



Metro

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3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, July 19, 2023

1:00 PM

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 10.

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

CONSENT CALENDAR

**10. SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY
INVESTMENT PLAN**

[2023-0392](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 31 to Contract No. PS4340-1939, for the I-710 South Corridor Project EIR/EIS, with URS Corporation (an AECOM Entity) to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort in the not-to-exceed (NTE) amount of \$3,857,895, increasing the total contract value from \$64,924,460 to \$68,782,355 and extend the term of the agreement through March 31, 2024.

Attachments: [Attachment A - May 2021 Board Motions](#)
[Attachment B - May 2022 Board Motion](#)
[Attachment C - Procurement Summary](#)
[Attachment D - Contract Modifications Log](#)
[Attachment E - DEOD Summary](#)

NON-CONSENT

**11. SUBJECT: WESTLAKE/MACARTHUR PARK STATION JOINT
DEVELOPMENT**

[2023-0236](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to execute an amendment to the Exclusive Negotiations Agreement and Planning Document (ENA) with Walter J Company (Developer) to extend the term for one year with the option to further extend the term for two additional one-year periods. The ENA provides for the joint development of Metro-owned property at the Westlake/MacArthur Park B/D (Red/Purple) Line Station with approximately 434 market rate residential units, 234 income-restricted units, a hotel, commercial office space, and neighborhood serving retail including space for local vendors (Project).

**Board Report**

File #: 2023-0392, **File Type:** Contract**Agenda Number:** 10.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 19, 2023****SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 31 to Contract No. PS4340-1939, for the I-710 South Corridor Project EIR/EIS, with URS Corporation (an AECOM Entity) to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort in the not-to-exceed (NTE) amount of \$3,857,895, increasing the total contract value from \$64,924,460 to \$68,782,355 and extend the term of the agreement through March 31, 2024.

ISSUE

Funding in the amount of \$3,857,895 is needed for additional scope and an increase in the level of effort necessary to complete the Task Force process and create the Long Beach-East LA Corridor Investment Plan (Investment Plan) and Comprehensive Multimodal Corridor Plan (CMCP). The Vision, Goals, and Guiding Principles-which are fundamental to the development of the Investment Plan-required additional deliberation among the Task Force and the various committees that inform it, resulting in an increased level of effort from the Project Team.

BACKGROUND

Metro commissioned the Task Force in partnership with Caltrans in response to the Board actions in May 2021 (Attachment A) that suspended all work related to the original I-710 South Corridor Project EIR/EIS, including advancing "Early Action Projects" and 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.

Since the Task Force commenced in September 2021, Metro has convened and worked with impacted communities and stakeholders in a collaborative, equity-focused manner to develop a multimodal, community-supportive, and regionally significant Investment Plan. The Investment Plan seeks to enhance local and regional mobility of people and goods, improve air quality, and foster economic vitality, social equity, environmental sustainability, and access to opportunity for the most impacted residents within the I-710 South Corridor. The Board acted in May 2022 (File #2022-0100, Attachment B) to replace LPA 5C with LPA 1, the "No Build" alternative, thus allowing the new

Investment Plan developed by the Task Force and to be considered by the Board in February 2024 to be the new direction forward for the LB-ELA Corridor.

Metro intends to center equity in current and future decision-making, budget allocation, and community engagement activities to develop the Investment Plan. The Task Force process incorporates new engagement elements, such as the Community Leadership Committee (CLC), and implementation of Metro's equity tools, including a 710 (LB-ELA) Corridor Equity Focus Communities (EFC) analysis and a working group to implement the Equity Planning and Evaluation Tool (EPET), to support equitable outcomes. Staff has also implemented a Community Based Organization (CBO) Partnering Strategy with CBOs that are based in and work with the communities within the LB-ELA Corridor - the goal of which is to engage these communities to gather input and identify multi-modal strategies, projects, and programs that are needs and priorities for these impacted communities.

The Task Force meets monthly and will hold its 23rd meeting on August 14, 2023. All Task Force meeting notices, documents, and recordings (in English, Spanish, Khmer, and Tagalog) can be found on the project website (<https://www.metro.net/projects/lb-ela-corridor-plan/>). In June 2023, the Board Received and Filed a detailed update on Task Force progress made to date, which includes completion of the third phase - Developing Multimodal Strategies and identifying Projects and Programs - for which the Task Force voted in May 2023 to approve the Evaluation Framework by which these projects and programs will be refined and prioritized for the Draft Investment Plan.

DISCUSSION

Provided below is a summary of the work plan by element for the requested contract modification to (#1) support the Task Force and complete the Investment Plan, (#2) develop a CMCP, and (#3) create an online Dashboard Visualization Tool.

Work Element #1 -Task Force Organization/Development & Completion of the Investment Plan

This element includes developing and executing an engagement plan, which outlines the purpose and sequence of the Task Force process. The Project Team is also developing a comprehensive community engagement plan and a timeline that overlaps with the technical analysis that supports the Investment Plan process. In addition to the Task Force, there are subgroups comprised of a wide variety of representation, such as public representatives, private sector, community members who live near the I-710 freeway, and amongst other members of Community Based Organizations (CBOs) that provide feedback and recommendations to the Task Force members. The following sub-groups are currently active:

- Community Leadership Committee
- Coordinating Committee
- Zero Emission Truck Working Group
- Equity Working Group

The Task Force and its subgroups meets monthly, requiring a great deal of coordination and preparation from Metro staff and its consultant team. The public engagement process entails numerous logistics; some of the items include: reaching out to individual stakeholders, creating

meeting notification materials (e-blasts, website, blog and social media content), putting together an extensive database of stakeholders, preparing meeting materials, providing experienced facilitators for such meetings, using a variety of online and in-person media support to reach out to a broad base of community stakeholders, providing interpreters at meetings, and translating meeting material in other languages.

The Task Force developed the overall Vision Statement, Guiding Principles and Goals for the I-710 South Corridor and is currently working on developing a draft Investment Plan, including implementation and legislative strategies to report to the Metro Board in November 2023. Once the Investment Plan is developed, these projects and programs can be advanced independently with separate environmental documents as part of the overall implementation plan. The development of the Investment Plan requires significant technical resources, including the development of a database of proposed performance measures that will provide the technical basis for illustrating existing and future conditions within the I-710 Corridor.

The Project Team is currently working on planning-level analysis for the draft Investment Plan. Having recently completed the evaluation criteria, the next focus is developing travel demand forecasting of the mobility benefits associated with the Investment Plan, a quantitative analysis of air quality and public health impacts, the cost and schedule associated with the Investment Plan, analysis of the potential funding sources, and an evaluation of the cumulative findings that will form the Investment Plan and recommendations. The technical feasibility of projects and programs in the Investment Plan will also be evaluated. Parallel to the development of the Investment Plan, Metro's suite of equity tools and resources will serve as input in key junctures in the Task Force process including vision and goals, multimodal strategies, project and program refinements, and recommendations for the Investment Plan.

Work Element #2 - CMCP

The purpose of the CMCP is to allow projects identified as priorities by the Investment Plan to compete for \$500 million in state Senate Bill 1 funding awarded biennially through the Solutions for Congested Corridors Program (SCCP) administered by the California Transportation Commission (CTC). The CTC developed the CMCP guidelines to provide guidance to eligible program applicants regarding the statutory requirements for CMCPs. Metro will comply with the CMCP guidelines requirements to produce a qualifying plan based upon the Investment Plan process. Any SCCP funds awarded would leverage the local funding that will be committed to the Investment Plan. The CMCP will be developed concurrent with the Investment Plan and brought to the Board for consideration by March 2024.

Work Element #3- Dashboard Visualization Tool

The primary objective for this task is to develop a web-based, public-facing application to provide

visually evaluative information about the multimodal transportation projects and programs that will compose the Investment Plan. The application will be designed with a user-centric approach, focusing on providing easy navigation and clear visual information for the Investment Plan. It is anticipated that the web-based application will be interactive in displaying project information (i.e., project location, description, evaluation metrics, etc.) using elements such as maps, pop-ups, and charts. The goal of this tool is to facilitate collaboration and engagement with all stakeholders of the LB-ELA Corridor and improve transparency and understanding regarding the proposed transportation improvements.

Budget Breakdown for Contract Modification by Task

Below is a breakdown of the projected costs, by task, for the work elements described above in more detail:

Contract Modification Task Breakdown	Budget
Project Management	\$203,832
Task Force Organization, Support and Community Engagement	\$2,151,101
Completion of the Investment Plan	\$844,990
CMCP (<i>New Task</i>)	\$350,000
Dashboard Visualization Tool (<i>New Task</i>)	\$307,972
Total	\$3,857,895

DETERMINATION OF SAFETY IMPACT

Performance of the proposed contract modification will have no negative impact on the safety of Metro’s patrons or employees. The ultimate Investment Plan developed by the Task Force will include Safety as a goal that will help guide the creation of a safer, more community-supportive approach to moving people through the LB-ELA Corridor and its communities.

FINANCIAL IMPACT

The amount of \$3,857,895 is included in the FY24 Adopted budget under the I-710 South Early Action Project 460316, Account 50316 (Services Professional/Technical), Task 14.01.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, the Senior Executive Officer for Countywide Planning and Development-Multimodal Integrated Planning, and the Chief Planning Officer will continue to be responsible for budgeting any remaining costs in future fiscal years.

Impact to Budget

The source of funds for this project will be Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. This fund source is not eligible for Bus and Rail Operations or Capital Expenditures.

EQUITY PLATFORM

Approving the execution of the contract modification will support the potential benefits of the proposed Investment Plan.

