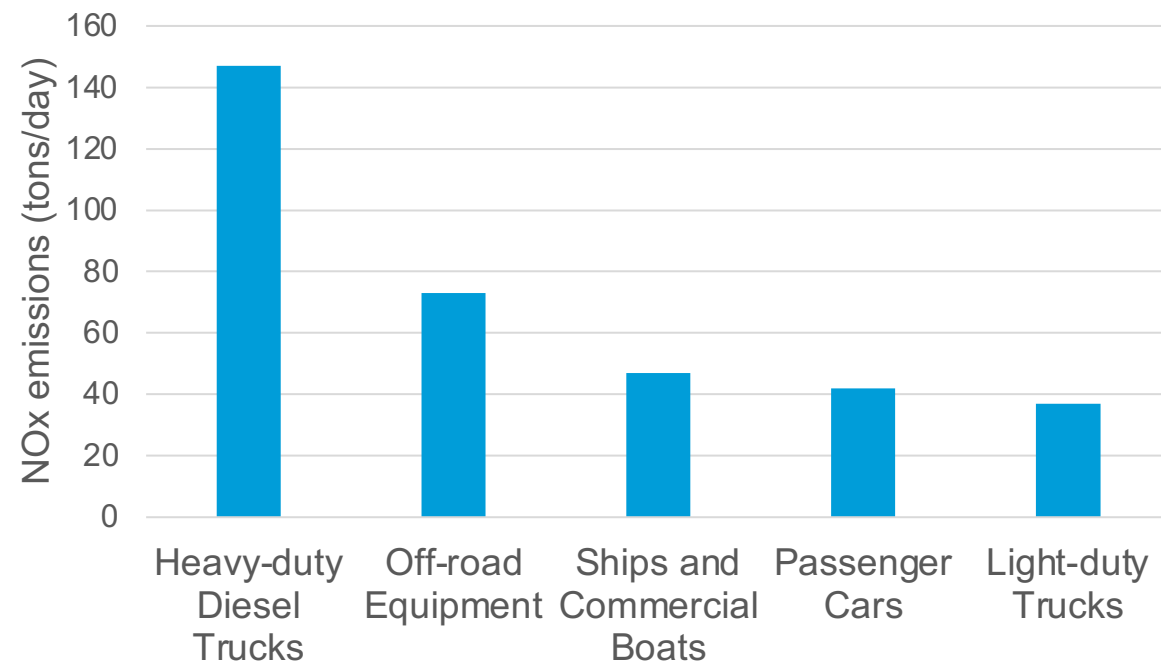


ADDRESSING TRUCK EMISSIONS are CRITICAL to ACHIEVING AIR QUALITY GOALS

2019 NOx Emissions



Top Sources of NOx in South Coast AQMD



Transition to zero and near-zero emission technologies is essential to meeting air quality goals

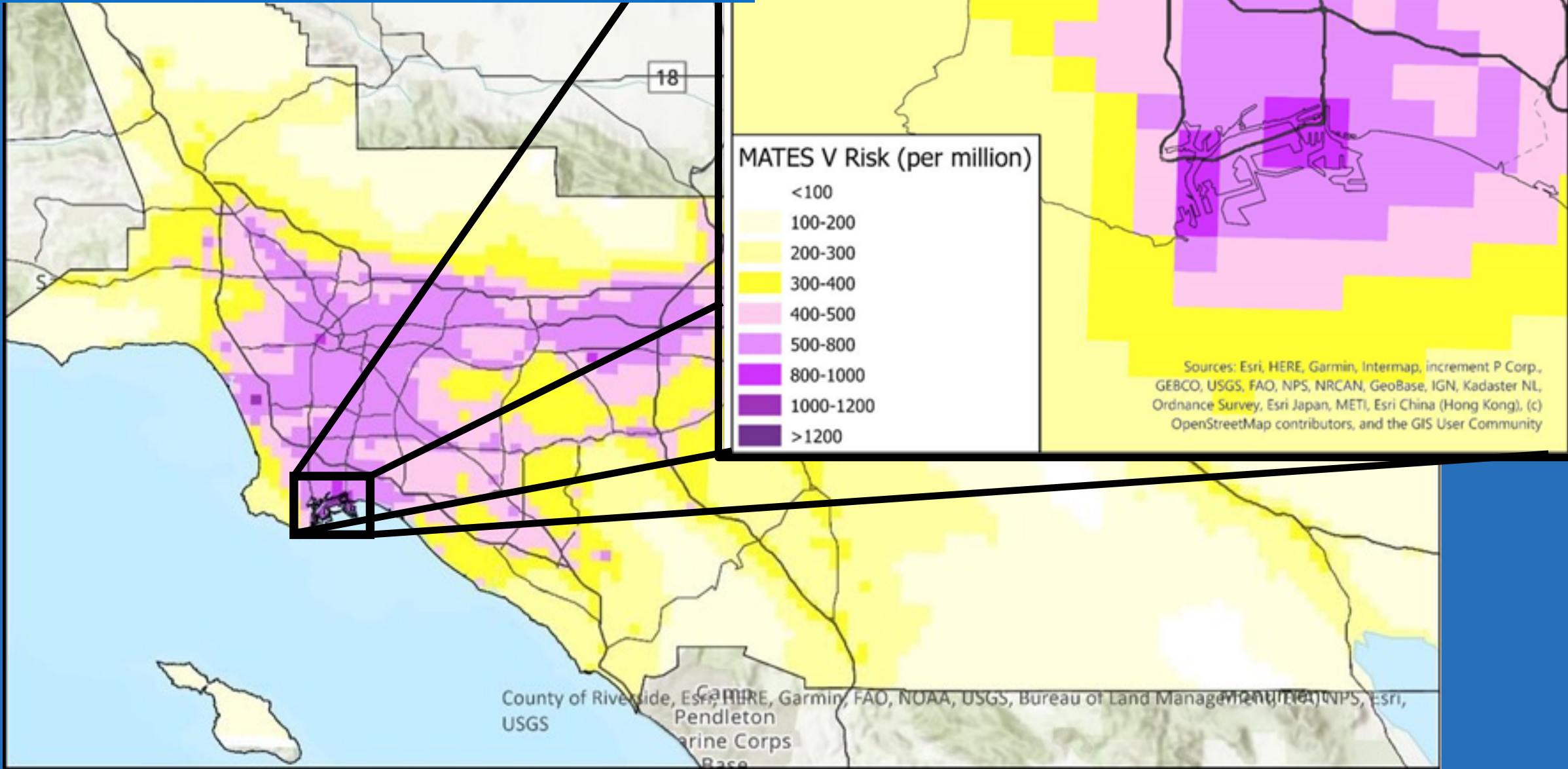
COSTS OF NOT MEETING CLEAN AIR ACT REQUIREMENTS:

NEED FOR REVISED NO_x EMISSION STANDARD FOR HEAVY-DUTY TRUCKS

1. Continued poor air quality for our residents
 - Premature death, higher hospitalization rates, increased asthma, more severe asthma attacks
 - Tens of billions of dollars per year in monetized health impacts
 - Impact is greater in environmental justice communities
2. Potentially millions of dollars in extra costs on major sources every year
3. Potentially billions of dollars in lost transportation revenue affecting tens of billions of dollars in projects
4. Potentially significant curtailing of economic activity



Multiple Air Toxics Exposure Study (MATES V)

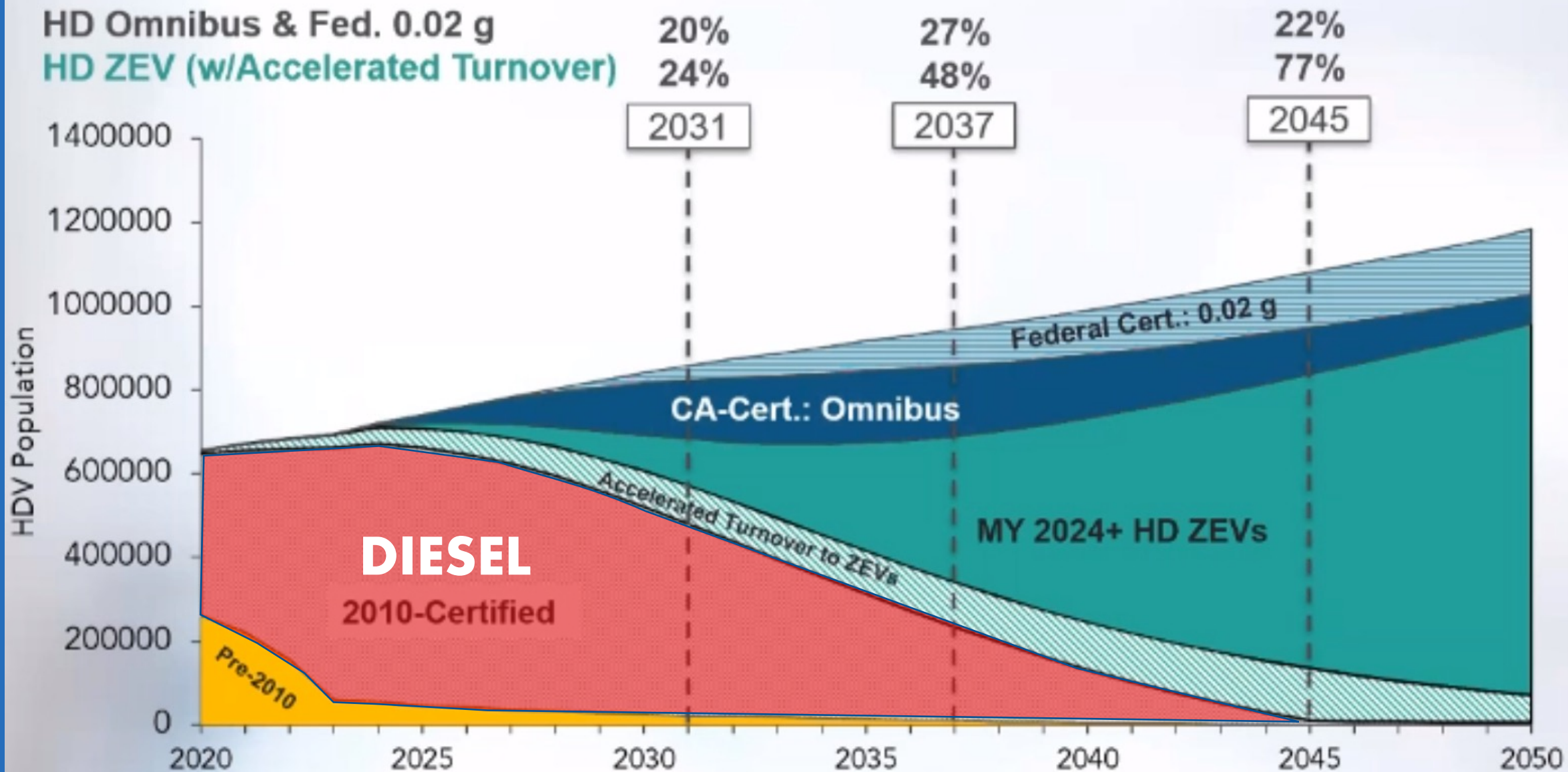


STATE OF TECHNOLOGY

- South Coast AQMD leading efforts to commercialize heavy-duty, class 8 Zero Emission Trucks – Volvo, Daimler, Petebilt, Kenworth, BYD
- Scale of Zero Emission Truck commercialization is in infancy



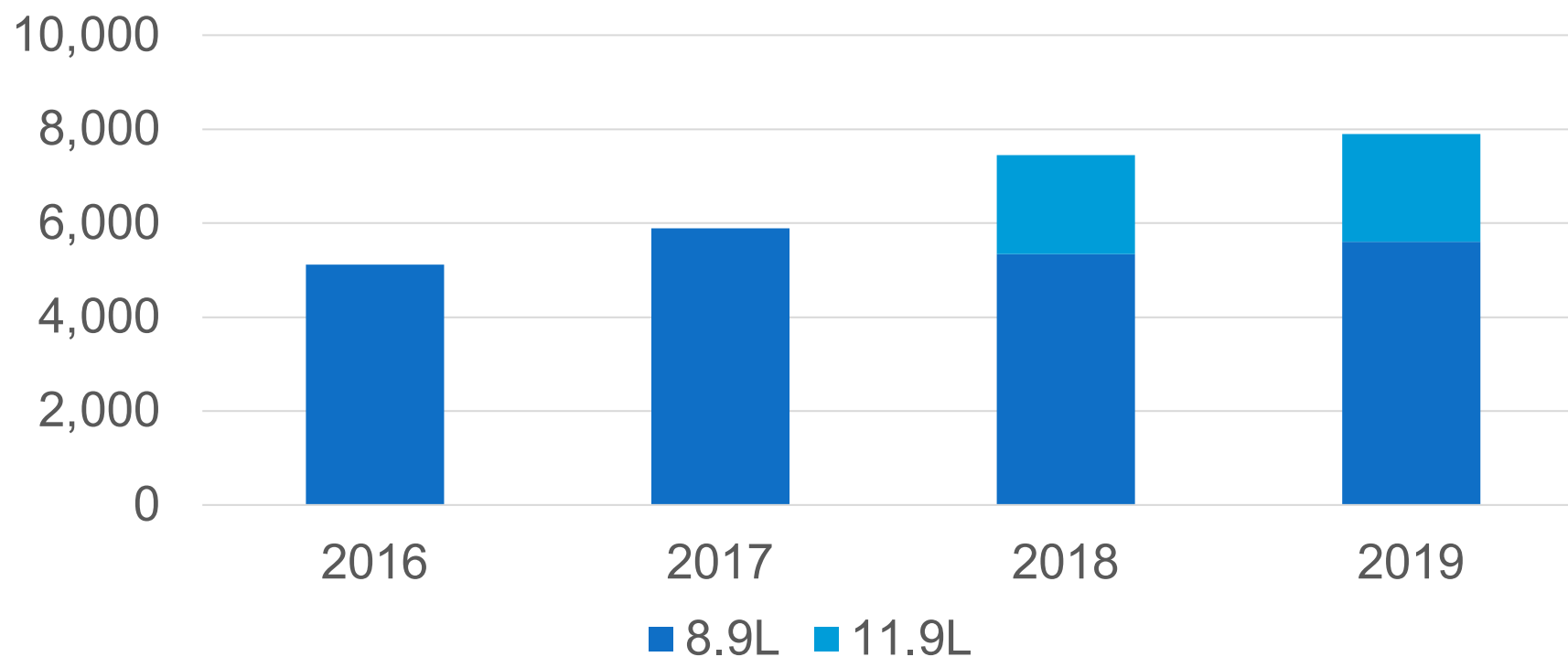
On-Road Heavy-Duty Scenario





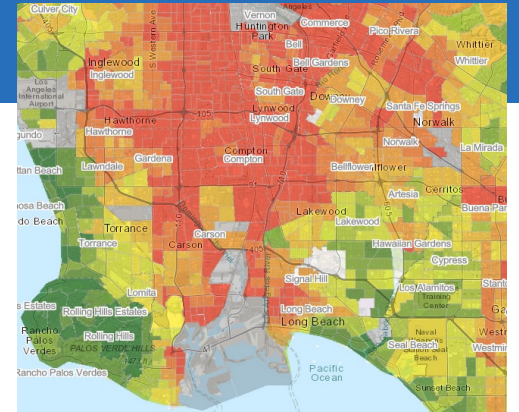
NEAR-ZERO ENGINES

- 8.9L engine certified at 0.02 g/bhp-hr NOx in 2016
- 12L engine certified at 0.02 g/bhp-hr NOx in 2018



SUMMARY

- Diesel emissions from trucks represent a significant on-going health concern, especially in disadvantaged communities
- South Coast AQMD is leading the state and nation in commercializing Zero Emission class 8 trucks
- The scale to commercialize and adopt ZETs (incl. infrastructure) is not on pace to meet our air quality goals
- NZE offers near-term, lower cost emission reductions



710 South Clean Truck Program Update

Planning & Programming Committee

March 16, 2022



We're developing a new vision for the 710 corridor.