Metro is working to center equity in current and future decision-making, budget allocation, and community engagement activities to develop the LB-ELA Corridor Investment Plan. Approval of the URS Corporation (an AECOM Entity) contract modification will allow staff to complete the Investment Plan as previously directed by the Metro Board in June 2021 and will allow for a continued robust community-driven planning study that will be a blueprint for the types of projects and programs that will be implemented in the LB-ELA Corridor. Through this contract modification, the Project Team will increase engagement efforts through the completion of the Investment Plan, including office hours, lunch and learns, and hybrid meetings. Key roles for DBE team members have been included for this additional work, at approximately 5.3% DBE and 40.6% SBE, for a total of 45.9% of the modification value, which will ensure that the overall SBE/DBE commitment (9.56%) is met.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the LB-ELA Corridor communities, Caltrans District 7, the Gateway Cities COG, and stakeholders through LB-ELA Corridor Task Force meetings and its attendant committees and public outreach forums will lead to the development of the multimodal, multiyear Investment Plan. The process and the outcome of the Task Force will help implement three key Metro Vision 2028 Strategic Plan Goals:

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

Goal3: Enhance communities and lives through mobility and access to opportunity.

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

ALTERNATIVES CONSIDERED

The Board may elect not to approve the Contract Modification. This option is not recommended. Completing the Task Force process is a necessary step in the development and implementation of the improvements described in Measure R and Measure M for the LB-ELA Corridor.

NEXT STEPS

Staff will work with the Task Force to develop the LB-ELA Corridor Draft Investment Plan and will

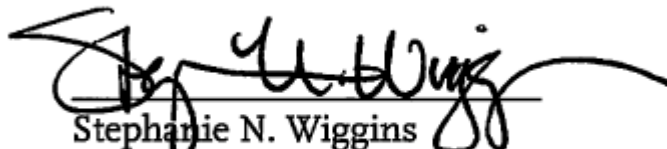
present this draft to the Board during the November/December 2023 board cycle and execute the Contract Modification with URS Corporation (an AECOM entity).

ATTACHMENTS

- Attachment A - May 2021 Board Motions
- Attachment B - May 2022 Board Motion
- Attachment C - Procurement Summary
- Attachment D - Contract Modification/Change Order Log
- Attachment E - DEOD Summary

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Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2021-0368, **File Type:** Motion / Motion Response

Agenda Number: 47.

REVISED
REGULAR BOARD MEETING
MAY 27, 2021

Motion by:

DIRECTORS SOLIS, SANDOVAL, BUTTS, GARCETTI, AND MITCHELL

710 South Corridor Project

In March of 2018, the Metro Board of Directors approved Motion 5.2 which adopted Alternative 5C as the Locally Preferred Alternative for the 710 South Corridor Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The Motion also directed staff to implement an Early Action Program that would quickly deliver safety, mobility, and air quality benefits to the region, and to “re-evaluate and re-validate the remaining elements of Alternative 5C” upon completion of the Early Action Program. The Early Action Program includes a slew of projects throughout the 710 South Corridor such as streets and interchange improvements, active transportation facilities, the Clean Truck Program, and the Community Health Benefit Program. These Early Action Program improvements were required for completion before any mainline freeway work began.

Since approval of Motion 5.2, Metro staff has worked towards completion of the EIR/EIS. However, in just the last few weeks, the United States Environmental Protection Agency (EPA) opined that a particulate matter hot-spot analysis would be required for the 710 South Corridor Project’s EIR/EIS transportation conformity determination. Without this hot-spot analysis, the EPA cannot determine whether or not the Project is a project of air quality concern and a record of decision cannot be issued for the EIR/EIS. Additionally, at a recent meeting of the California Transportation Commission, Caltrans Director Toks Omishakin stated that Caltrans would “put an absolute pause on this project in the format that it’s currently in,” explaining that the Project does not align with the current trajectory of California’s transportation policy.

The issues raised by our federal and state partners suggest the need to re-think the Project scope and undertake a holistic, equity-based examination of the Project to ensure Metro’s investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. There are elements currently included in the EIR/EIS that support local and state transportation goals and should move forward as individual projects separate from any mainline improvements to the 710 South Corridor.

SUBJECT: 710 SOUTH CORRIDOR PROJECT

RECOMMENDATION

APPROVE Motion by Directors Solis, Sandoval, Butts, Garcetti, and Mitchell that direct the Chief Executive Officer to:

1. Immediately ~~cease~~ suspend further work to advance the current 710 South Corridor Project EIR/EIS;
2. Evaluate all improvements included in the EIR/EIS that can be advanced separately from mainline 710 South infrastructure improvements including, but not limited to, projects related to active transportation, operational improvements, clean truck infrastructure, and community health;
3. Identify additional locally-supported projects that can be advanced to enhance mobility along the 710 South Corridor and complement the non-freeway projects mentioned above, including but not limited to the West Santa Ana Branch, the LA River/Rio Hondo Confluence Station, LA River Master Plan, Rail to River, and the Atlantic Boulevard Bus Rapid Transit;
4. Collaborate with corridor cities, local stakeholders, community based organizations, the Ports of Los Angeles and Long Beach, and the Gateway Council of Governments to conduct outreach and develop a funding plan in order to advance a revised Early Action Program that includes projects identified in Directives 2 and 3. The revised Early Action Program should emphasize shovel ready projects and prioritize partnerships with labor to advance Metro's Project Labor Agreement and Construction Careers Policy;
5. Report back on all directives in September 2021.



Board Report

File #: 2021-0365, **File Type:** Motion / Motion Response

Agenda Number: 48.

REGULAR BOARD MEETING MAY 27, 2021

Motion by:

DIRECTORS HAHN, SOLIS, BUTTS, AND DUTRA

I-710 South Corridor Project

Metro, the California Transportation Agency (Caltrans), and the corridor cities have studied the I-710 South Corridor Project for over a decade, with goals of reducing goods movement congestion and improving air quality and mobility for communities along the corridor.

The Project is a high priority for goods movement, as the I-710 directly links the broader region with the Ports of Los Angeles and Long Beach, which combined account for 40% of the nation's imports.

Three years ago, the Metro Board approved Alternative 5C as the Locally Preferred Alternative, at an estimated cost of \$6 billion. The Board also voted to limit property impacts, ensure local hiring priorities, and prioritize an Early Action Program. Further, Motion 5.1 doubled the size of the Zero Emissions Truck program to \$200 million and called for a Zero Emissions truck lane. Once the Board approved the Project, staff sought Federal environmental clearance in order to be eligible for Federal funding.

The United States Environmental Protection Agency (EPA), in a letter dated March 25, 2021 and addressed to Metro CEO Phil Washington and Caltrans District 7 Director Tony Tavares, stated that "a PM [Particulate Matter] hot-spot analysis is necessary for the project's transportation conformity determination." That analysis has not yet been conducted for this Project, and the Project cannot receive Federal funding until a hot-spot analysis is conducted and meets Federal requirements.

At the California Transportation Commission's May 12, 2021 meeting, Caltrans Director Toks Omishakin stated "I don't see how we can move forward with the I-710 South Corridor Project in its current format" and that the Metro Board "may have to take another vote on this particular project."

Without Federal and State support and funding for the I-710 South Corridor Project in its current form, there is insufficient funding to proceed with Alternative 5C as approved by the Board. However, the status of the project and Metro's and Caltrans' recommended approach for addressing the ongoing goods movement, air quality, and mobility needs along this corridor remains unclear.

SUBJECT: I-710 SOUTH CORRIDOR PROJECT

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Butts, and Dutra that the Board direct the Chief Executive Officer to report back to the Board in July 2021 on:

1. Why the EPA concluded the project does not meet conformity requirements and why Caltrans Director Toks Omishakin stated that Caltrans cannot support the Project “in its current format”;
2. Identify what elements of the Project can either be moved forward or modified in order to get State and Federal support, including but not limited to: price-managed freeway lanes, zero emissions-only truck lanes, short- and long-haul rail, Atlantic Avenue bus rapid transit, Metrolink capital and service improvements, and State and Federal funding for near-zero and zero-emissions goods movement investments earmarked for the I-710 South Corridor;
3. If inclusion of some or all of the elements in Directive 2 above will be enough to get State and Federal support for the Project or if it needs to be reimagined entirely; and,
4. A plan for re-engaging cities and stakeholders along the corridor.



File #: 2022-0355, **File Type:** Motion / Motion Response

Agenda Number: 9.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2022**

Motion by:

DIRECTORS HAHN, SOLIS, MITCHELL, AND DUTRA

I-710 South Corridor Motion

The I-710 South Corridor is a 19-mile stretch of the I-710 Freeway, from East Los Angeles in the north to the Ports of Long Beach and Los Angeles in the south. Connecting the ports with shipping and warehousing facilities in Southern California, this corridor is a goods movement corridor of national significance, as 40% of all waterborne or containerized imports into the United States come through the Ports of Long Beach and Los Angeles, which have become California's and America's loading docks. Metro has been studying ways to relieve congestion and improve safety along the I-710 South Corridor for more than two decades.

Of the 1.2 million people who live along the I-710 South Corridor, nearly 1 million, or 83 percent, identify as Black or Hispanic. These residents face some of the worst air quality anywhere in the country, as the corridor accounts for 20% of all particulate emissions in Southern California. The I-710 South is known as the "diesel death zone" owing to very high levels of diesel pollutants within a quarter-mile either side of the freeway. These high levels of pollutants have been linked to health challenges including decreased lung function, asthma, increased lung and heart disease symptoms, and chronic bronchitis in communities along the corridor, which also face long-standing disparities in health and access to healthcare.