710 TASK FORCE



Metro

Background: I-710 South Clean Truck Program

- > **May 2021:** Board action to suspend all work related to the original I-710 South Corridor Project EIR/EIS
- > **September 2021:** 710 Task Force established by Metro and Caltrans District 7 to re-engage stakeholders
- > **October 2021:** Motion 16 (Legistar # 2021-0708) by Directors Hahn and Dutra directed the CEO to take the following actions:
 - A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
 - B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
 - C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget,
 - D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero-Emission goods movement objectives along the I-710 South Corridor.
- > **November 2021:** Clean Truck Working Group established within the 710 South Task Force

Clean Truck Working Group – Goals and Membership

> **Goals of the working group:**

- Develop the 710 South Clean Truck Program as part of the 710 South Task Force's overall Investment Plan
- Focus exclusively on Zero-Emission technologies, as directed by the Board via Motion 16

> **Membership of the working group includes:**

- Community-based organizations
- Trucking and logistics industry
- Ports of Los Angeles and Long Beach
- Academia and research groups
- Utilities
- Zero-Emission technology advocates
- Environmental Protection Agency (EPA)
- California Air Resources Board (CARB)
- South Coast Air Quality Management District (SCAQMD)
- Gateway Cities Council of Governments
- Caltrans

Clean Truck Working Group – Updates

> Meetings to-date:

- November 29, 2021 / January 25, 2022 / February 24, 2022

> Next meetings:

- Zero-Emission Truck Working Group: Tuesday, March 22, 2022
- Task Force Meeting #7: Monday, April 11, 2022 (5-7:30 pm)

> As requested in Motion 16, Metro staff will report back on further updates during the **May 2022** Board cycle

> Topics reviewed and discussed:

- Goals and objectives for the 710 South Clean Truck Program
- Industry perspectives and the role of stakeholders in the 710 South Task Force
- Air quality and environmental justice challenges and opportunities in the corridor
- The state of clean truck technology and efforts to accelerate the commercialization of ZE Class 8 trucks
- Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure funding opportunities
- Strategies to leverage Metro's \$50 million in seed funding at the state and federal level
- Request to re-name group as the **Zero-Emission Truck Working Group** to align with Board motion

Clean Truck Working Group – Funding Opportunities

> **Governor's Budget Proposal**

- \$6.1 Billion for ZE Vehicle related activities overall
- **New funding program: ZEV Fueling Infrastructure Grants**
 - \$600 Million over 4 years
 - EV charging infrastructure; prioritize fast-charging infrastructure

> **SB-1 Trade Corridor Enhancement Program**

- \$300 Million per year + apportionment to California from federal IIJA (FAST Act successor)
- ZE Infrastructure is eligible and desired; ZE subsidies for rolling stock ineligible (Article XIX)

> **CARB HVIP**

- ZE truck and bus subsidy focused – \$46 Million of \$197 Million available March 30th for Class 8 trucks

> **CA Energy Commission (CEC)**

- Infrastructure-focused -- \$1.4 Billion plan to build out ZEV infrastructure (2021-23)

> **Federal Programs: IIJA/BIL, INFRA, etc.**

- Infrastructure-focused

Development of the 710 Clean Truck Program

Options emerging for use of \$50 million:

> **Focus on ZE Infrastructure only**

- Will require a strong community outreach component to plan, site and implement ZE infrastructure
- Work with current pilot programs / early adopters
- Will need fast-tracked Regional ZE infrastructure planning for Metro/Caltrans
 - Partner with SCAG, AQMD, LACI, Communities, etc.
- Many opportunities for Metro to leverage \$50 million many times over – TCEP, IIJA, CARB, CEC

> **Focus primarily on ZE Infrastructure with some targeted subsidy funding**

- Targeted subsidy funding will need to layer on top of other funding sources (Ports, AQMD, CARB, etc.)
- What will be the focus? Small Business, Independent Owners/Operators in corridor, etc.?

> **Focus primarily on subsidy funding for ZE truck purchases/leases**

- Need a strong business case as subsidy need per ZE truck is extremely expensive in near term
 - Also, dependent upon access to ZE infrastructure for charging/fueling.

Development of the 710 Clean Truck Program

Other elements to consider:

- Drayage segmentation to create near-to-long term strategies for ZE deployment
- Consideration of Metro's role and opportunity in relation to other agencies and partners in the region
- Tax and incentive funding barriers to adoption
- Workforce development linked to I-710 S Corridor Communities
- Truck parking + ZE charging/fueling infrastructure
- Pilot programs to battle entrained particulate matter generation
- Vegetation and other truck emission mitigations
- Technology / Innovation applications to reduce Truck VMT / idling

Thank you



Board Report

File #: 2022-0046, File Type: Motion / Motion Response

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2022

SUBJECT: RESPONSE TO MOTION ON IMPROVED MOBILITY THROUGH HIGH- SPEED RAIL PROJECTS IN LOS ANGELES COUNTY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on improved mobility through high-speed rail projects in Los Angeles County in response to Board Motion 46.

ISSUE

At the December 2, 2021, meeting the Metro Board of Directors adopted Motion 46 (Attachment A) presented by Directors Barger, Najarian, and Solis, identifying directives to staff regarding improved mobility through strategic high-speed rail investments. This report provides an update on the progress of the directives in the motion.

BACKGROUND

Motion 46 intends to better position Los Angeles County to compete for State surplus funds and Federal infrastructure funding for high-speed, inter-city and commuter rail projects, which will increase mobility options for residents of the greater Los Angeles region. This motion includes efforts to identify and prioritize key high-speed rail early action projects plus transformational and strategic projects to significantly increase speed, capacity, and reliability along the Metrolink commuter rail system.

DISCUSSION

Motion #46 identified the following directives (A-F):

A. Reaffirm the importance of the partnership with the California High Speed Rail Authority for the delivery of the Link Union Station (Link US) project and urge continued dialogue for release of the \$423 million in state funding.

Status: The Link US project will provide up to two platforms and four run-thru tracks at Los Angeles Union Station to enhance Metrolink and LOSSAN rail service. On April 21, 2020, the California High Speed Rail Authority (CHSRA) Board approved the funding plan for Phase A of the project, thus

authorizing the CHSRA CEO to negotiate a Project Management Funding Agreement (PMFA) with Metro. Staff is now working with CHSRA to complete the PMFA. The CHSRA is targeting their Board meeting in March 2022 for approval, pending staff-level agreement on the language. The release of \$423.335 million for the Link US Project, Phase A plus \$76.665 million for the Rosecrans/Marquardt Grade Separation will fulfill \$500 million in State legislative appropriations for high-speed rail in Los Angeles County.

B. Establish a new agency policy that prioritizes the early delivery of additional, strategic, California High Speed Rail (CHSR) capital projects in Los Angeles County rail corridors that currently serve and/or will one day serve regional and inter-city rail, consistent with the State Rail Plan, if and when new sources of state and federal funding become available, and so long as pursuit of those funding sources would not create competition with established Board transit priorities.

Status: Metro will collaborate with Metrolink to develop a process to apply evaluation criteria for the prioritization of CHSR capital projects in Los Angeles County. These criteria may include project readiness, safety, and mobility benefits, interoperability with commuter and inter-city rail corridors, designation in the Metrolink SCORE program, independent utility, equity, and other measures to be identified by the collaborating agencies. The objective is to develop and maintain a portfolio of prioritized projects that would be eligible and ready for consideration as different grant funding opportunities become available.

Staff has developed a preliminary draft of the Strategic LA County Rail Projects for Early Delivery (Attachment B) with input from Metrolink, CHSRA, and Amtrak. This list includes projects aligned with Metrolink and Amtrak objectives, the CHSRA project, the High Desert Corridor JPA, and Multimodal considerations.

C. Amend the Board's state legislative program to include advocacy and support for a new dedicated funding program for the early delivery of strategic CHSR capital projects in Los Angeles County that would help realize the goals of the State Rail Plan and Metrolink's SCORE program, facilitating improved efficiency, speed, frequency and safety for existing and future inter-city and regional rail service.

Status: Metro Government Relations have incorporated advocacy for commuter and high-speed rail projects into both the federal and state legislative programs. The Board approved the legislative program at its December 2021 meeting. Now that the federal infrastructure bill has passed, the focus of our advocacy turns to supporting the eventual grant applications submitted by our Planning Department. Government Relations coordinates closely with the Planning Department on all grant submissions to ensure our advocacy aligns with Planning efforts. In addition, the CEO has implemented a TIGER team to ensure that the agency is well-positioned to secure proportionate funding from federal grant opportunities.

D. Work with agencies who provided lists of projects in the May 2019 report back on the Board's Readiness for High-Speed Rail motion to update the status and estimated costs of those projects.

Status: In May 2019 staff provided to the Metro Board a list of 13 capital projects expected to significantly improve safety, speed, and reliability along the Metrolink Antelope Valley Line (AVL) and

provide capacity for more frequent AVL service. In October 2019 the North County Transit Coalition approved the use of \$113.8 million in Measure M Transit Connectivity funds as the local match for environmental, design, and construction of four AVL projects: 1) Brighton to Roxford Double Track (segment 1); 2) Balboa Double Track Extension; 3) Canyon Siding Extension, and 4) Lancaster Terminal Improvements.

This funding commitment supported Metro's successful State Transit and Intercity Rail Capital Program application for the AVL, which in April 2020 was awarded the full \$107 million requested to complete the funding required to construct these four capital projects. In total, \$220.8 million has been programmed to complete the environmental, design, and construction of these four important capital projects on the Metrolink AVL which will lead to 30-minute service to Santa Clarita and hourly service to Palmdale. The remaining AVL projects from the May 2019 list are identified on the Strategic LA County Rail Projects for Early Delivery List (Attachment B). Metro has coordinated closely with SCRRA on the Metrolink projects, and the projects have received updated cost estimates (Attachment C).

E. Identify a strategic list of CHSR capital projects, including but not limited to the updates above, that would benefit regional and inter-city rail in L.A. County by realizing immediate and transformative efficiency, speed, frequency, and safety improvements and that are consistent with the State Rail Plan and Metrolink's SCORE Program.

Status: As discussed earlier, Attachment B represents the set of projects collectively identified by the four agencies (CHSR, SCRRA, LOSSAN, and Metro) for prioritization and future funding. The list includes CHSR projects in Los Angeles County, including the LAUS - Anaheim Segment. These projects will benefit the Metrolink commuter rail and Los Angeles - San Diego - San Luis Obispo (LOSSAN) inter-city (Amtrak) rail corridors. Metro has coordinated closely with CHSR staff to identify the independent utility and benefit of these projects, and cost estimates have been updated (Attachment C).

Staff developed a preliminary list of transformational projects (Attachment D) that could provide immediate and measurable improvements to the speed, safety, frequency, and reliability of Metrolink service throughout LA County along planned HSR corridors.

This list of Transformational LA County Rail Projects was selected based upon the projects' substantial improvement to future operating service scenarios for Metrolink, Amtrak and CAHSR that overlap on LA County's Regional Rail system. Also included in this list is Metro's LA County Transportation Technology Center of Excellence and Proving Ground, which provides a vital labor and educational dimension to LA County's overall investment strategy in its regional rail system.

The Transformational LA County Rail Project list comprises the following projects:

- Major Metrolink Upgrade Package to reach Service Scenario 4
 - Acton Downtown Double Track
 - Brighton to Roxford Double Track (Segments 2-4)
 - Via Princessa to Honby Double Track
 - Saugus to Hood Double Track
 - Vista Canyon Multimodal Maintenance Facility

- Burbank to Los Angeles Third Track
- Lone Hill to White Double Track
- Pioneer Boulevard Grade Separation
- Strategic / Value Engineered Tunneling (Palmdale - Santa Clarita)
- LA County Transportation Technology Center of Excellence and Proving Ground

F. Lead an advocacy effort with the L.A. County state legislative delegation and appropriate state and local agencies, to align with upcoming state budget deliberations, that includes:

1. Promotion of the strategic list of CHSR projects and the need for a new source of funds for these efforts, separate from Prop 1A, and not competitive with other statewide funding programs for transit.
2. A state commitment to rapidly fund advanced engineering and design of the Palmdale-to-Burbank, Burbank-to-LAUS, and LAUS-to-Anaheim CHSR segments, and inclusion therein of options for early implementation of the strategic CHSR projects list identified in response to this motion.