In 2018, the Metro Board of Directors voted in favor of the I-710 South Corridor's Environmental Impact Report's recommended "Alternative 5C." That Board decision was contingent on Federal approval, in order to fully fund the project. In 2021, the U.S. Environmental Protection Agency (EPA) formally opposed "Alternative 5C" on the grounds that any increase in vehicles and trucks along the corridor would increase particulate emissions in communities that are already heavily impacted by particulate emissions. Subsequent to that decision, the State of California also announced that it would not support "Alternative 5C."

Beginning in mid-2021, Metro staff initiated a new process to reimagine the corridor, convening a Task Force comprised of stakeholders representing labor, the ports, local elected leadership, goods movement industry, and community-based organizations. That Task Force now also includes several working groups and a Community Leadership Committee to help inform future project direction and decision-making. In addition, the Gateway Cities Council of Governments (COG) convened an Ad

Hoc Committee, comprised of elected leaders representing cities along the corridor, which considered and approved Guiding Principles and Projects and Programs which are the COG's preferred approach for improving the quality of life for corridor residents and enhancing the operational efficiency benefitting the corridor's users.

The steps taken in the past year by Metro to chart the path forward for this project are commendable. Even as the larger capital project has seen the environmental review process need to restart, the challenges along the I-710 South Corridor not only remain but continue in many ways to further deteriorate. The Ports are seeing record imports, and many of these products are being trucked out, on the I-710 Freeway, creating even more congestion along and near the freeway, further exacerbating safety issues and worsening air quality for communities throughout the corridor.

Since the time of the Board's 2018 action on the I-710 South Corridor, the California Department of Transportation (Caltrans) has adopted a new standard for evaluating freeway projects, known as "The Transportation Analysis Framework: Evaluating Transportation," implementing provisions of SB 743 (Steinberg, 2013), focused on reducing "Vehicle Miles Traveled" (VMT). The State has also adopted the "California Action Plan for Transportation Infrastructure," or CAPTI, which aligns the State's transportation infrastructure investments with its climate, health, and equity goals, with a goal of significantly reducing VMT.

Additionally, the Biden-Harris Administration has issued new Federal policies "securing environmental justice and spurring economic opportunity for disadvantaged communities that have been historically marginalized and overburdened by pollution," including Executive Order 14008 and the Justice40 Initiative. The Federal Highway Administration has also issued a policy document associated with implementing the new Bipartisan Infrastructure Law that states, in part, "The Policy prioritizes projects that move more people and freight by modernizing and increasing the operational efficiency of existing roads and highways over projects that expand the general purpose capacity of roads and highways."

The original vision for the I-710 South Corridor was a \$6 billion freeway project, leveraging nearly \$1 billion in local funding to be matched by \$5 billion in State and Federal funding. While most of the local funding remains in Measures R and M, any major investments in the corridor will need State and Federal support, and Metro should seek a similar 5-to-1 State/Federal-to-Local match goal.

SUBJECT: I-710 SOUTH CORRIDOR MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Mitchell, and Dutra that:

Given that the 710 Task Force will very soon be finalizing the project's Vision Statement, Guiding Principles, and Goals, the Chief Executive Officer shall report back on the Task Force's recommendations for these project directives in June 2022 for Board consideration and approval.

Given the 710 Task Force's pending Vision Statement, Guiding Principles, and Goals, we, further direct that the 710 South Corridor Project shall be renamed, in consultation with the 710 Task Force

and corridor stakeholders, in order to be more inclusive of the priorities and approaches that will be advanced in the future of this project, with attention to more than just the freeway, with a new name to be presented to the Board for consideration and approval in September 2022.

Given that capacity expansion freeway widening will not get support from Caltrans or the U.S. EPA, we adopt as Board policy that capacity expansion freeway widening will no longer be in the project.

We, therefore, further direct the Chief Executive Officer to:

- A. Develop and Implement a project Investment Plan, which:
1. Incorporates feedback from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments, and community stakeholders;
 2. Aligns initiatives with funding opportunities, including:
 - a. An Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022; and
 - b. A Mid- and Long-Term Investment Plan for initiatives that can reasonably apply for Federal and State funding opportunities in out years;
 3. Leverages applicable Measure R and Measure M funds to maximize deliverables and Federal and State funding matches;
 4. Provides a suite of major investments that can be completed no later than 2028;
 5. Identifies Federal funding opportunities that can be incorporated into the Infrastructure Investment and Jobs Act “Grants Strategy and 5-Year Implementation Plan” currently under development for presentation to the Metro Board;
- B. Engage the California Department of Transportation and State Transportation Agency, California Air Resources Board, California Energy Commission, and the U.S. Departments of Energy and Transportation and U.S. Environmental Protection Agency, to develop guidance around the Mid- and Long-Term Investment Plan.
- C. Engage city, county, and regional partners, including the South Coast Air Quality Management District and Los Angeles Cleantech Incubator, to organize and support local initiatives as part of the project’s Investment Plan; and
- D. Report back in September 2022 on the development and implementation of this Investment Strategy, including the minimum of three initiatives applying for available State and Federal funding in Calendar Year 2022.

PROCUREMENT SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS
PS4340-1939

1.	Contract Number: PS4340-1939		
2.	Contractor: URS Corporation (an AECOM Entity)		
3.	Mod. Work Description: Additional Project Support for the I-710 Corridor Project EIR/EIS to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort and extend the Period of Performance		
4.	Contract Work Description: I-710 Corridor Project Environmental Impact Report and Environmental Impact Statement (EIR/EIS)		
5.	The following data is current as of: 6/27/2023		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/28/2008	Contract Award Amount: \$22,686,314
	Notice to Proceed (NTP):	1/28/2008	Total of Modifications Approved: \$42,238,146
	Original Complete Date:	6/30/2015	Pending Modifications (including this action): \$3,857,895
	Current Est. Complete Date:	3/30/2024	Current Contract Value (with this action): \$68,782,355
7.	Contract Administrator: Andrew Conriquez		Telephone Number: 213-922-3528
8.	Project Manager: Lucy Delgadillo		Telephone Number: 213-922-7099

A. Procurement Background

This Board Action is to approve Contract Modification No. 31 issued to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort support of the EIR/EIS, Project Report and Advanced Preliminary Engineering for the I-710 project. This Modification covers additional support for the I-710 Corridor Project EIR/EIS.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee.

A total of 30 modifications have been executed to date. Refer to Attachment E - Contract Modification/Change Order Log.

B. Cost Analysis

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

Proposal Amount	Metro ICE	Negotiated Amount
\$4,240,034	\$4,237,395	\$3,857,895

Staff successfully negotiated a cost savings of \$382,139.

ATTACHMENT D

CONTRACT MODIFICATION/CHANGE ORDER LOG

I-710 SOUTH CORRIDOR PROJECT FINAL EIR/EIS/PS4340-1939

Mod. No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	Added New DBE and Updated Project Manager	Approved	5/20/2008	\$0
2	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	Approved	1/15/2009	\$53,599
3	Revised SOW – Utility Design	Approved	10/29/2009	\$299,103
4	Revised SOW – to include additional Traffic Studies	Approved	1/25/2010	\$78,019
5	Revised SOW – Enhanced Landscape Design Services	Approved	2/22/2010	\$254,947
6	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	Approved	10/20/2010	\$484,017
7	Revised SOW to revise build alternatives 6A/6B, oil field relocation strategies, visual impact analysis, meeting support, project management support, tolling alternatives, utility strategy alternatives analysis	Approved	1/5/2011	\$4,001,672
8	Revised SOW to revise alternative segment 6 and design options, update geometric plans, visual impact analysis, meeting support, project management support, tolling alternatives, community participation, and public officials coordination	Approved	5/23/2011	\$1,339,228
9	Supplemental SOW – Traffic Simulation Model	Approved	4/23/2012	\$324,339
10	Supplemental Environmental Analyses for the I-710	Approved	4/24/2012	\$0

	Corridor Project (\$255,525) and Task reductions (-\$255,525) resulting in net zero change			
11a	Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change	Approved	11/20/2012	\$0
12	Revised SOW incorporating project changes, changes in state and federal improvement requirements, evaluation of Preferred alternative, re-circulation of Draft EIR/EIS and completion of Final EIR/EIS	Approved	1/24/2013	\$9,190,276
13	Supplemental Work -Augment public officials, and staff oversight coordination	Approved	1/13/2014	\$69,179
14	Period of Performance Extension	Approved	6/29/2015	\$0
15	Period of Performance Extension	Approved	9/21/2015	\$0
16	Supplemental Statement of Work and Period of Performance Extension	Approved	10/22/2015	\$7,012,735
17	Supplemental Statement of Work and Period Performance Extension	Approved	1/28/2016	\$3,729,598
18	Budget adjustments and extension of expiration date - No Cost Increase	Approved	4/25/2017	\$0
19	Supplemental Statement of Work and increased funding.	Approved	10/25/2017	\$496,821
20	Supplemental Statement of Work and increased funding	Approved	12/5/2017	\$494,485
21	Supplemental Statement of Work and increased funding	Approved	1/15/2018	\$408,765
22	Supplemental Statement of Work and increased funding	Approved	6/28/2018	\$7,249,919
23	Period of Performance Extension	Approved	10/9/2019	\$0
24	Period of Performance Extension	Approved	2/12/2020	\$0
25	Supplemental Statement of Work with revisions to tasks with no cost increase	Approved	9/23/2020	\$0
26	Supplemental Statement of Work with revisions to tasks with no cost increase	Approved	8/12/2021	\$0
27	Period of Performance Extension	Approved	11/23/2021	\$0
28	Supplemental Statement of Work, increase to funding and Period of Performance Extension	Approved	6/4/2022	\$6,276,217

29	Reallocation of tasks with no increase to the contract authority	Approved	9/23/2022	\$0
30	Supplemental Statement of Work and increased funding	Approved	11/12/2022	\$475,227
31	Supplemental Statement of Work, increase funding and extend the period of performance	Pending	7/27/2023	\$3,857,895
	Modification Total:			\$46,096,041
	Original Contract:		1/28/2008	\$22,686,314
	Total:			\$68,782,355

DEOD SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS
PS4340-1939**A. Small Business Participation**

URS Corp./AECOM Technical Services made a 9.56% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 96% complete and the current level of participation is 14.74% DBE, exceeding the commitment by 5.18%.

Small Business Commitment	9.56% DBE	Small Business Participation	14.74% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Civil Works Engineers	Caucasian Female	3.11%	3.00%
2.	JMD, Inc.	Black American	2.76%	1.07%
3.	Tatsumi & Partners	Asian-Pacific American	0.79%	1.59%
4.	Wagner Engineering & Survey	Caucasian Female	2.90%	1.05%
5.	Arellano Associates, LLC	Hispanic American	Added	5.21%
6.	D'Leon Consulting Engineers	Hispanic American	Added	0.54%
7.	Epic Land Solutions	Caucasian Female	Added	0.56%
8.	Galvin Preservation Associates	Caucasian Female	Added	0.57%
9.	Mccormick-Busse, Inc. dba MBI Media	Caucasian Female	Added	0.56%
10.	Network Public Affairs, LLC	Caucasian Female	Added	0.17%
11.	PacRim Engineering, Inc.	Asian-Pacific American	Added	0.10%
12.	Pan Environmental, Inc.	Asian-Pacific American	Added	0.11%
13.	Wiltec	Black American	Added	0.21%
	Total		9.56%	14.74%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0236, File Type: Agreement

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE JULY 19, 2023

SUBJECT: WESTLAKE/MACARTHUR PARK STATION JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to execute an amendment to the Exclusive Negotiations Agreement and Planning Document (ENA) with Walter J Company (Developer) to extend the term for one year with the option to further extend the term for two additional one-year periods. The ENA provides for the joint development of Metro-owned property at the Westlake/MacArthur Park B/D (Red/Purple) Line Station with approximately 434 market rate residential units, 234 income-restricted units, a hotel, commercial office space, and neighborhood serving retail including space for local vendors (Project).

ISSUE

In August 2020, the Metro Board of Directors (Board) authorized the execution of an ENA with the Developer to support the joint development of the Project. The ENA was executed in February 2021. Since that time, the Developer has advanced predevelopment activities, including design development, community engagement, and the preparation of an entitlements package to be submitted to the City of Los Angeles (City). The ENA is set to expire in August 2023, and an extension of the ENA term is necessary to continue negotiations activities that include: (a) review of the schematic design; (b) Developer-led stakeholder outreach; (c) responding to City Planning questions/comments on the entitlements and environmental clearance application; and (d) negotiating and finalizing a ground lease and other transaction documents.

BACKGROUND

In August 2020, the Metro Board approved an ENA (Approved ENA/Project) that was the product of a revised and updated unsolicited joint development proposal from the Developer for the development of a mixed-use project inclusive of the 1.8 acres Metro-owned Plaza situated on the south side of Wilshire Boulevard between Alvarado Street and Westlake Avenue in the Westlake community of Los Angeles. The Developer intends to incorporate the Metro-owned property with properties it owns both north and south of the Metro-owned property to comprise the Project site (see Attachment A - Site Map).

The Approved ENA/Project was resubmitted to the Board following the rejection of the initial February 2020 proposal. Table 1 below outlines the changes between the initial February 2020 submittal and the Approved ENA/Project of June 2022.

Table 1	Initial Project Proposal Feb 2020	Approved ENA/Project Proposal June 2020
Total Apartments	665	668
Market Rate Apartments	545	434
Income-Restricted Apartments	120	234
Very Low (30 - 50% AMI*)	0	66
Low (50 - 80% AMI)	120	66
Moderate (120%-150% AMI)	0	66
Section 8 (0 - 50% AMI)	0	36
Hotel Rooms	252	300
Commercial SF	67,791	124,058
Open Space SF	75,679	75,679
Parking Spaces	896	775

*Area Median Income (AMI) for the Los Angeles-Long Beach Metropolitan Statistical Area, as determined annually by the Department of Housing and Urban Development (HUD) and adjusted for actual household size.

In addition to the enhanced affordable housing component, the Project was upgraded by strengthening the community outreach process through a Project Advisory Task Force (PATF); incorporating opportunities for existing local small businesses and street vendors to remain; and new neighborhood-based businesses to be recruited into the redeveloped site. Following Board approval in August 2020, the ENA was executed and became effective in February 2021. In 2022, the Developer acquired the property to the north of the Metro Plaza (650 S Alvarado) on which the 99 Cents Only building is located and has incorporated it into the development site.

DISCUSSION

Project Findings

Based on the progress made under the existing ENA, Joint Development staff recommend the Project continue to be advanced for the following key reasons:

1. The inclusion of adjacent land enables a more substantial development project to overcome the challenges of the Site.

- Significant Metro infrastructure exists including two station portals, an elevator, and vent shafts.
- Prior proposals could not build above and/or around these elements and still produce a meaningful development.
- The Developer owns a substantial number of properties adjacent to the Project Site that can be leveraged into a project with the appropriate scale and scope.

2. The Project would provide more income-restricted units than could be developed by Metro on its own.

- 234 income-restricted units (168 targeting incomes below 80% of AMI and 66 additional units targeting the Moderate 150% AMI level)
- Prior Metro land-only proposal (see below Project Site History) produced only 82 total units of affordable housing.

3. The Project commits to supporting existing plaza vendors and small businesses.

- Permanent vendor space dedicated to minority-owned and local businesses (at least 20%).
- On-site training and other business support resources provided.

4. The Developer's team has deep ties and experience working with the Westlake/MacArthur Park community.

- Developer's family has operated in this location providing medical, community, and related services for over 40 years.
- Currently entitled to develop the Lake on Wilshire project, a mixed-use project, directly across the street from the Phase B project.
- New Economics for Women (NEW) is a non-profit social service provider with deep roots in the community.

Joint Development Project Site History

In 2003, Metro entered into an ENA with an affiliated company of McCormack Baron Salazar (MBS) for a mixed-use affordable housing project which was later modified into two phases. In 2006, a Joint

Development Agreement (JDA) was entered into with MBS to develop Phase A which consisted of a 90-unit affordable housing development directly across the street from the current Project Site on the east side of Westlake Avenue. Phase B consisted of the development of an additional 82 units of affordable housing over the Metro Plaza along with upgrades to Metro transit infrastructure.

In 2012 Phase A was completed. However, due to the physical challenges and related cost to build across the plaza and subterranean transit infrastructure MBS proposed an alternative design for Phase B on Metro property. Staff determined the revised conceptual plan, which featured a surface parking lot without either retail or a new station portal, lacked the transit orientation necessary to achieve Metro's programmatic goals. It was later decided to not extend the JDA with MBS and the agreement was terminated.

Project Overview and Programming

The Developer is proposing a mix of commercial, retail, and housing uses that wrap around the perimeter of the Metro owned plaza. This will include two towers, one at the corner of Wilshire and Westlake and the other at 7th and Westlake which will have 668 housing units as a combination of studio, one- and two-bedroom units. Community-serving retail uses will occur along the southern and northern perimeters of the Metro Plaza.

A two-story pavilion will be built above the Metro Plaza at the existing park and ride location. It will contain a mix of quick service food stores, permanent space for local vendors, and community-based services. The Developer intends to integrate the Metro Plaza into its overall design through an enhanced landscape plan, fixed locations for local vendors to operate, and options for community-based performances and open-air events. To create the project density necessary to accommodate these various uses, the Developer is seeking a certain amount of open space and floor area ratio (FAR) from Metro. This would include the granting of air rights of approximately 575,492 square feet and the ability to add another 240 density units to the Project.

Detailed programming of the pavilion and other ground floor retail options will be fully developed in conjunction with the Developer over the remainder of the ENA period. The Developer has committed to certain community-based programming to include anti-displacement and homeless prevention services, English as a second language and citizenship classes, economic mobility programs & job training, along with a community business & family resource center.

In 2022, the Developer acquired the property to the north of the Metro Plaza (650 S Alvarado) on which the 99 Cents Only building is located and has incorporated it into the Project. This acquisition provided for additional commercial use of approximately 64,000 sq. ft. for medical offices and a retail pavilion. In addition, there was an increase of 968 parking spaces (from 775 spaces). The increased parking is still within the joint development policy limit of 0.5 spaces per bedroom (902 bedrooms, 451 allowable spaces, 341 proposed spaces).

Table 2 below summarizes the updated Project components including the additional parcel:

Project Component	Approved ENA/Project (2020)	Updated ENA/Project (2023)
Total Housing Units	668	668
Income Restricted Units (see Table 1 for details)	234	234
Hotel Rooms	300	300
Commercial Sq. Ft.	124,058	187,721
Combined Parking	775	968
Open Space	75,679	74,135

It is anticipated the Developer will complete and submit an entitlement package to the City no later than September 30, 2023. Based on the Developer’s current timeline, the City’s application review process will take approximately one year. Once entitlements are in place, staff intend to request Board authorization of key terms and conditions for a Joint Development Agreement (JDA) and Ground Lease (GL).

Community Engagement

To date, the Developer has conducted community outreach, design review, and the preparation of entitlements for submission to the City. The community outreach component has been extensive and ongoing since the ENA went into effect. Thus far, the Developer has conducted the following activities:

- 33 community outreach events.
- 4 project workshops.
- 8 PATF meetings.
- 26 separate meetings with community groups, including various tenants’ rights organizations.

Communication channels have been in the form of in-person meetings, digital and paper-form surveys, holiday events, and food giveaways. Much of the community interface has been accomplished through the Developer’s non-profit partner, NEW.