Status: At the State level, staff worked with the Board to submit the Golden Opportunity Package to the Los Angeles County Legislative Delegation. This bold and aggressive package recommends that the Legislature allocate \$16.5 billion of the budget surplus to transportation infrastructure. The package includes a recommendation that the State fund projects pursuant to the motion and create an ongoing funding program for these projects. The Golden Opportunity Package has also been endorsed by the Councils of Governments in Los Angeles County representing the 88 cities in Los Angeles County. Metro has been and will continue to coordinate with the COGs on advocacy efforts in Sacramento.

Staff has also been working with the Los Angeles County legislative delegation to support both the request for funding from the surplus and ongoing funding for these types of projects. As of the drafting of this report, we are working with members to support both the current year budget request and to author legislation creating an ongoing funding program.

An existing program, the State Rail Assistance Account could be an excellent candidate to allocate funds for the types of projects identified in this report. The program was established by SB 1 and is supported by commuter and intercity rail operators in California. The program is currently funded by 0.5% of the diesel sales tax that was approved by SB 1. As the state budget legislature continues to consider the state budget, we will continue to advocate for an allocation of surplus funds to this program consistent with the Golden Opportunity Package.

The motion also directs the agency to pursue an ongoing funding stream for these programs which does not compete with other public transit funds. This presents essentially two options. The first is to increase a tax to provide new revenue. The second is to transfer an existing funding source to this program. As mentioned above the current State Rail Assistance Program is funded with the 0.5% sales tax on diesel fuel. The Board could support an increase in that tax to pay for these projects.

Alternatively, the Board could support transferring another, non-transit, fund source. The range of options here is limited and inevitably involves taking funds away from another program. One possible source of funds is the portion of cap and trade funds which is currently not dedicated to

existing programs. These funds are subject to appropriation by the Legislature.

To further develop an ongoing funding program Metro Government Relations will explore possible funding sources for such a program and is reaching out to other rail agencies in the State to form a coalition of support for both the current year budget request and for the ongoing funding program.

EQUITY PLATFORM

Advancing the implementation of key railroad projects to improve Metrolink service speeds, reliability and connectivity will provide enhanced transit opportunities for members of Equity Focused Communities (EFCs) along Metrolink's Antelope Valley and San Bernardino Lines to access employment, education, healthcare, and recreation. Additionally, improved Metrolink service will provide greater opportunity for commuters to make the modal shift from driving through impacted communities to taking transit, thus improving safety, mobility, and air quality for residents in EFCs adjacent to freeway facilities.

The way these projects are designed and implemented will require community engagement to ensure that additional service levels on existing right-of-way, as well as potential construction impacts, are understood by local disadvantaged communities to help prevent disparities and provide benefits. The nature of regional rail investments creates dislocated benefits for more distant communities and impacts for communities along the corridor where projects and increased train volumes are felt.

Metro will seek opportunities to engage local communities to understand these equity issues prior as part of its process to work with local stakeholders in support of better transit opportunities for all LA County residents. Finally, as Metro prioritizes the capital projects, evaluation criteria will be developed which will include equity and benefits to disadvantaged communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

- Goal 1.2: Improve LA County'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 Board could consider not preparing a strategic early delivery and transformational list of Metrolink-related projects for LA County. Staff does not recommend this action as the influx of funding made available through state and federal sources may provide one-time funding opportunities for strategic projects that can improve service on LA County's Metrolink corridors.

NEXT STEPS

Upon receiving Board input staff will meet with Metrolink and necessary regional partners to finalize the strategic early delivery and transformational projects list and develop a more detailed advocacy strategy to identify and secure funding for these projects.

ATTACHMENTS

Attachment A - Metro Board Motion #46 - December 2021

Attachment B - List of Strategic LA County Rail Projects for Early Delivery

Attachment C - Strategic Early Delivery Project List Updated Cost Estimates

Attachment D - Transformational LA County Rail Projects

Prepared by:

Jay Fuhrman, Manager, Countywide Planning & Development, (213) 541-4381

Michael Turner, DEO, Government Relations, (213) 922-2122

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

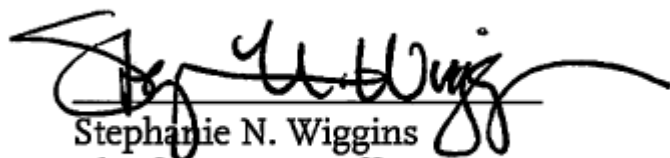
Michael Cano, EO (interim), Countywide Planning &- Development, (213) 418-3010

Jeanet Owens, SEO, Project Management, (213) 418-3189

David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

File #: 2021-0768, File Type: Motion / Motion Response

Agenda Number: 46.

REGULAR BOARD MEETING
DECEMBER 2, 2021

Motion by:

DIRECTORS BARGER, NAJARIAN, AND SOLIS

Improved Mobility through Strategic High Speed Rail Projects in L.A. County

3.3 million residents and 11.24 million jobs fall within the existing Metrolink Antelope Valley Line (AVL) corridor which serves as the only viable, fixed guideway transit alternative for the 700,000 plus people who reside in North Los Angeles County and the only fixed guideway alternative to one of the most heavily congested corridors in the greater LA region: the I-5 freeway. The vast majority of the corridor is also lined by SB 535 and AB 1550 designated communities.

North Los Angeles County, including the Santa Clarita and Antelope Valleys, continues to project as the area that will witness the county's most significant population growth in the future, as well as employment opportunities. The Antelope Valley, in particular, will continue to provide the most affordable housing development and housing opportunities in the county, and Metro has defined much of the area as an *Equity Focus Community*.

The existing 76-mile long AVL serves eleven cities and communities but is predominantly single track and suffers from additional constraints which limit the capacity, timeliness, efficiency of passenger rail service, and our ability to improve mobility, since it was built upon existing freight rail infrastructure from the early 1900s with a circuitous alignment, along a lengthy canyon setting that includes fully protected species, and dozens of at-grade rail crossings.

Despite those constraints, and the 2-hour plus trip time from Lancaster to Union Station, the AVL averaged approximately 7,000 daily boardings, pre-pandemic, and had experienced sustained month-over-month growth since 2015. A majority of riders choose to leave their car at home; but the AVL also serves the highest percentage of transit-dependent riders in the Metrolink system and includes a "train-to-plane" connection at Hollywood Burbank Airport.

The Metro Board of Directors has recognized the importance of improving the AVL over the past decade and most recently approved a number of capital projects that were fully funded through North LA County Measure M MSP and a TIRCP grant through the state. Completion of these projects alone project to increase daily ridership three-fold, to 22,800, while providing up to 30-minute bi-directional service, and improved reliability and safety. However, we believe that this is only a fraction of what can be achieved.

A significant portion of the proposed California High Speed Rail Project (CHSR) overlays the existing AVL, Orange County and San Bernardino Metrolink alignments and could provide a mechanism to transform these corridors through early, strategic, capital projects that would take millions of cars off our freeways, elevate the most vulnerable, expand our middle class, expedite delivery of key elements in the State Rail Plan, and help reach the state's climate goals. In early 2019, the Metro Board recognized this possibility when it unanimously approved a motion by Directors Barger, Najarian and Krekorian to explore opportunities to deliver early CHSR projects along the AVL. The resulting report back from Metro staff, Metrolink and the California High Speed Rail Authority laid a foundation from which to build a vision but recognized that funding would be a significant challenge.

With the state's record revenue surpluses, the recent passage of a \$1.2 trillion federal infrastructure bill, and the potential passage of the federal reconciliation bill with funding sources that do not compete with local transit priorities, Metro finds itself in a potential once-in-a-lifetime opportunity. Yet, we do not have a coherent countywide plan to capitalize, should these sources materialize.

Furthermore, recent transportation developments in the private sector, through Brightline West and its efforts to connect Las Vegas with Los Angeles, and the anticipated federal approval of the High Desert Corridor rail project bring further urgency and opportunity to revisit and build a plan and advocacy framework from the groundwork laid by the May 2019 report back to the Metro Board.

SUBJECT: IMPROVED MOBILITY THROUGH STRATEGIC HIGH SPEED RAIL PROJECTS IN L.A. COUNTY

RECOMMENDATION

APPROVE Motion by Directors Barger, Najarian, and Solis that the Board of Directors:

- A. Reaffirm the importance of the partnership with the California High Speed Rail Authority for the delivery of the Link Union Station project and urge continued dialogue for release of the \$423 million in state funding;
- B. Establish a new agency policy that prioritizes the early delivery of additional, strategic, California High Speed Rail (CHSR) capital projects in Los Angeles County rail corridors that currently serve and/or will one day serve regional and inter-city rail, consistent with the State Rail Plan, if and when new sources of state and federal funding become available, and so long as pursuit of those funding sources would not create competition with established Board transit priorities;
- C. Amend the Board's state legislative program to include advocacy and support for a new dedicated funding program for the early delivery of strategic CHSR capital projects in Los Angeles County that would help realize the goals of the State Rail Plan and Metrolink's SCORE program, facilitating improved efficiency, speed, frequency and safety for existing and future inter-city and regional rail service;

We further move that the CEO:

- D. Work with agencies who provided lists of projects in the May 2019 report back on the Board's Readiness for High-Speed Rail motion to update the status and estimated costs of those projects;
- E. Identify a strategic list of CHSR capital projects, including but not limited to the updates above, that would benefit regional and inter-city rail in L.A. County by realizing immediate and transformative efficiency, speed, frequency and safety improvements and that are consistent with the State Rail Plan and Metrolink's SCORE Program;
- F. Lead an advocacy effort with the L.A. County state legislative delegation and appropriate state and local agencies, to align with upcoming state budget deliberations, that includes:
 - 1. Promotion of the strategic list of CHSR projects and the need for a new source of funds for these efforts, separate from Prop 1A, and not competitive with other statewide funding programs for transit;
 - 2. A state commitment to rapidly fund advanced engineering and design of the Palmdale-to-Burbank, Burbank-to-LAUS, and LAUS-to-Anaheim CHSR segments, and inclusion therein of options for early implementation of the strategic CHSR projects list identified in response to this motion; and,
- G. Report back to the Board in 60 days with a progress update.

Strategic LA County Rail Projects for Early Delivery

| Metrolink Projects | |
|---|--|
| Acton Downtown Double Track | Tunnel 25 / Second Tunnel |
| Metrolink State of Good Repair Burbank Junction to LAUS/East and West Bank (consolidated) | Valley Culverts (between Palmdale & CP Soledad) |
| Ravenna – Agua Dulce Double Track | Valley Rail & Ties (between Palmdale & CP Soledad) |
| Saugus – Hood Double Track | Valley Signal Rehab |
| Sylmar Station Improvements (East SFV LRT Enabling Turnback Facility) | Via Princessa to Honby Double Track |
| Tunnel 25 Track State of Good Repair | Vista Canyon Multimodal Maintenance Facility |

| California High-Speed Rail Authority Projects | |
|--|---|
| Antelope Valley Maintenance Facility | Norwalk Boulevard Grade Separation |
| Avenue K Grade Separation | Palmdale Drainage Improvements |
| Avenue M Grade Separation | Palmdale Multimodal High Speed Rail Transportation Center |
| Chevy Chase Closure with pedestrian bridge / Goodwin Avenue Grade Separation | Pioneer Boulevard Grade Separation |
| Full HSR Tunnel – Palmdale to Burbank Build Alternative | Rancho Vista Grade Separation |
| Glendale Slide Relocation and Colorado Street Bridge Reconstruction | Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita) |
| Grandview / Sonora / Flower Grade Separation | |

ATTACHMENT B

| Multimodal Projects | |
|--|---|
| Brighton to Roxford Double Track (Segments 2-4) | Lancaster Terminal Improvements (Phase 2) |
| Burbank to Los Angeles Third Track | Lone Hill to White Double Track |
| CMF* Modernization, Phase 1 | North CMF Connection and Tail Track |
| CMF Modernization, Phase 2 | Palmdale – Lancaster Double Track |
| Doran Street and Broadway / Brazil (and Salem / Sperry) Grade Separation | * CMF = Central Maintenance Facility |

| Other Projects |
|---|
| High Desert Corridor Preliminary Engineering and Final Design |

Strategic LA County Rail Projects for Early Delivery:
Updated Cost Estimates

As of February 23, 2022

| Metrolink Antelope Valley Line Projects | |
|---|--|
| Project | 2020 Estimated Cost (\$1000s) |
| Acton Downtown Double Track | \$40,200 |
| Metrolink State of Good Repair Burbank Junction to LAUS/East and West Bank (consolidated) | \$25,600 |
| Ravenna – Agua Dulce Double Track | \$65,000 |
| Saugus – Hood Double Track | \$41,600 |
| Sylmar Station Improvements (East SFV LRT Enabling Turnback Facility) | \$29,106 |
| Tunnel 25 Track State of Good Repair | \$15,049 |
| Tunnel 25 / Second Tunnel | \$752,456 |
| Valley Culverts (between Palmdale & CP Soledad) | \$34,034 |
| Valley Rail & Ties (between Palmdale & CP Soledad) | \$31,950 |
| Valley Signal Rehab | \$10,303 |
| Via Princessa to Honby Double Track | \$26,400 |
| Vista Canyon Multimodal Maintenance Facility | \$68,300 |
| TOTAL | \$1,139,998 |

ATTACHMENT C

| California High-Speed Rail Authority Projects | |
|---|----------------------------------|
| Project | 2020 Estimated Cost (\$1000s) |
| Antelope Valley Maintenance Facility | \$200,000 |
| Avenue K Grade Separation | \$85,000 |
| Avenue M Grade Separation | \$150,000 |
| Chevy Chase Closure with pedestrian bridge / Goodwin Avenue Grade Separation | \$85,000 |
| Full HSR Tunnel – Palmdale to Burbank Build Alternative | \$16,800,000 |
| Glendale Slide Relocation and Colorado Street Bridge Reconstruction | \$20,000 |
| Grandview / Sonora / Flower Grade Separation | \$230,000 |
| Norwalk Boulevard Grade Separation | \$331,000 |
| Palmdale Drainage Improvements | \$10,000 |
| Palmdale Multimodal High Speed Rail Transportation Center | \$233,000 |
| Pioneer Boulevard Grade Separation | \$165,000 |
| Rancho Vista Grade Separation | \$85,000 |
| <i>Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita) -- if Full HSR Tunnel is not built</i> | <i>\$8,000,000</i> |
| TOTAL | \$18,394,000* |