Comments received through this information gathering process include the need for greater security at the Plaza; more opportunities for affordable housing accessible to local residents; job opportunities during the construction period; and the need to protect local businesses from displacement once the project is operational. The Developer has been responsive to these needs in the design of the Project.

On June 30, 2023, Metro Joint Development staff briefed First District Council Member Eunisses Hernandez and her staff on the Project. This was followed by a commitment to provide ongoing updates throughout the predevelopment phase.

Unit Count and Affordability Analysis

As proposed, the Project will contain 234 income-restricted units (35% of the total unit count) which will be subject to a long-term affordability covenant. A subset of these units, 168 units or 25% of the total, are reserved for lower-income households with incomes no greater than 80% of AMI, adjusted for household size. The proposed affordable unit count aligns with the 2021 Board adopted update to the Joint Development Policy that establishes an inclusionary requirement for large projects such as Westlake/MacArthur Park (over 300 units) to allocate at least 25% of the total number of units for households earning up to 80% of AMI. This also aligns with the City of Los Angeles incentives policies and the State Surplus Land Act establishing threshold requirements for large-scale projects at 25% affordability.

In addition to the 168 affordable units, the Project proposes to reserve 66 units (approximately 10% of the overall unit count) for households with income levels between 120% and 150% of AMI. Known by the City of Los Angeles Housing Department as the “Moderate 150%” income level, this range of housing is a helpful resource as there is no existing public subsidy that targets this range. The Developer intends to subsidize the inclusion of these units through other Project components including the 434 market rate units. This would place 35% of all housing under a long-term affordability covenant.

This mixed-income approach maximizes affordability as financial studies have found increasing affordability requirements much beyond 25% in mixed-income projects require more funding gap than the projects or existing resources can likely bear. The Developer’s commitment to underwrite the Moderate 150% component speaks to providing the largest number of income-restricted units and the widest array of affordability levels while at the same time acknowledging the Project can be underwritten.

As part of the 2020 Board approval of the ENA, a preliminary financial pro forma was submitted for review. Given the structural complexity of building on a high-intensity transit station with significant subsurface rail infrastructure and a high-cost building methodology that maximizes unit yield in the form of two multi-purpose towers, the preliminary review suggests a maximum of 234 income restricted units. Although a higher percentage of affordable units could potentially be achieved through a lower-cost, lower height/density construction typology, this would result in a significant reduction in the total number of affordable units provided by the Project, and thus, would not align with the Board’s adopted policy goal of constructing as many units as possible, as quickly as possible for those who need it most. Further, prior efforts to develop the site with a low-rise, fully affordable development were unsuccessful for the reasons noted above.

With the extension of the ENA and the continued due diligence to follow, a revised financial pro forma will be submitted and reviewed by one of Metro’s third-party consultants. This will include an analysis of all programming activities including the affordable housing component and a determination of the maximum number of affordable units that could be supported by the overall Project.

Operations/Maintenance and Integration of Developer Activities

Metro has experienced an increase in drug related medical emergencies, violent crime, and general misuse of the Westlake/MacArthur Park Station. As a result, Metro Operations convened an agency

task force leading a collaborative effort to reimagine how the Station could better serve transit patrons and the broader community by improving public safety and service reliability through the strategic deployment of pilot programs. One of these pilot interventions includes a proposed restructuring of the vendor marketplace developed in collaboration with the County, City, and community that activates the plaza, promotes business sustainability and growth, and preserves space for community events.

Metro and the Developer are interested in a long-term Plaza program that continues to enhance security and improves the on-site transit experience for transit riders, workers, and residents. During the remainder of the ENA period the Developer will work collaboratively with Metro's restructured plaza vending program to provide input on ways to maintain continuity of vending activities throughout the predevelopment phase. As the Project moves forward to completion, the Developer will also seek to negotiate favorable leases with local vendors including the rate and length of term. Uses within the commercial and retail space will establish "eyes on the plaza" and the hotel and residential uses will provide a 24-hour presence at the station.

During the remainder of the ENA period, Metro and the Developer will negotiate an integrated maintenance, operations, and security program that addresses the needs of Metro, the Developer, and patrons of the station. Those terms will be incorporated into the proposed GL terms for the Board's consideration.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for the joint development activities is included in the adopted FY24 budget under Cost Center 2210, Project 401038. In addition, the Chief Planning Officer will be responsible for seeking budget authority in future years as the ENA process is finalized. Pursuant to the ENA, third-party and certain Metro staff costs are reimbursed by the Developer. The ENA executed in 2020 required the Developer to pay Metro a non-refundable fee of \$50,000, as well as a \$100,000 deposit to cover Metro staff and consultants. As stated in the JD Policy the non-refundable fee is held in a fund to be reinvested into Transit Oriented Communities activities such as land acquisition and other opportunities in furtherance of the 10K Plan. The full amount of the fee remains available for these activities. The deposit is replenished when it reaches a balance of less than \$50,000.

Impact to Budget

There is no adverse impact to the proposed FY24 budget. Staff costs are included in the FY24 budget to negotiate the proposed transaction and review the design and other project documents. No new capital investment or operating expenses are anticipated to occur and ENA deposits from funds provided by the Developer will offset certain staff and project-related professional service costs.

EQUITY PLATFORM

The project will deliver 234 income-restricted units to an Equity Focus Community, which could benefit community members adjacent to the project as well as other lower-income County residents in need of affordable housing and jobs. The Developer and its non-profit partner NEW have committed to marketing to income-qualifying local residents within the project area to increase chances of placement in the income-restricted units. This will be detailed in the Developer's leasing plan. To improve equity outcomes the developer has committed to reserving 20% of commercial/retail space for minority-owned businesses, and/or businesses that are owned by Westlake/MacArthur Park District residents. The space allocated to minority-owned businesses is the result of approximately two years of ongoing outreach with local stakeholders, CBOs, and advisory boards. The Developer will also negotiate in good faith to establish tenant-friendly leases with these businesses regarding the rate and length of term.

Likewise, the Developer is committed to partnering with local trade and apprenticeship readiness programs, hospitality training organizations, and local tenants' unions to offer job training and job creation opportunities throughout the Project's construction period. The terms and conditions of these partnerships will be detailed in the JDA and GL that will be negotiated and submitted to the Board for future consideration. Key terms will include outreach to the immediate neighborhood and those underrepresented and/or marginalized workers. As part of any future construction activities, Metro will require the Developer to submit a construction work plan with mitigation measures to limit dust, traffic, and noise for surrounding small businesses and other neighbors.

In pursuing the project, the developer and Metro staff will continue to actively engage with all stakeholders through a coordinated community outreach process that will involve multiple public engagement opportunities. Since the ENA was accepted by the Board in August 2020, Metro JD staff worked closely with the Developer to implement the community engagement plan that centers CBOs in the development process. CBO engagement strategies have included: 1) enlisting over 27 CBOs to participate in a project advisory role on the PATF; 2) working with CBOs to disseminate information for project community meetings and collect community surveys for project design; 3) collaborating with CBOs on a series of educational community workshops covering affordable housing, project design, and environmental review; and 4) working with local CBOs to negotiate community benefits including workforce and economic development plans. The Developer will continue building on the significant prior community outreach for the Project as specified by the requirements under the ENA.

Throughout this process, the Developer's staff have expressed a strong commitment to ongoing community engagement, using different methods such as in-person design review workshops, public neighborhood council meetings, and pop-up events at the Station and the Developer's offices across the street at 1930 Wilshire Blvd. To date, the Developer has conducted eight PATF meetings with public attendance, collected 341 community surveys, hosted food giveaways at nine CBO events, and contacted over 200 community attendees at public meetings. Across all events, the Developer engaged 3,211 participants. Based on the demographic data that has been collected so far, 70 percent of survey participants were Hispanic and Latino, 30% were Non-Hispanic and Latino. Regarding language preference, 55% of participants speak only Spanish at home, 21% speak other languages at home, and 24% speak English at home. Most participants were aged 35 to 59. The developer has engaged local youth and younger adults by providing multiple outreach meetings at

nearby schools and toy giveaways during the holiday season. As in previous JD outreach efforts, engagement will be conducted by the Developer in English, Spanish, and other languages deemed appropriate to reach a broad audience of stakeholders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Enhance communities and lives through mobility and access to opportunity, Initiative 3.2: Metro will leverage transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.

ALTERNATIVES CONSIDERED

The alternative to Board approval would result in the current ENA expiring in August 2023. As a result, further negotiations with the Developer would be discontinued jeopardizing build-out of the site and the creation of 234 new affordable housing units. A full range of options to upgrade the maintenance and operations of the station and plaza area in conjunction with the Developer would be postponed and future development options would be severely constrained due to the Developer's existing ownership of the surrounding properties. The remaining developable space was proven to be infeasible in the prior MBS proposal due to physical site limitations associated with sensitive Metro rail infrastructure running through the Metro Plaza and significant costs associated with building over the station infrastructure.

NEXT STEPS

Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing for a one-year extension of the term. During the extension period, staff will continue to work with the Developer to modify specific design elements, entitlement application details and confirm overall Project financial feasibility. This will include a detailed analysis of the affordable housing component and include confirmation of the ability to provide deeper levels of affordability and/or the number of overall affordable housing units.

Staff will return to the Board for approval of key terms and conditions for a JDA and GL following the Developer's securing of Project entitlements and environmental approvals from the City. Plaza maintenance, operations, and security will also be negotiated during the remainder of the ENA term.