**Excludes Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita)*

ATTACHMENT C

| Multimodal / Other Projects | |
|---|----------------------------------|
| Project | 2020 Estimated Cost (\$1000s) |
| Brighton to Roxford Double Track (Segments 2-4) | \$231,700 |
| Burbank to Los Angeles Third Track | \$2,032,000 |
| CMF* Modernization, Phase 1 | \$78,000 |
| CMF Modernization, Phase 2 | \$21,600 |
| Doran Street and Broadway / Brazil (and Salem / Sperry) Grade Separation | \$269,000 |
| High Desert Corridor Preliminary Engineering and Final Design | \$113,000 |
| Lancaster Terminal Improvements (Phase 2) | \$30,100 |
| Lone Hill to White Double Track | \$180,000 |
| North CMF Connection and Tail Track | \$11,638 |
| Palmdale – Lancaster Double Track | \$175,000 |
| TOTAL | \$3,142,038 |

ATTACHMENT D

| Transformational LA County Rail Projects | | |
|---|--|--|
| Project | LA County Rail Corridor | Rationale |
| Major Metrolink Upgrade Package: <ul style="list-style-type: none"> • Acton Downtown Double Track • Brighton to Roxford Double Track (Segments 2-4) • Via Princessa to Honby Double Track • Saugus to Hood Double Track • Vista Canyon Multimodal Maintenance Facility | Antelope Valley Line (AVL) | As a package these projects will allow Metrolink to implement Service Scenario 4 ¹ , which will: <ul style="list-style-type: none"> • Increase service from 26 to 34 weekday round trips • Double the number of Express trips • Add late-night/reverse peak service • Build a maintenance facility for additional rolling stock layover and servicing requirements • Increase reliability • Improve on-time performance • Save up 20 minutes per end-to-end trip |
| Burbank to Los Angeles Third Track | AVL Ventura Co. Line Amtrak (LOSSAN / Surfliner) | <ul style="list-style-type: none"> • Allows for full build out of Metrolink SCORE program • Supports multiple operators in the trunk of the Metrolink Ventura County and Antelope Valley Lines |
| Lone Hill to White Double Track | San Bernardino Line | <ul style="list-style-type: none"> • Key project in San Gabriel Valley that supports improved service on Metrolink's highest ridership line • Will support transit access to 2028 Olympics venue nearby • Allows for 12 community rail/highway crossings to be quiet zone ready |

¹ Service Scenario 4 refers to the scenario found in the Metrolink Antelope Valley Line Study presented to the Board on July 17, 2019 (<https://boardagendas.metro.net/board-report/2019-0429>)

ATTACHMENT D

| | | |
|---|--|--|
| | | <ul style="list-style-type: none"> Consistent with SCORE program which increases service on SBL from 38 to 70 weekday trains plus additional express / evening / reverse off peak service. |
| Pioneer Boulevard Grade Separation | <p>Orange County Line</p> <p>Amtrak (LOSSAN / Surfliner)</p> | <ul style="list-style-type: none"> Highway-rail grade separation project supports safer Amtrak and Metrolink service as independent utility Early action project in support of future HSR service in the LA-to-Anaheim corridor |
| Strategic / Value Engineered Tunneling (Palmdale – Santa Clarita) | Antelope Valley Line | <ul style="list-style-type: none"> Reduces running time on AVL by 20-30 minutes by creating a straight tunnel section that bypasses winding, slow single-track sections All operators (Metrolink, Union Pacific RR and future operators such as Amtrak, Brightline and possibly HSR) could use this tunnel section for their respective service. Serves as a first/interim phase for HSR Palmdale-to-Burbank segment with independent utility |
| LA County Transportation Technology Center of Excellence and Proving Ground | All | <ul style="list-style-type: none"> Reduce cost and accelerate project delivery throughout the Western United States Streamline Research and Development of Advanced Technology Create thousands of high-wage jobs; GEDs through Ph.D.s |

**Item #8: Response to Motion on Improved
Mobility through High-Speed Rail Projects
in LA County**



**Metro Board of Directors
Planning & Programming Committee
March 16, 2022**

Focus of Motion 46 (Barger, Najarian, Solis)

Position Metro and partners to secure funding from new opportunities for regional rail investment to advance projects in HSR-aligned commuter rail corridors

Possible new funding sources:

- State surplus
- New federal programs

Commuter rail corridors:

- Antelope Valley Line/AVL (HSR: Palmdale to LA)
- Orange County Line/OCL (HSR: LA to Anaheim)
- San Bernardino Line/SBL (HSR: LA to IE)

Build upon existing \$107 million in state funding awards (TIRCP) that leveraged \$113.8 million in local North County funding to improve service to Scenario 3 on AVL

Early Delivery HSR / Regional Rail Projects

Metro met with Metrolink, Amtrak and California HSR Authority to meet motion requests by:

- Identifying support for general concept
- Creating an inventory of projects (*Attachment B*)
- Update costs and readiness factors (as of February 2022)

Update: Project Management Funding Agreement (PMFA) will go to the HSR Board in April

Staff will continue to meet with partners to do the following:

- Discuss and develop evaluative criteria (incl. equity) for early delivery projects
- Discuss advocacy measures
- Update costs and readiness factors

Transformational Project List (Proposed)

Goal:

Position LA County to secure new funding for rail service improvements along key corridors

Transformational Project List (*proposed*)

- **Major Metrolink Upgrade Package to reach Service Scenario 4 on the AVL – per prior Metro AVL Feasibility Study**
 - Acton Downtown Double Track
 - Brighton to Roxford Double Track (Segments 2-4)
 - Via Princessa to Honby Double Track
 - Saugus to Hood Double Track
 - Vista Canyon Multimodal Maintenance Facility
- **Burbank to LA Third Track (AVL / VCL / LOSSAN)**
- **Lone Hill to White Double Track (SBL)**
- **Pioneer Boulevard Grade Separation (OCL / LOSSAN)**
- **Strategic / Value Engineered Tunneling between Palmdale – Santa Clarita (AVL)**
- **LA County Transportation Technology Center of Excellence and Proving Ground**

State and Federal Advocacy

1. **A \$16.5B Golden Opportunity Package of investments has been recommended to the State Legislature.**
2. **The Golden Opportunity Package includes a recommendation that the Legislature allocate \$1 billion to these types of projects.**
3. **CEO testimony on High-Speed Rail Business Plan.**
4. **Continued Advocacy in all budget related meetings.**
5. **Opportunities to create an ongoing funding stream.**
6. **Federal advocacy for future grant applications.**

Next Steps

- 1) Work with rail partners to develop appropriate criteria to be used to identify and prioritize LA County projects**
- 2) Continue to develop Federal Infrastructure and State surplus advocacy strategy and identify potential grant opportunities**
- 3) Create materials for advocacy (leave-behinds, etc.) to support advocacy**
- 4) Lead advocacy effort to create a dedicated funding source for next generation HSR-related capital projects aligned with this motion**



Board Report

File #: 2021-0612, **File Type:** Agreement

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2022

SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to extend the existing Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates, LLC, a Delaware limited liability company for the North Hollywood Joint Development Project for an additional 12 months beyond June 2022, with an option to extend another 12 months to June 2024.

ISSUE

Staff recommends the extension of the existing Exclusive Negotiation Agreement and Planning Document (ENA) to facilitate completion of the project entitlements, environmental review, and clearance of the Project under the California Environmental Quality Act (CEQA), and upon satisfaction of CEQA requirements, negotiation of Project transaction documents.

BACKGROUND

The North Hollywood Station (Station) is a regional, multi-modal transportation hub that includes the terminuses of the Metro B Line (Red) and G Line (Orange), two bus layover facilities, and a Metro park-and-ride lot. Adjacent to/surrounding the Station, Metro owns an approximately 15-acre site comprised of four parcels, one easterly and three westerly of Lankershim Boulevard (Site). The Site has arterial and freeway access and extensive public transportation access.

Following a competitive solicitation in 2016 for the joint development of the Site and execution of an ENA thereby in 2017 (as amended and extended in May 2019, December 2019, and June 2021), NOHO Development Associates, LLC, a Delaware limited liability company (Developer) and Metro staff have worked together closely and diligently over the past five years to advance the Project to entitlements and CEQA clearance. The Project design includes a consolidated transit center with 29 bus bays, a new portal into the B Line station, and additional transit amenities. The development program includes 1527 housing units, 311 of which are affordable, 100,000 square feet of retail and restaurant uses nearly 500,000 square feet of office, and an acre of public open space.

DISCUSSION

The Developer has diligently performed its obligations under the ENA including conducting extensive,

on-going community outreach, refining the conceptual development plan, and submitting the Project for entitlements to the City of Los Angeles. The requested extension is for 12 months, with an option to extend an additional 12 months upon continued diligent performance of Developer obligations under the ENA. This extension would allow time for the Project to perform additional outreach, complete the entitlement and environmental clearance process with the City, and for the Developer and Metro to negotiate the legal documents required for the development transaction.

Affordable Housing and Community Benefits

The Project is part of a larger package of public investments and benefits which includes a new transit center crucial for several Measure M projects, a new public community open space, and a substantial arts program. These amenities are made possible by revenue generated by the 1527-unit mixed-use development.

The Project includes 311 affordable housing units which will significantly increase the number of affordable units in Metro's portfolio. The original development proposal offered 262 affordable units, 750 total units, and fewer public benefits. Through the Project negotiations, Staff pushed the Developer to deliver more housing and benefits in alignment with the underlying redevelopment plan for the area and the community's express desire, recorded in the 2015 Development Guidelines, for a vibrant, transit-oriented community with a public gathering space and an intensity of uses. The current program calls for two dedicated affordable housing buildings to be integrated into the Project while maximizing access to public subsidies available for affordable housing near transit.

Community Outreach

The competitive solicitation for this joint development project was informed by extensive community outreach, which included the desire for intensified urban uses, community open space, and public art, all of which are included in the Project. Throughout the ENA term to date, the Developer has continued extensive ongoing outreach with the community through public meetings at the Groundwork coffee shop (located at the Site), one-on-one meetings with key stakeholders and business owners, and presentations for nearly two dozen community organizations. In total, the team has presented the Project at nearly 100 individual meetings. Feedback on the proposed Project has been overwhelmingly positive, however, some community members have recently raised concerns about the amount and integration of affordable housing within the Project. Staff is working with the Developer to evaluate this concern and identify potential solutions and additional sources of funding that may strengthen the affordable housing program.

Design Review

The Project is the largest joint development project in Metro's portfolio to date. It is accommodating a new transit center that will serve three Measure M projects: the G Line Improvements Project, the North San Fernando BRT, and the NoHo to Pasadena BRT. The transit center will include electric bus charging infrastructure to serve Metro's growing fleet of zero emissions buses. Metro has carefully reviewed each phase of design of the Project, yielding a world-class design for a new Metro portal, transit serving retail carefully integrated into the Project Site, and new community open spaces where families may gather. In addition, public art will be thoughtfully woven throughout the Project Site.

Entitlements

The Developer has submitted to the City of Los Angeles a complete entitlement package including a draft Specific Plan and Signage Plan for the Project. The Draft Environmental Impact Report (EIR) for the Project will be released in the spring of 2022. Adoption of a Final EIR is anticipated by late 2022. Entitlements for the North Hollywood Joint Development Project (Project) have been delayed, in part due to the Covid-19 pandemic and City of Los Angeles staff city processing constraints.

Legal Agreements

Several agreements, including a Joint Development Agreement, a form of Ground Lease, and a Transit Center Agreement, will be negotiated to ensure the preservation of Metro's ability to safely and efficiently operate and maintain the transit system and facilities well into the future while providing long-term rights to the Developer. Once the Project entitlements are in place and an EIR is certified for the Project, the key terms and conditions for these agreements will be brought forward to the Board for its consideration and approval.

EQUITY PLATFORM

Feedback from rigorous community engagement was captured in the Development Guidelines and Request for Proposals for this Project which has informed the design and program for the Project. Additional outreach is taking place before and throughout the Draft, EIR comment period, and outreach will continue through project approvals and construction. This outreach includes eblasts, online meetings, one-on-one stakeholder meetings with small businesses and community organizations such as the NoHo Home Alliance and the Federal NoHo, presentations at several organizational meetings such as the San Fernando Valley Service Council and the NoHo Neighborhood Council, as well as in-person outreach at the North Hollywood Station.

According to the American Community Survey 2015-2019 data, within a half-mile walking distance of the Station, median household incomes are approximately \$56,000 (approximately 82% of the Median Household Income for LA County in the same period), 54% of residents are people of color, and over 11,000 residents have limited English proficiency. This community will benefit from the open space, public art, and additional amenities.

B Line and G Line riders are disproportionately made up of low-income individuals and people of color. The Project is anticipated to improve equity outcomes for Metro patrons as the new Transit Center will improve the quality, safety, efficiency, and reliability of the transit journey. The Transit Center will improve outcomes for people with disabilities by reducing and simplifying walking and rolling distances between transfers and surrounding destinations. The Transit Center will improve outcomes for Metro employees by providing a new employee restroom and break room as well as a new transit security kiosk. The Project will improve outcomes for other vulnerable communities by reducing greenhouse gases and improving air quality using electric vehicle charging infrastructure and reducing VMT through transit-oriented development.

The Project will include affordable housing units which are intended to benefit people with low incomes who will have the opportunity to live in a high-resource area with access to schools and jobs. The affordability levels are subject to available subsidies and are therefore not confirmed until the affordable housing developer seeks financing. In response to community concerns about the number of affordable housing units in the Project, the Developer is exploring the feasibility of additional funding sources and potential solutions to increase the number of income-restricted units.

Staff will report back on those efforts in 120 days.

The Project will create over 15,000 one-time construction jobs and nearly 5,000 recurring jobs, as well as nearly \$2 billion in one-time economic impact and over \$1 billion in stabilized economic impact, according to a study by RCLCO. The Project will also generate nearly \$300 million in tax revenues for the City and County over its first 30 years.

DETERMINATION OF SAFETY IMPACT

The extension of the ENA document will have no impact on safety.

FINANCIAL IMPACT

There is no financial impact at this time as the item will only authorize the time extension of an existing negotiations agreement.

Impact to Budget

Extension of the ENA would not impact the Fiscal Year 2022 Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is in support of Goals 2 and 3 of the Strategic Plan: Goal 2. The Project will *deliver outstanding trip experiences for all users of the transportation system* by upgrading the bus amenities and transfer facilities at the Station. Goal 3. The project will *enhance communities and lives through mobility and access to opportunity* by activating this transit oriented community with a robust investment that will bring housing, jobs, and services to the neighborhood.

ALTERNATIVES CONSIDERED

The Board could defer or deny approval of the ENA extension which would cause the ENA to expire. Allowing the ENA to expire, in addition to wasting time and resources that have been spent to date on the Project's development, would also result in Metro having to restart the competitive solicitation process for the development of the Site, and cause an extended delay in the delivery of project benefits to the area surrounding the Site and community at large in North Hollywood.

NEXT STEPS

Upon approval of the recommended action, an amendment extending the term of the ENA for 12 months will be executed, and Joint Development staff and the Developer will continue community outreach, design refinements, negotiations, and entitlements work. Staff will report back to the Metro Board regarding the affordable housing program in 120 days.

The City of Los Angeles is expected to release the Draft EIR for the Project in spring 2022 and completion of the Final EIR by late 2022. Pursuant to the Developer's diligent performance of obligations under the ENA, staff may choose to extend the ENA another 12 months and would notify the Board of this decision.

Pursuant to the completion of the entitlements package and certification of the Final EIR by the City, as well as successful negotiation of the transaction documents between Metro and the Developer, staff would bring a recommendation for the Metro Board to approve the execution of a Joint Development Agreement and adopt relevant CEQA findings with respect to such action by the end of 2023.

ATTACHMENTS

Attachment A - Site Plan

Prepared by: Marie Sullivan, Manager, Countywide Planning & Development, (213) 922-2556
Wells Lawson, DEO, 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

Attachment A – Site Plan

TUJUNGA AVE.

LANKERSHIM BLVD.

N. CHANDLER BLVD.

CHANDLER BLVD.

BAKMAN AVE.

WEDDINGTON ST.

ELMER AVE.

CUMPSTON ST.

KLUMP AVE.

FAIR AVE.

DISTRICT WAY

CHANDLER BLVD.





We're supporting thriving communities.

North Hollywood Joint Development

Metro Board of Directors

March 2022



Project Highlights

- > New **Transit Center** with **electric charging** to serve three Measure M Projects
- > Iconic station portal to **replace existing portal** in disrepair
- > **311 Affordable Units** and 1527 total housing units
- > Integration of Bike Hub, Bikeshare and other **micromobility** features
- > New opportunities for **local businesses**
- > LA's first **shared street**
- > Preserved **Historic Depot** and landscaped plaza
- > **Community Open Space** with performing arts programming
- > Robust **public arts** program to complement the NoHo Arts District



Community Outreach – Over 90 Stakeholder Meetings

Key Feedback

- > Develop an urban mixed-use community where people can live, work and play
- > Create community open space and restaurants where families can gather
- > Integrate the arts in keeping with the NoHo Arts District
- > Concerns about housing unit affordability levels

Outreach Events

- > Focus group meetings with community organizations, residents, and businesses
- > Community Workshop; Open House; online and email comments
- > Breakfast sessions at Groundwork
- > Open House at The Federal NoHo
- > City of L.A. CEQA Scoping Meeting

Stakeholder Meetings

BizFed
Central City Association of Los Angeles
El Portal Theatre
The Federal NoHo
Groundwork Coffee
Los Angeles Business Council
Los Angeles Area Chamber of Commerce
Los Angeles Conservancy
Los Angeles Housing and Community
Investment Department

Metro San Fernando Valley Service Council
NoHo Arts District
NoHo Business Improvement District
NoHo Home Alliance
NoHo Neighborhood Council
San Fernando Valley Council of
Governments
San Fernando Valley Economic Alliance
Television Academy
Valley Industry Commerce Association

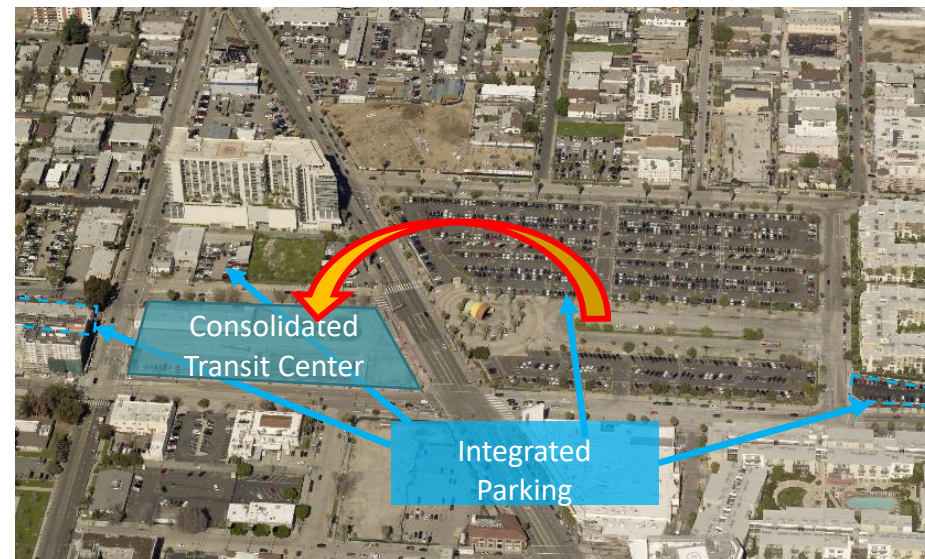


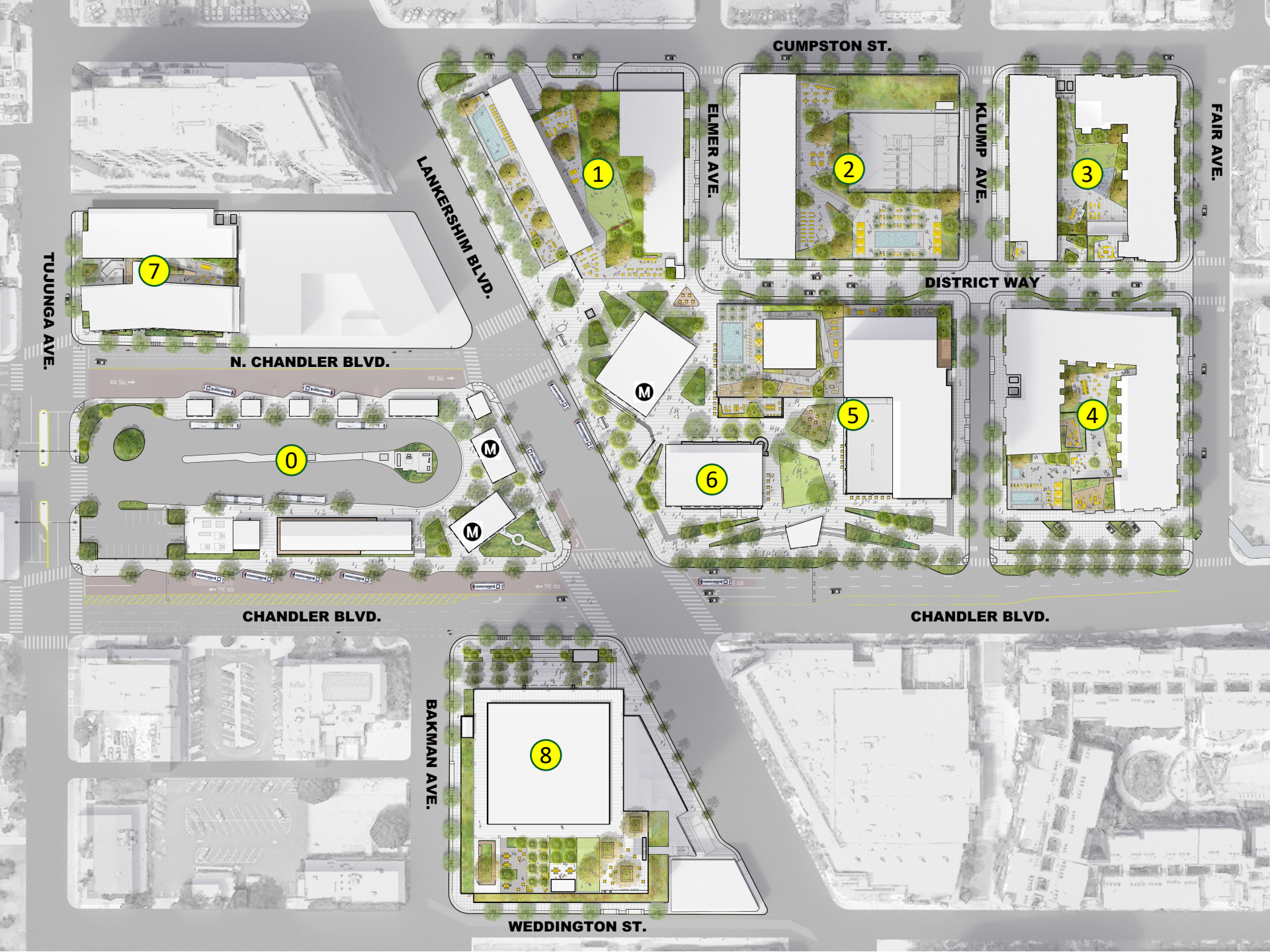
Site Configuration

Existing



Proposed





CUMPSTON ST.

FAIR AVE.

KLUMP AVE.

ELMER AVE.

DISTRICT WAY

LANKERSHIM BLVD.

N. CHANDLER BLVD.

TUJUNGA AVE.

CHANDLER BLVD.

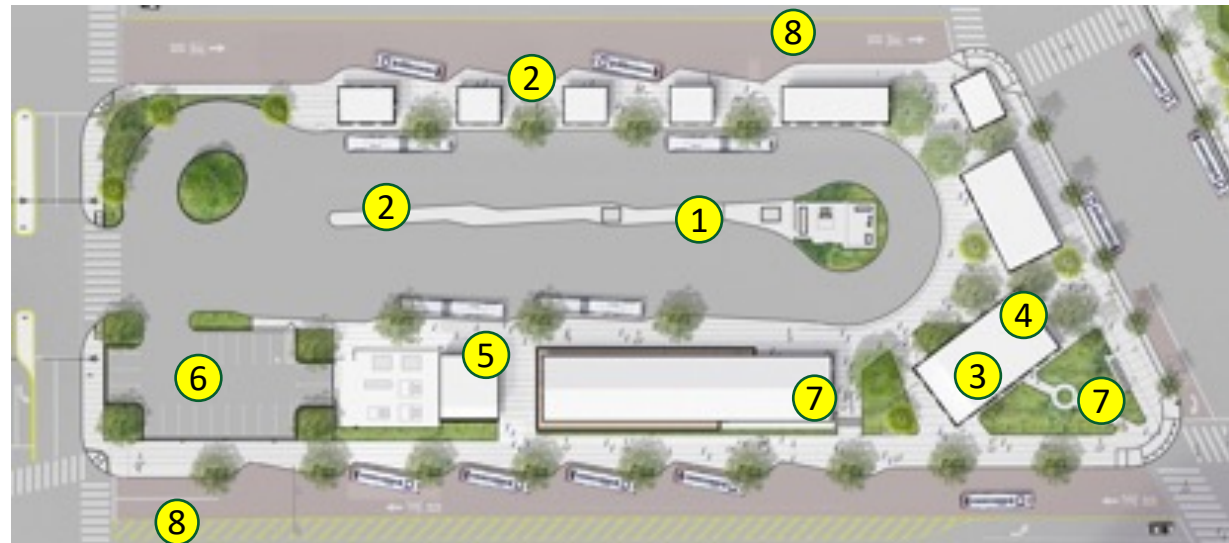
BAKMAN AVE.

WEDDINGTON ST.

CHANDLER BLVD.