ATTACHMENTS

Attachment A - Site Map

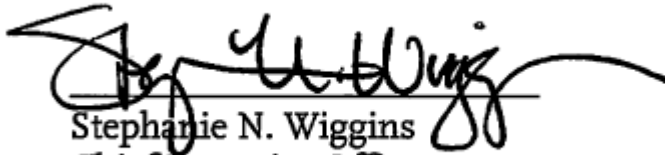
Prepared by: Carey Jenkins, Senior Director, Countywide Planning & Development, (213) 547-4356
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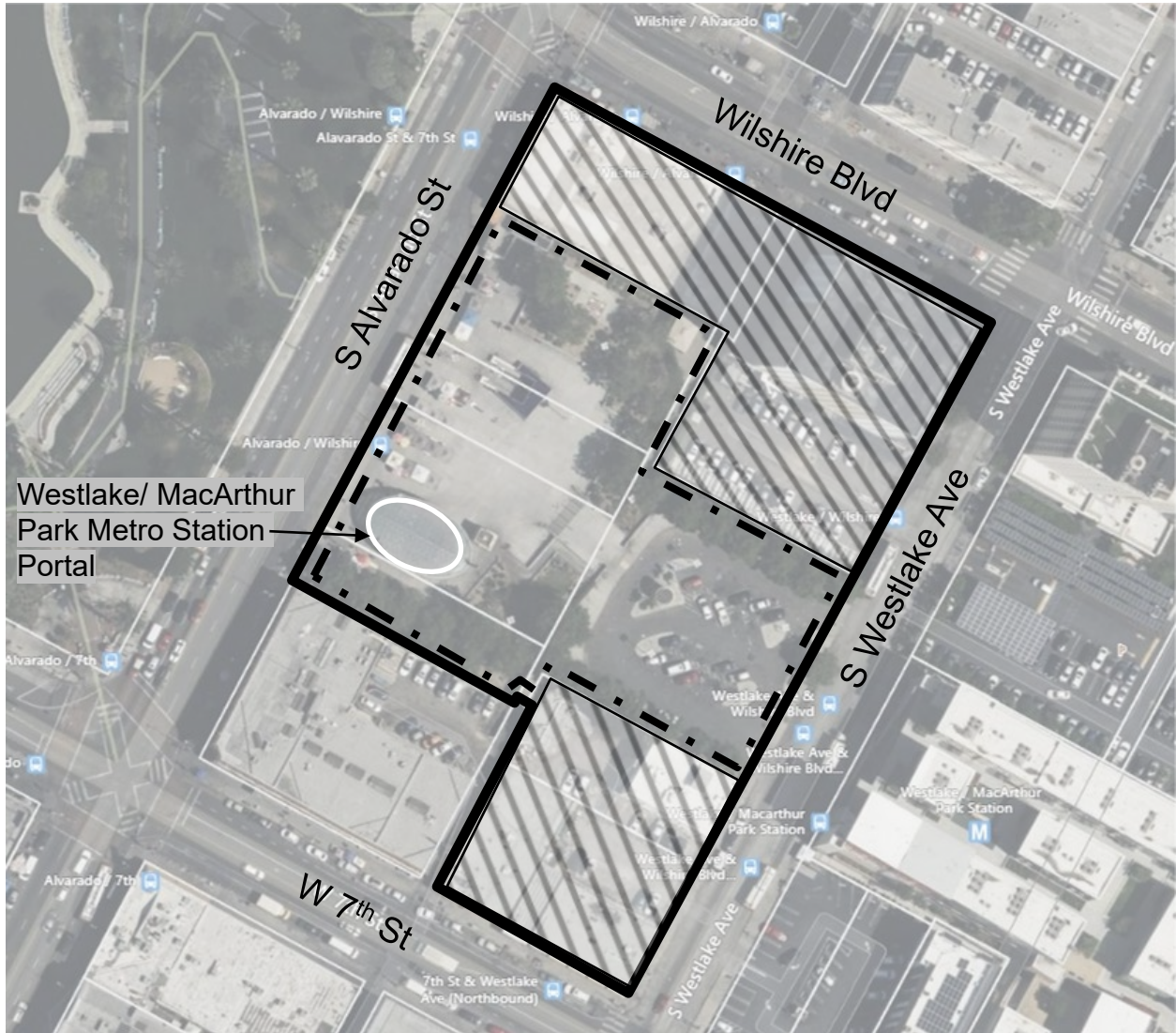
Ray Sosa, Deputy Chief Planning and Development Officer, (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer

Attachment A Site Map



Project Site



Metro-owned property



Developer-owned property



Next stop: building communities.