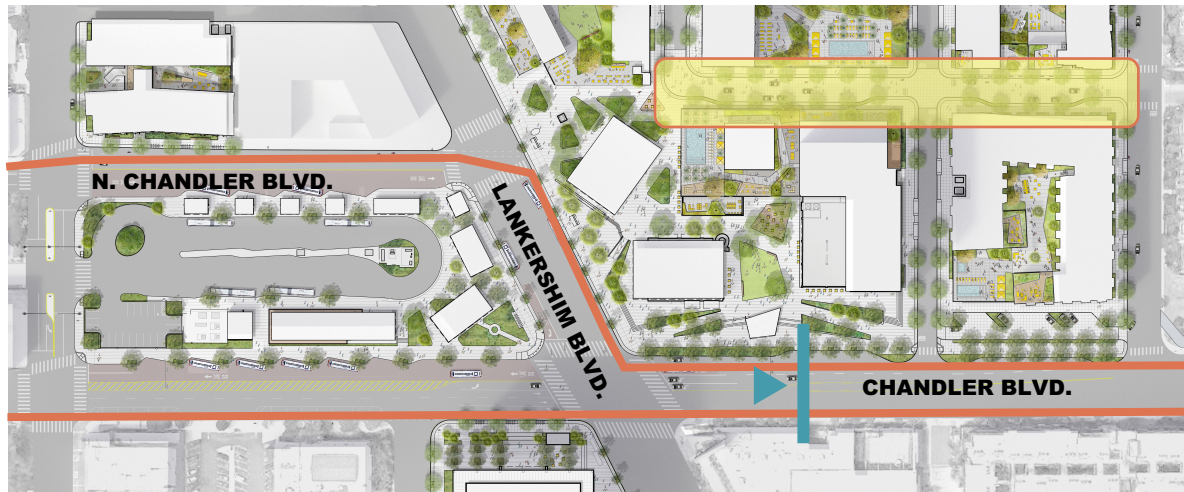
Transit Center

- 1. Expanded bus transfer and layover facilities
- 2. Electric Bus Charging
- 3. New Red Line Portal
- 4. Transit Security Center
- 5. Operator restrooms
- 6. Metro non-revenue vehicle parking
- 7. Preserved Lankershim Depot and Corner Plaza
- 8. Incorporation of Chandler Bicycle Connection



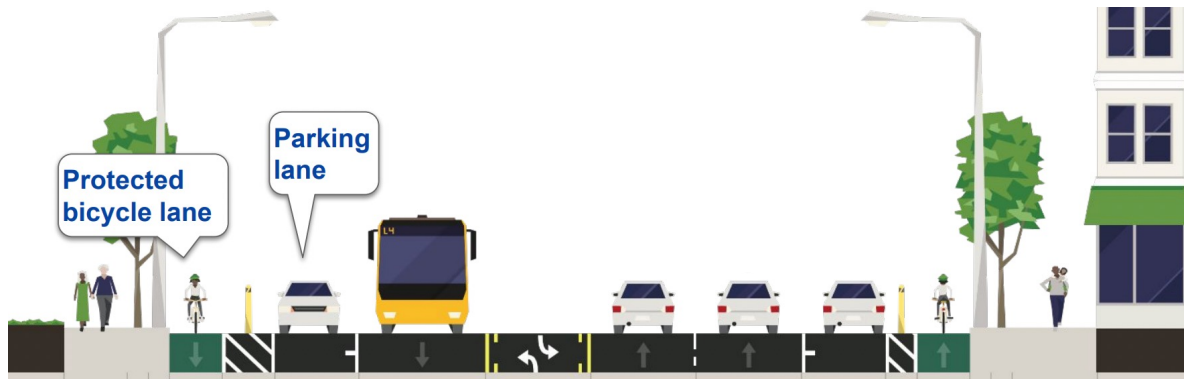
Chandler Bicycle Connection

- > District NoHo will fully incorporate the Chandler Bicycle Connection Project (previously known as the Chandler Cycle Track Gap Closure Project)
- > The District Way Shared Street will provide additional bicycle connectivity



Chandler Bicycle Connection
Project route

District Way Shared Street



<< District NoHo

CHANDLER BLVD.

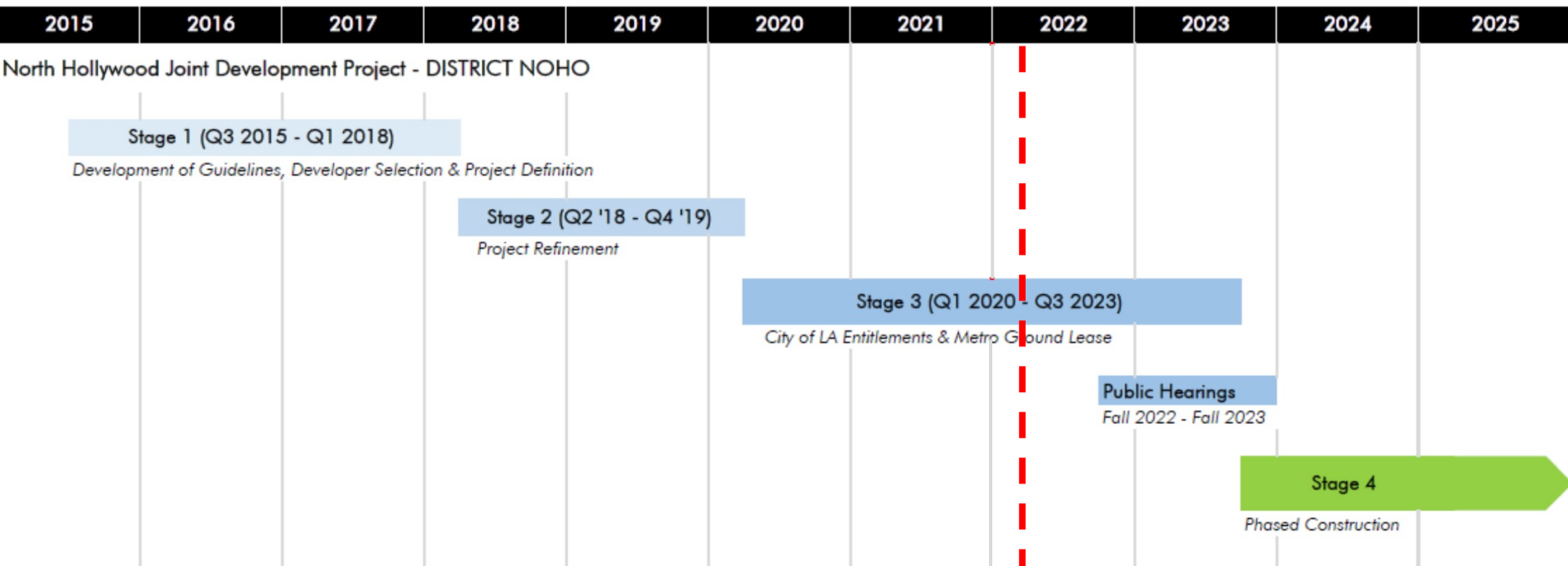
Existing Buildings >>

Equity Considerations

- > The Project will provide 311 income-restricted, affordable homes
- > The Project is within and adjacent to an Equity Focus Community which will benefit from consolidated Transit Center, bicycle facilities, community park, and public art
- > Within a half mile walk-shed of the Project:
 - > Median annual household incomes are approximately \$56,000 (82% of LA average)
 - > 54% of residents are people of color
 - > 11,000 residents have limited English proficiency
- > The Transit Center will ensure Metro patrons, who are disproportionately low income and people of color, will benefit from improved safety, reliability, quality and efficiency of the transit journey
- > Metro employees will benefit from new employee restrooms and break room and a new transit security kiosk
- > Air quality improvements from electrification infrastructure and reduced VMT will benefit disadvantage groups who are disproportionately impacted by pollution and poor air quality



Timeline & Next Steps



- > Report back to Board regarding affordable housing program in 120 days
- > Public hearings to begin fall 2022
- > Joint Development Agreement (JDA) at Metro Board mid 2023
- > Break ground on Transit Center & affordable housing late 2023





Metro

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

Board Report

File #: 2022-0059, **File Type:** Oral Report / Presentation

Agenda Number: 10.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022**

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Prepared by: Allison Yoh, EO, Countywide Planning & Development (213) 922-4812
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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

A handwritten signature in black ink, appearing to read 'Steph N. Wiggins', written over a horizontal line.

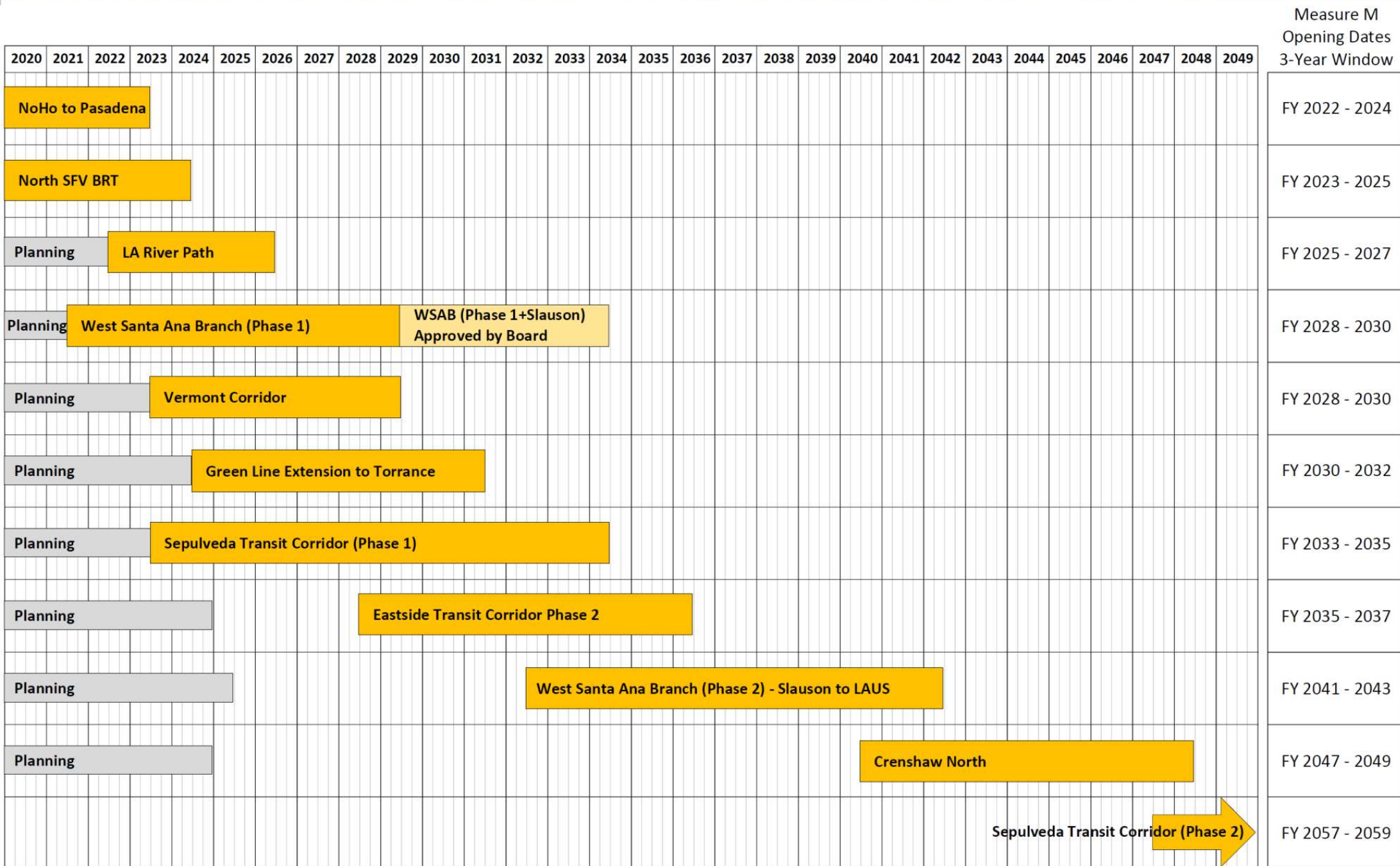
Stephanie N. Wiggins
Chief Executive Officer



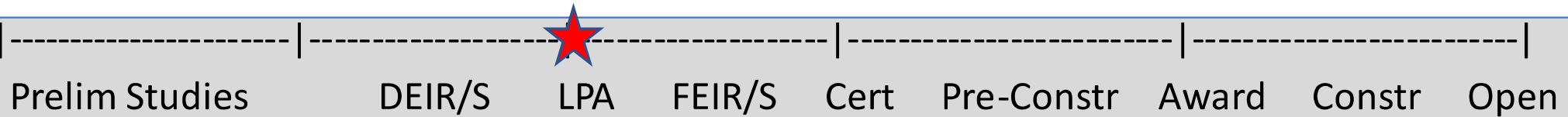
- A) West Santa Ana Branch
- B) C (Green) Line Ext to Torrance
- C) Eastside Transit Corridor Phase 2
- D) Sepulveda Transit Corridor

- North Hollywood to Pasadena
- E. San Fernando Valley Shared ROW
- Rail to River Active Transportation Corridor
- Vermont Transit Corridor
- N. San Fernando Valley BRT
- Los Angeles River Path
- Centinela Grade Separation
- Arts District/6th Street Station
- Rio Hondo Confluence Station
- Crenshaw North Extension

Measure M Expenditure Plan Groundbreaking to Opening Dates



West Santa Ana Branch Transit Corridor



Recent Activities

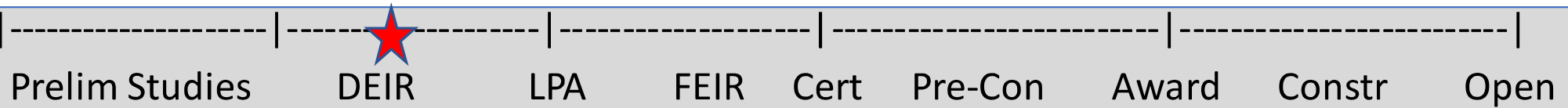
- January: Board approval of Locally Preferred Alternative and Union Station Downtown terminus
- FTA approval of Metro's request for entry into the Project Development phase of the Capital Investment Grants (CIG) Program

Next Actions

- March: Board to consider contract modification for Final EIS/EIR & Downtown Study
- April: Board to receive staff response to January Board motion
- Continue coordination with:
 - FTA, agencies, cities and key stakeholders on environmental comments
 - Ports of Los Angeles and Long Beach
 - Union Pacific Railroad



C (Green) Line Extension to Torrance

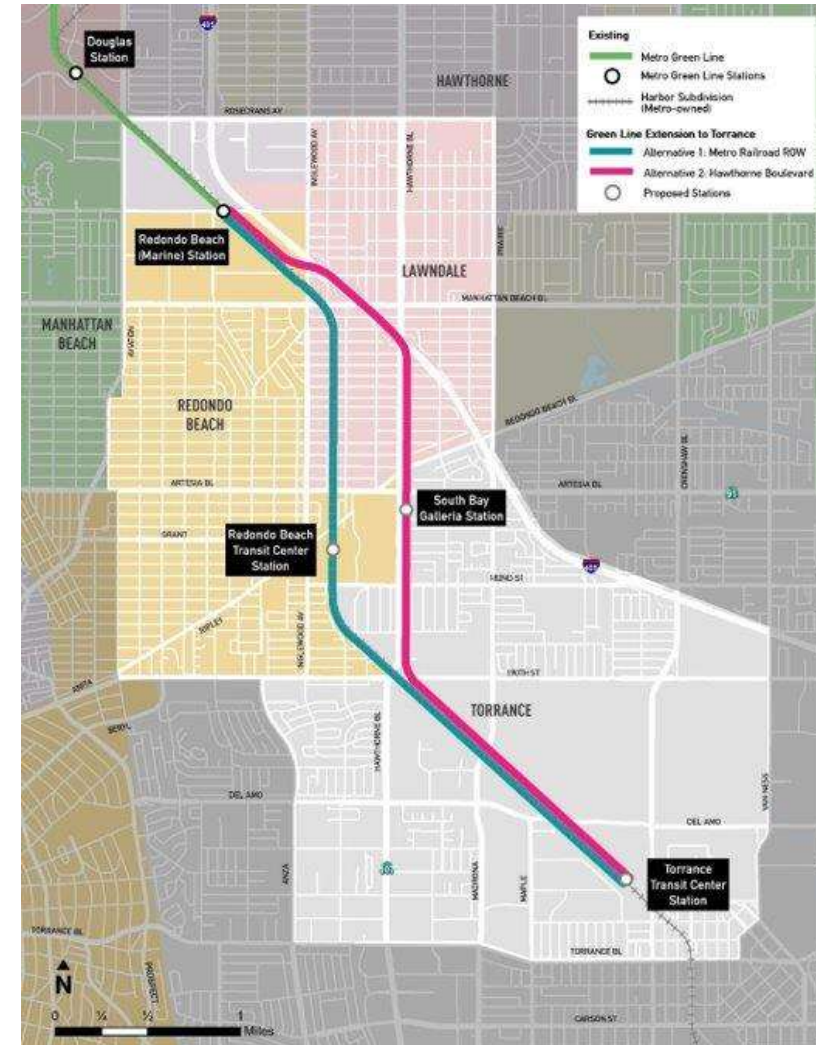


Recent Activities

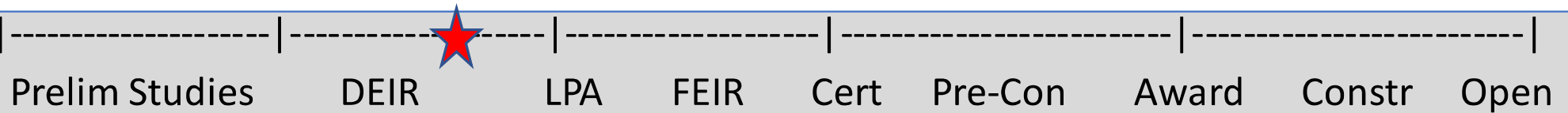
- Stakeholder meetings w/ Torrance (2/4), Caltrans (3/1), Lawndale (3/8), Redondo Beach (3/10)
- Neighborhood Walks w/community (3/2 - 3/12)

Next Actions

- Mid-2022: Public workshops to present updated project designs
- Continue coordination with BNSF, cities, and key stakeholders on project design/footprint
- Fall/Winter 2022 (anticipated): Release Draft EIR

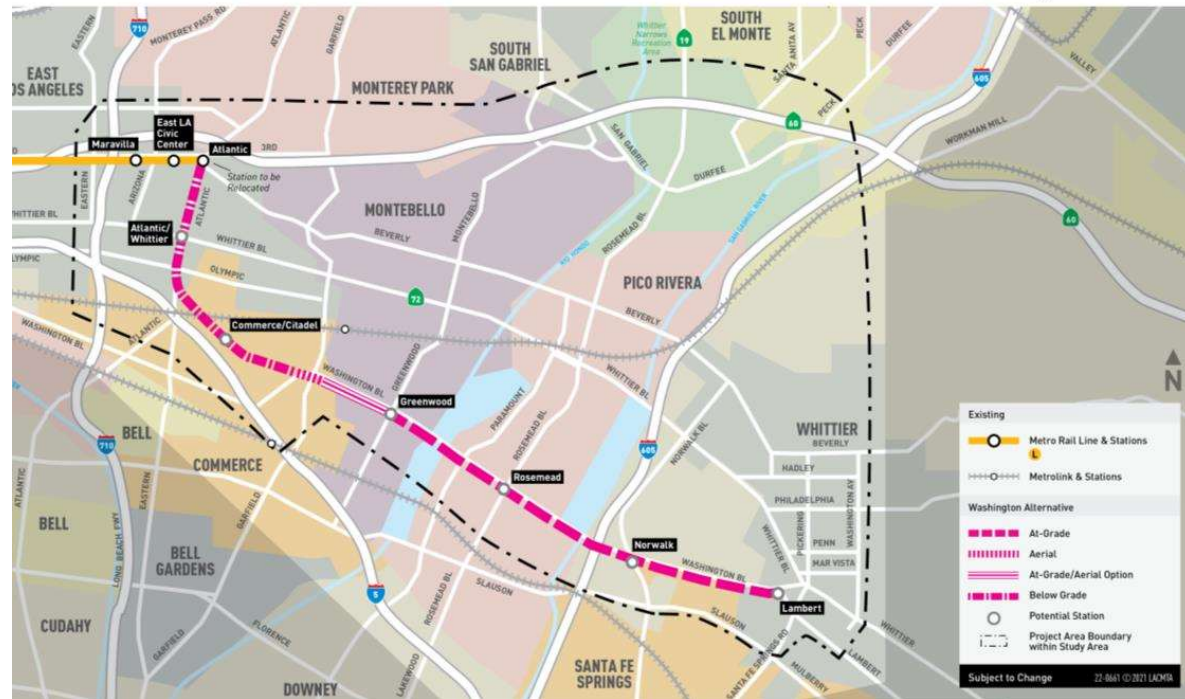


Eastside Transit Corridor Phase 2



Recent Activities

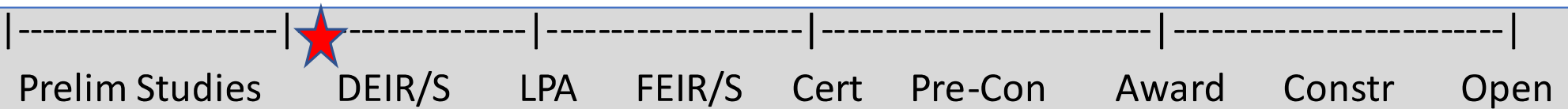
- February: Board received update on IOS, preliminary cost estimates, design options
- Outreach and engagement on project elements and IOS
 - CBO Roundtable guidance on outreach (3/3); ELA Businesses and Commercial Property Owners (3/3); ELA (3/9); Commerce and Montebello (3/10); Pico Rivera, Santa Fe Springs and Whittier Los Nietos (3/16); Whittier (3/17)



Next Actions

- April: Report back to the Board on requests received at January Board meeting
- Spring/Summer: Preparing for release the Draft EIR
- Work with County and cities on necessary coordination and agreements
- Continue to explore federal funding opportunities and NEPA strategy

Sepulveda Transit Corridor



Recent Activities

- February 11: Close of Scoping Period
 - Nearly 3,100 individual submissions received

Next Actions

- Review comments received during Scoping Period
- Prepare Scoping Report
- Spring/Summer 2022 (anticipated):
Release of scoping report & community update meeting(s)

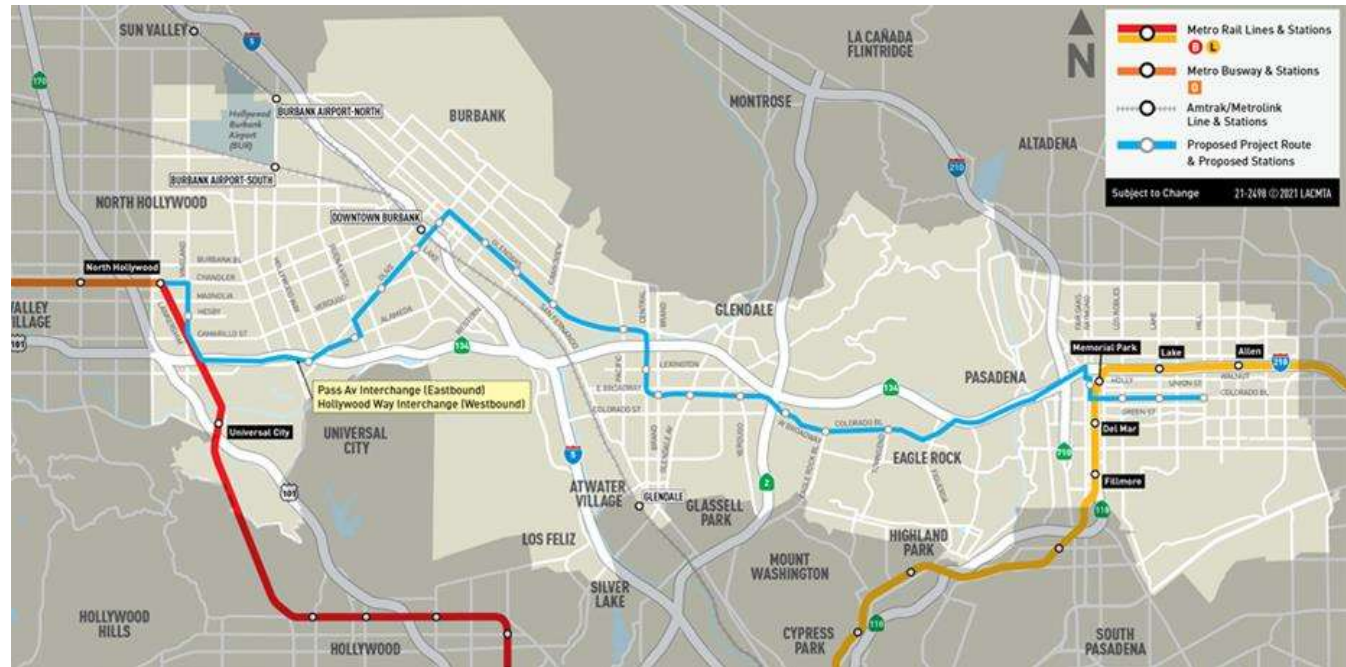


North Hollywood to Pasadena BRT



Recent Activities

- Finalizing Final EIR for public review
- Continued coordination with Eagle Rock and Burbank



Next Actions

- Late March 2022: Anticipated release of Final EIR
- April 2022: Anticipated Board review and certification of Final EIR and approval of Proposed Project
- Continued coordination with cities and communities

East San Fernando Valley Shared ROW Study



Recent Activities

- Completed staff recommendation to authorize consultant task order award
- Coordination with Antelope Valley Line and Metrolink on planned improvements and environmental actions

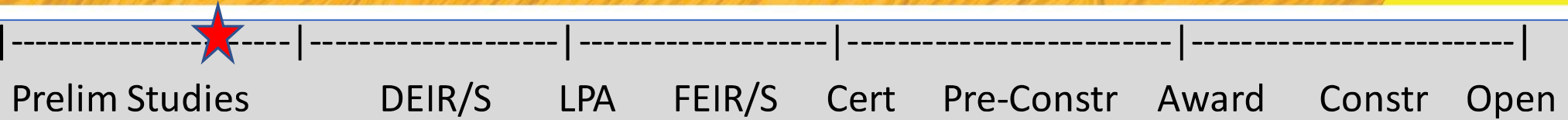
Next Actions

- March 2022: Metro Board to consider authorizing task order and commence work
- Key stakeholder briefings following project kick-off and technical coordination as study develops



Rail to River Active Transportation Corridor

Segment B



Recent Activities

- Continued coordination with local jurisdictions
- February 23: Technical Working Group meeting



Next Actions

- April 2022: Anticipated Board review of Supplemental Alternatives Analysis Final Report
- Coordinate recommendations with local jurisdictions

Vermont Transit Corridor



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Con

Award

Constr

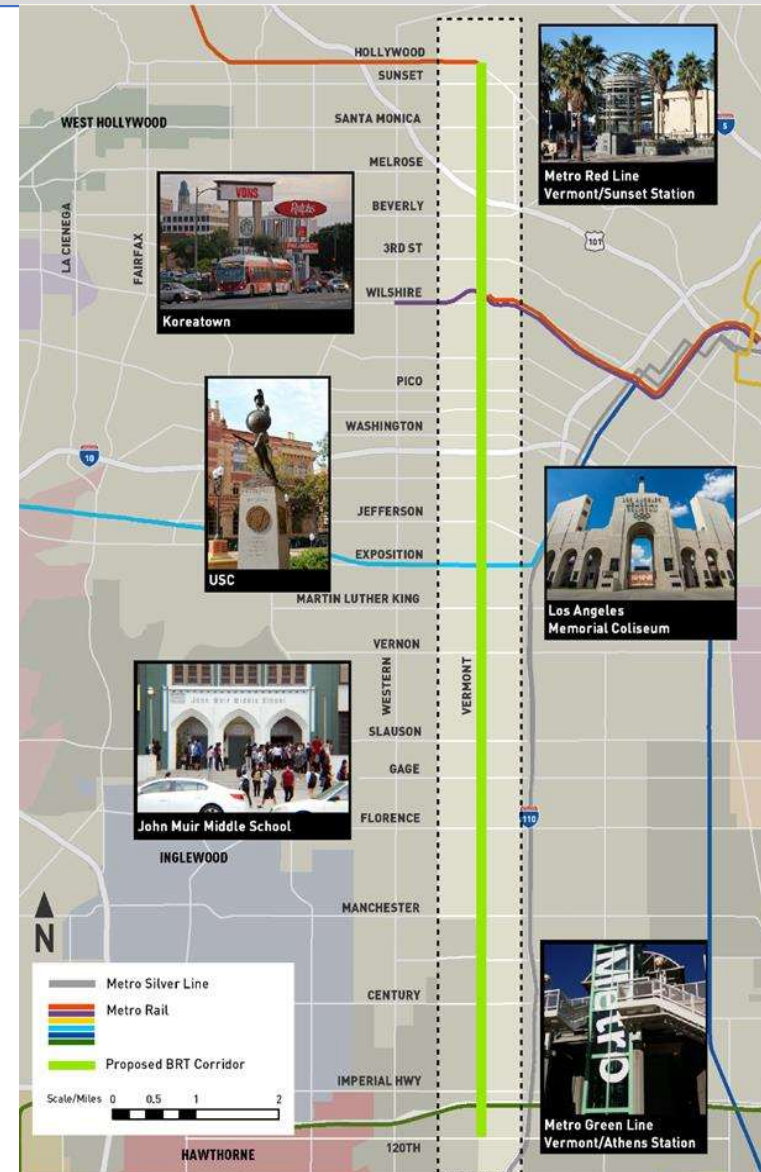
Open

Recent Activities

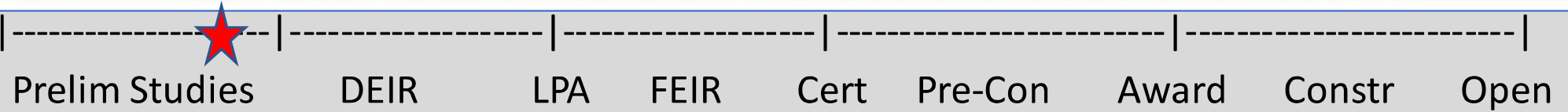
- Ongoing outreach in support of Community Partnership Strategy
- Briefings for key stakeholders
- Developing public opinion surveys to be conducted in March