Westlake/MacArthur Park Station
Joint Development

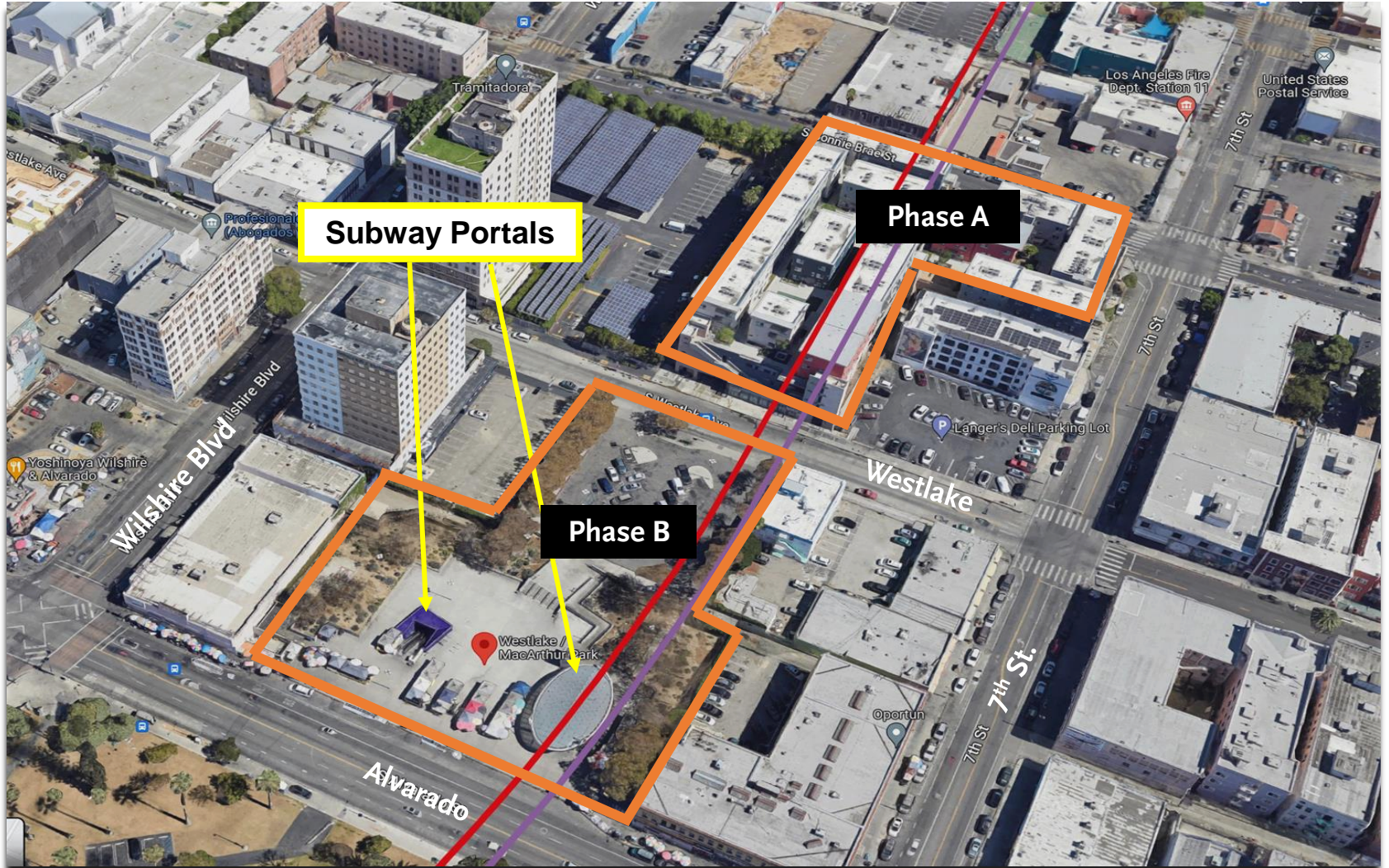
Planning & Programming Committee

July 19, 2023

Legistar File #2023-0236

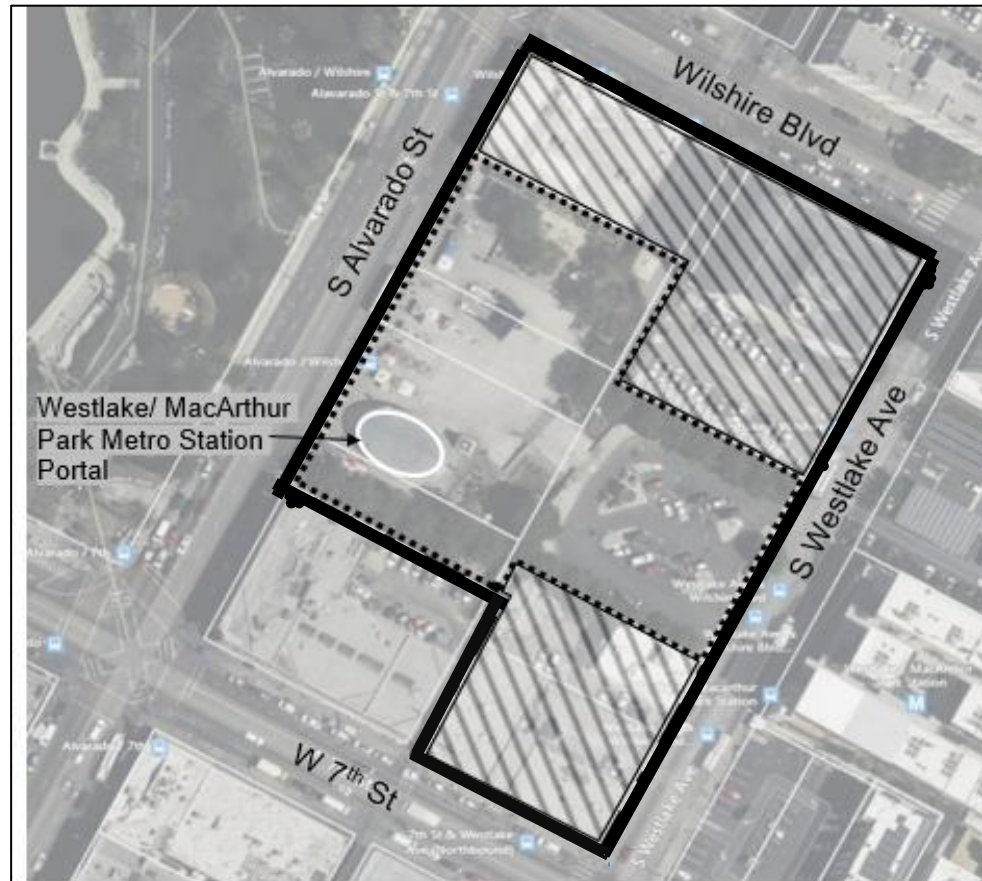


Westlake/MacArthur Park Station History



New Project Site (Phase B) Proposal

- > Joint Development consisting of 1.8 acres of Metro Plaza & 1.63 acres of developer owned properties. Total Project Site of 3.43 acres.
- > Proposed development is the product of an unsolicited proposal and 2020 Board action approving the ENA inclusive of the current program.
- > Proposed Board action consists of authorizing the LA Metro CEO to extend the current ENA by one year and retain the authority to extend an additional two 1-year periods, if needed.



Project Site



Metro-owned property



Developer-owned property

Current Project Overview

Programming

Developer:

- > Walter J Company

Units:

- > 668 Dwelling Units

Commercial & Retail:

- > 187,721 sq. ft. (up to)
- > 300 Room Hotel

Amenities:

- > Dedicated vendor space
- > Retail with favorable terms for local businesses
- > Local food services

Parking:

- > 341 residential
- > 627 commercial/retail

Affordable Housing Detail

- > 668 Total Housing Units

- > 234 Income Restricted Units:

- 36 units for seniors (0% to 50% AMI)
- 66 units (30% to 50% AMI)
- 66 units (50% to 80% AMI)
- 66 units (120% to 150% AMI)

- > All Income Restricted Units will be protected by a long-term affordability covenant

Public/Private Participation Summary

Metro Participation

- > Allocation of plaza through the ground lease (1.8 acres)
- > Transfer of 575,492 sq ft in developable air rights
- > Additional 240 density units of housing (part of 668 total units)

Developer Participation

- > Allocation of 1.63 acres of Developer property including all frontage along Wilshire Blvd
- > Plaza enhancements and landscaping upgrades to increase community serving uses
- > New investment of over \$938 million (estimated development)
- > Income Restricted Units
- > Commitment to supporting small businesses in the retail and plaza vendor spaces
- > Estimated 850 new permanent jobs (Nov. 2022 developer model)

Key Milestones Achieved Through June 2023

Conceptual Design:

- > Approved by Metro following extensive review and Project Area Task Force (PATF) input

Community Outreach:

- > 8 PATF update project meetings
- > 4 Project workshops focused on local stakeholders
- > 26 Project updates to various community groups
- > 33 Community-based neighborhood events

Entitlements:

- > To be submitted by September 2023



Next Steps

Upon Board approval and ENA Execution:

- > Seek further input on plaza programming & mix of affordability levels
- > Update program elements, including the affordable housing mix, and revise the pro forma to confirm financial feasibility
- > Coordinate with the WLMP Task Force regarding maintenance and security
- > Consult with TOC Economic Development Program regarding the Restructured Plaza Vending activities
- > Refine project design and process entitlements
- > Negotiate a term sheet for the Joint Development Agreement and Ground Lease



Board Report

File #: 2023-0285, File Type: Agreement

Agenda Number: 12.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 19, 2023**

SUBJECT: SCAG CTC PARTNERSHIP PROGRAM GRANT AWARDS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an agreement with the Southern California Association of Governments to claim funds awarded in the amount of \$41,279,497 through the County Transportation Commission Partnership Program; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute pass-through agreements with the agencies who will implement projects awarded through the County Transportation Commission Partnership Program

ISSUE

On May 9, 2023, Metro staff submitted applications to the Southern California Association of Governments (SCAG) County Transportation Commission (CTC) Partnership Program for Metro-led and Metro-partnered transportation plans, programs, and infrastructure projects. The SCAG Regional Council approved awards on July 6, 2023. The Program guidelines require that Metro enter into an agreement with SCAG prior to initiating reimbursable work on awarded projects. In addition, agreements are necessary for Metro to pass through funds to the external agencies who will implement awarded projects.

BACKGROUND

The 2021 Regional Early Action Planning Grants Program (REAP) established by AB 140, funded from the State General Fund, and administered by the California Department of Housing and Community Development provides funds for planning and implementation activities within infill areas that have significant geographic or regionwide benefit towards three objectives:

1. Accelerate infill development that facilitates housing supply, choice, and affordability
2. Affirmatively further fair housing

3. Reduce vehicle miles traveled (VMT)

The 2021 REAP sets aside 85 percent of funds for direct allocation to Metropolitan Planning Organizations (MPOs). SCAG received \$246 million and designated \$80 million for the CTC Partnership Program (Program). The six CTCs in the SCAG region are the only eligible applicants, however, CTCs can submit applications in partnership with stakeholders such as Councils of Governments (COGs). The Program guidelines require that funded projects not only meet the state's 2021 REAP objectives and eligibilities but also align with the Key Connection Strategies in SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which focus on innovative policies and/or technologies together with expanded mobility offerings to realize regional planning goals.

SCAG opened the Call for Applications on April 12, 2023 with an application deadline of May 9, 2023. Metro submitted 11 applications for Metro-led and Metro-partnered (COG-led) planning, program, and infrastructure projects. On July 6, 2023, the SCAG Regional Council approved awards totaling \$41.3 million for ten projects in Los Angeles County. This total includes \$31.9 million for six Metro-led projects and \$9.3 million for four COG-led projects. A list of funded projects is shown in Attachment A.

DISCUSSION

The Program is an opportunity to advance innovative, multimodal, and shovel-ready transportation planning and implementation activities. The funded projects meet the Program's objectives and eligibility criteria as outlined in Attachment B, and importantly, are expected to be complete by the Program's deadline of December 31, 2025. To meet the Program's firm project completion deadline, Metro must execute an agreement with SCAG that establishes the projects and activities that may be reimbursed. SCAG will not reimburse costs prior to the execution of the agreement.

Although CTCs like Metro are the only eligible applicants for the Program, Metro staff aimed to meet the Program's collaborative and partnership goals by working with interested COGs to identify projects for this opportunity. Metro staff met with each COG applicant to explain roles and responsibilities for the application process and grant administration activities associated with Program funds. Metro submitted the COG projects as a partnership between Metro and the respective COG, however, SCAG will not enter into agreements with any other parties besides the eligible applicant. Therefore, Metro must enter into separate agreements with COGs to establish the terms for passing through the Program funds for the COG-led projects. Entering into these agreements expediently is also necessary to ensure the COG-led projects can meet the project completion deadline.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Adoption of the recommendations would allow Metro to take actions to secure \$41.3 million for Metro and subregional projects. Since the Program operates on a reimbursement basis, the cost centers

implementing the Metro projects will be responsible for budgeting the costs in future years. Subregional project costs will be budgeted by the respective subregion.

Impact to Budget

The fund source is 2021 REAP funds distributed by SCAG through the CTC Partnership Program. These funds are not eligible for Metro's bus and rail operating expenditures.

EQUITY PLATFORM

The Board action will help secure funding from a program that is intended to advance transit and other multimodal plans, programs, and infrastructure improvements within and for lower resourced communities, areas of concentrated poverty, historically disadvantaged communities, and/or areas with lost or reduced service. Metro staff selected projects for application and SCAG selected projects for funding in accordance with the Program objectives and requirements.

The Program guidelines require that funded projects meet all three 2021 REAP objectives: accelerating infill development that facilitates housing supply, choice, and affordability; affirmatively furthering fair housing; and reducing VMT. In addition, projects must satisfy location criteria associated with each objective such as: areas with transit supportive densities, lower resources coupled with measures to promote equitable quality of life and access to opportunities and Disadvantaged and Historically Underserved communities. The 2021 REAP defines Disadvantaged and Historically Underserved Communities as including concentrated areas of poverty; areas of high segregation and poverty and areas of low to moderate access to opportunity per the state's Opportunity Area Maps; Communities of Concern, Disadvantaged Communities, and Low Income Communities per SB 535 and AB 1550; areas of high housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities, and other areas experiencing disproportionate impacts of California's housing and climate crisis. Metro staff evaluated all projects for application on these objectives and criteria aided by the Indicator Mapping Tool developed by SCAG to identify whether project locations are consistent with 2021 REAP and SCAG objectives. Nearly all Metro Equity Focus Communities (EFCs) overlap with one or more of the indicators included in SCAG's mapping tool. All 11 projects that Metro submitted will serve EFCs as they are either fully or partially located within EFCs and create connections, services, or programs that target or provide disproportionate benefit to EFCs residents. Each project sponsor was required to describe how it would advance equity by benefiting disadvantaged and historically underserved communities, discuss existing and planned partnership and stakeholder engagement in project development and throughout the project lifecycle, identify location criteria satisfied by the project, and propose metrics for tracking the performance of the project in each of the three 2021 REAP objectives. SCAG evaluated and ranked projects based on responses to these application questions.