Next Actions

- March-June 2022: Engagement and outreach to inform next phase of planning
- Input and feedback to inform scoping for environmental study



North San Fernando Valley BRT Improvements



Recent Activities

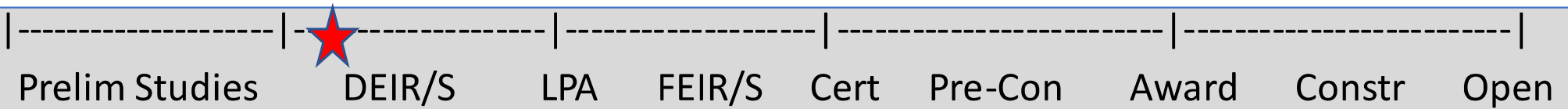
- Conducted key stakeholder engagement
- Continue additional analysis of proposed project in coordination with NextGen

Next Actions

- Spring 2022: Conduct community engagement
- Summer 2022 (anticipated): Board consideration of recommended changes to project alternative



Los Angeles River Path



Recent Activities

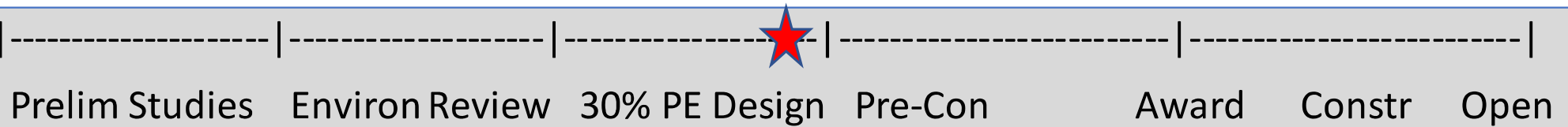
- Ongoing development of MOAs
- Ongoing technical work for Draft EIR
- Feb 17: Met with USACE 408 Permitting Group
- Feb 23: Steering Committee Meeting
- Mar 7: Coordination meeting with USACE Ecosystem Restoration Project
- Mar 15: Project Development Team Meeting

Next Actions

- Apr 7: Quarterly 214 Meeting with USACE Regulatory Group
- Apr 27: Steering Committee Meeting



Centinela Grade Separation

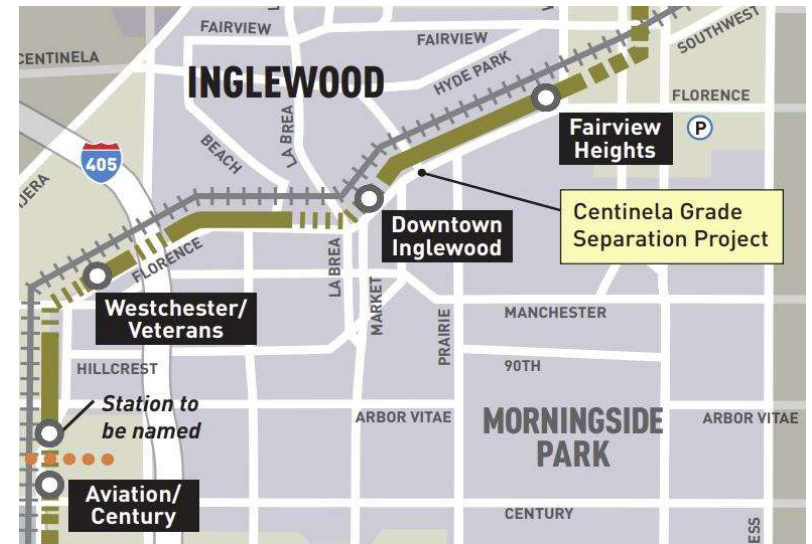


Recent Activities

- Initiated Preliminary Engineering (30% design) in Spring 2021
- Design coordination with City of Inglewood and California Public Utilities Commission
- Construction coordination with Crenshaw/LAX project and Airport Metro Connector projects

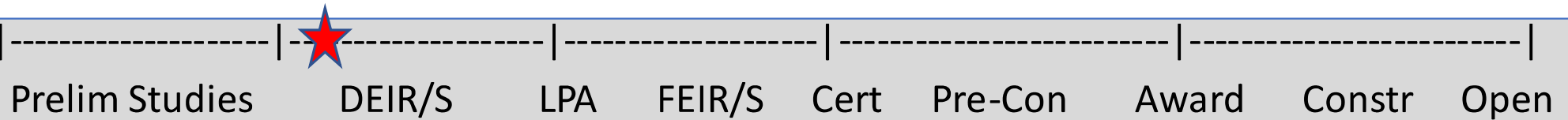
Next Actions

- Spring/Summer 2022: Board review of PE design, updated cost estimates, and project delivery alternatives



Sample Rendering of Centinela Grade Separation (Source: HDR)

Arts District / 6th Street Station



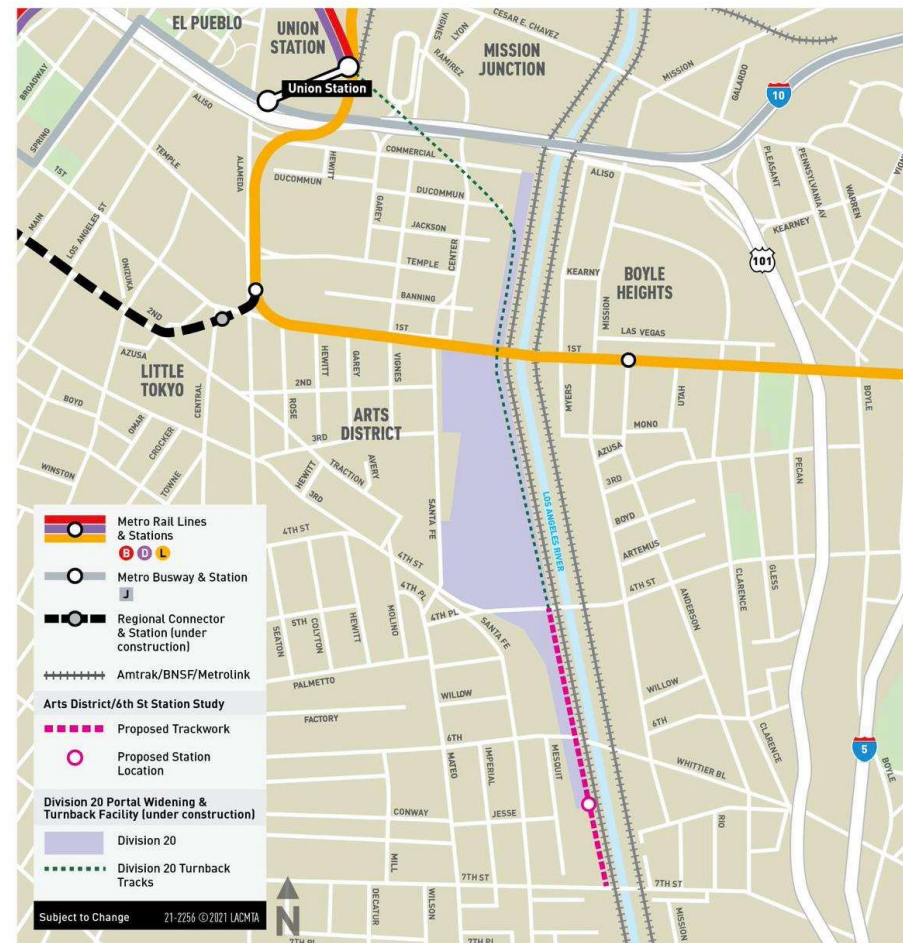
Recent Activities

- Conducting technical environmental impact analysis including air quality, land use, etc.
- Evaluating conceptual station design, especially related to pedestrian connectivity in coordination with key stakeholders

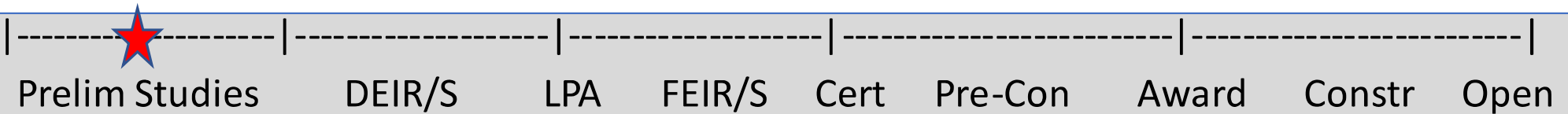
Next Actions

- Continue coordination with key agencies and stakeholders
- Summer 2022 (anticipated): Draft EIR Release

Arts District/6th St Station
Study Area



Rio Hondo Confluence Station Feasibility Study

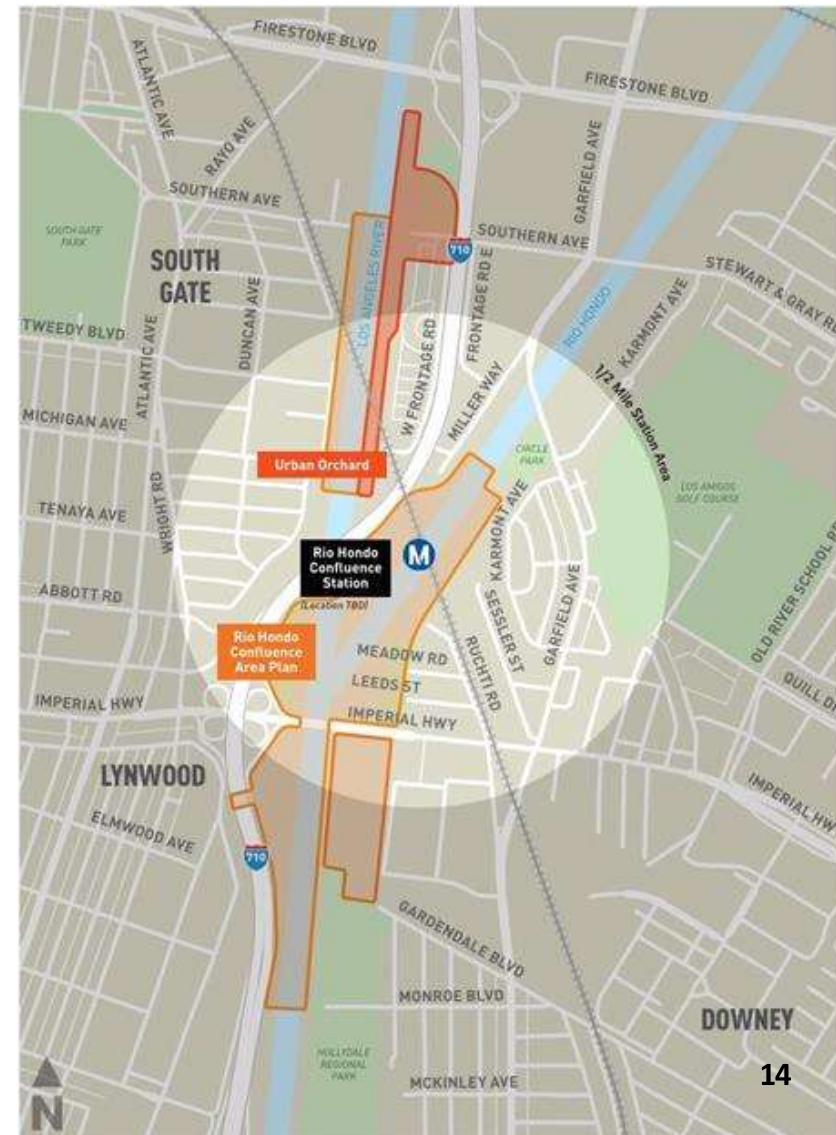


Recent Activities

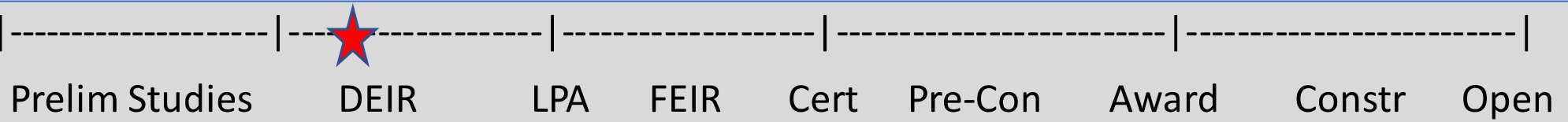
- Working on draft engineering, station design, high-level environmental assessment, cost estimates, and ridership, building on WSAB Environmental Analysis

Next Actions

- March 24: Host virtual stakeholder forum to share progress and preliminary findings
- Prepare/complete Feasibility Study Report
- Present findings & recommendations to Metro Board concurrent with WSAB Final EIS/EIR certification



Crenshaw Northern Extension



Recent Activities

- Continue to advance engineering, alignment and station design, field and geotechnical investigation to inform Project Definition

Next Actions

- Station Planning Workshops
 - City of LA and West Hollywood (3/24)
 - City of LA (4/12)
- Coordination w/ Tunnel Advisory Panel
- Coordination w/ major institutions
- Preparation underway for Summer Public Outreach