The projects' outcomes and desired impacts will be measured and shared through regular and annual progress reports as required by SCAG's Program guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of these recommendations will support the following Strategic Plan Goals:

Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding that will conduct planning, create and enhance programs, and build infrastructure that accelerate infill development that facilitates housing supply, choice, and affordability, affirmatively further fair housing, and reduce VMT.

Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefit.

ALTERNATIVES CONSIDERED

The Board may choose not to approve one or both of the recommended actions. Staff does not recommend this alternative because Metro and our subregional partner agencies cannot be reimbursed for work on awarded projects without an executed agreement with SCAG. Metro could lose out on receiving \$41.3 million targeted to improve mobility and increase access to opportunity. The Board may also choose to delay approval of one or both of the recommended actions until a later date. Staff does not recommend this alternative because beginning reimbursable work as soon as possible upon agreement execution is necessary to ensure projects are completed by the December 31, 2025 deadline.

NEXT STEPS

Upon Board approval of these recommendations, Metro staff will work with SCAG and COG staff to enter into agreements.

ATTACHMENTS

Attachment A - CTC Partnership Program Awards

Attachment B - Objectives and Eligibility Criteria

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

County Transportation Commission Partnership Program Awards

Project Sponsor	Project	Project Description	Request	Award
City of LA	Connecting Communities with Stress Free Connections	Construction of low stress active transportation improvements in Mid City West, South LA, and Central LA neighborhood corridors.	\$5,250,000	\$5,250,000
City of LA	First Last Mile Revolution: Transforming Metro Connections to Housing	Planning and 30% design to advance implementation of Purple Line Extension Section 2 and 3 and East San Fernando Valley LRT FLM plans.	\$1,050,000	\$1,050,000
Metro	Countywide Signal Priority Cloud Based Solution	Purchase and install cloud-based transit signal priority at intersections countywide with older technology.	\$4,004,028	\$4,004,028
Metro	Metro Bike Share In-fill Expansion	Update the Metro Bike Share Plan to identify bike share service gaps and areas where bike share can be expanded and deploy service to fill gaps.	\$12,075,000	\$7,550,000
Metro	Mobility Wallets Pilot 2.0: Challenge and Low-Income	Fund expansion of mobility wallets including different wallet types.	\$10,000,000	\$4,023,750
Metro	North Hollywood Transit Center	Construct a consolidated transit center to vacate a parcel that will be developed into mixed-use development including affordable housing.	\$15,000,000	\$15,000,00
Metro	Traffic Reduction Study	Conduct additional modeling to help plan a pilot(s) that incorporates public input into pilot design.	\$1,000,000	\$1,000,000
Metro	Urban Wilderness Access Feasibility Plan	Planning study to increase access to Griffith Park and surrounding parklands in the Hollywood Hills	\$945,000	\$372,000
San Gabriel Valley Council of Governments	Enhanced GoSGV E-Bike Share Program	Subsidize GoSGV (regional e-bike subscription program) membership for affordable housing residents, purchase e-cargo and e-trike bikes, and upgrade existing bikes.	\$2,625,469	\$2,625,469
South Bay Cities Council of Governments	Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	Analyze, assess, and create an inventory of existing buildings that could be used as a mobility hub in the cities of Carson, Hawthorne, Gardena, and the unincorporated community of West Athens-Westmont in LA County.	\$404,250	\$404,250
Grand Total			\$52,353,747	\$41,279,497

Objectives and Eligibility Criteria

This attachment describes the 2021 REAP objectives and requirements which all projects must meet, and the eligible activities and project priorities which are identified by SCAG for the CTC Partnership Program.

Objectives and Requirements

Objectives and requirements described in the Department of Housing and Community Development's *Regional Early Action Planning Grants (REAP) of 2021 Guidelines for Metropolitan Planning Organizations*¹:

All projects must demonstrate a nexus to all three 2021 REAP objectives:

1. Accelerating infill development that facilitates housing supply, choice, and affordability
2. Affirmatively furthering fair housing
3. Reducing Vehicle Miles Traveled (VMT)

All projects must also:

- Have significant geographic or regionwide benefit
- Meet the definition of a transformative planning or implementation activity²
- Meet the infill definition³

Eligible Activities

Eligible activities that meet the 2021 REAP objectives as described in SCAG's *2023 CTC Partnership Program Guidelines*⁴:

1. Realizing multimodal communities
 - a. Establishing and implementing a vision-zero policy and program, a safety plan, and a slow streets program.

¹ <https://www.hcd.ca.gov/docs/grants-and-funding/mpo-reap-2-0-final-guidelines.pdf>

² "Transformative planning and implementation activities" means housing, planning, infrastructure investments supporting infill housing, and other actions that enable meeting housing goals that also result in per capita VMT reductions, including accelerating infill development, supporting residents through realizing Multimodal Communities, shifting travel behavior through reducing driving, and increasing transit ridership.

³ "Infill", for the purposes of the 2021 REAP, means areas where all the following apply: (1) the area consists of unused or underutilized lands (2) within existing development patterns (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:

- a. An urban center, urban corridor, or area with transit-supportive densities, or
- b. An established community that meets all the following criteria:
 - a. The area consists or previously consisted of qualified urban uses
 - b. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
 - c. No parcel within or adjoining the area is classified as agricultural or natural and working lands
- c. Under unique circumstances, applicants may propose an alternative definition of "Infill" subject to approval by the Department of Housing and Community Development and State Collaborative Partners.

⁴ https://scag.ca.gov/sites/main/files/file-attachments/ctc_call_for_projects_guidelines_04112023_final.pdf?1681314989

- b. Developing bicycle and pedestrian infrastructure plans and other multimodal plans or policies.
 - c. Investing in infrastructure projects and other programs to expand active transportation and implement bicycle or pedestrian plans.
 - d. Producing multimodal corridor studies associated with developing specific planning documents or implementation actions.
2. Shifting travel behavior by reducing driving
 - a. Studying roadway pricing feasibility and implementing road pricing programs.
 - b. Funding the establishment of a local VMT impact fee or catalyzing a regional VMT mitigation bank.
 - c. Funding and implementing parking and transportation demand management programs or ordinances.
 3. Increasing transit ridership
 - a. Funding and implementing actions to establish more seamless regional transit systems between and across communities, including establishing common fares systems, sync transit routing systems and schedules, service design, and wayfinding to connect residential neighborhoods with employment centers and other key destinations.
 - b. Developing and implementing multimodal access plans to and from transit facilities
 - c. Planning for additional Housing near transit.

Priority Projects

Priority projects to implement Key Connection strategies included in *Connect SoCal 2020*⁵ as described in SCAG's *2023 CTC Partnership Program Guidelines*:

1. Transit Recovery – examples include capital improvements to increase bus speed and reliability and improve customer experience.
2. Mobility Integration & Incentives – examples include mobility wallets, pricing, universal basic mobility, and fare integration.
3. Shared Mobility & Mobility Hubs – examples include micromobility programs, mobility hubs, first/last mile services, wayfinding systems, and multimodal access plans.
4. VMT Bank & Exchange Programs – examples include studies, pilot programs, and plans.

Indicator Mapping Tool

Interactive map prepared by SCAG to help identify project locations that are consistent with 2021 REAP and SCAG objectives:

<https://maps.scag.ca.gov/portal/apps/webappviewer/index.html?id=94a15b4f502d44c6941e6c0b71818823>

⁵ <https://scag.ca.gov/read-plan-adopted-final-connect-social-2020>



Next stop: access to opportunity.

Item 12 - SCAG CTC Partnership Program Grant Awards
Planning and Programming Committee
File No. 2023-0285



Recommendation

Consider:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an agreement with the Southern California Association of Governments to claim funds in the amount of \$41,279,497 awarded through the County Transportation Commission Partnership Program

- B. AUTHORIZING the CEO or their designee to negotiate and execute pass-through agreements with the agencies who will implement projects awarded through the County Transportation Commission Partnership Program

CTC Partnership Program

SCAG* received \$246M from HCD* Regional Early Action Planning Grants (REAP) 2.0

SCAG-created programs:

- Programs to Accelerate Transformative Housing
- Subregional Partnership Program 2.0
- Sustainable Communities Program
- **County Transportation Commission (CTC) Partnership Program**



CTC Partnership Program

Funding: \$80 million competitive

Eligible applicants: CTCs only, partnerships encouraged

Eligible projects: Plans, programs, and capital improvements

Application period: April 12 – May 9, 2023

Awards approved: July 6, 2023

Expenditure deadline: December 30, 2025

**SCAG is the Southern California Association of Governments*

**HCD is the California Department of Housing and Community Development*

Review Criteria

HCD REAP 2.0 Objectives & Location Constraints



- Accelerate infill development that facilitates housing supply, choice, and affordability
- Affirmatively further fair housing
- Reduce VMT



Projects with significant geographic or regionwide benefit in *infill areas*

HCD REAP 2.0 Eligible Activities/Uses



- Realizing multimodal communities
- Shifting travel behavior by reducing driving
- Increasing transit ridership

SCAG CTC Partnership Program Priorities



- Transit Recovery
- Mobility Integration & Incentives
- Shared Mobility & Mobility Hubs
- VMT Bank & Exchange Programs

Metro Priorities



- Advance Metro Board directives
- Project readiness
- Feasibility

Awards

Metro-led Projects

Project	Request	Award
Countywide Signal Priority Cloud Based Solution	\$4,004,028	\$4,004,028
Metro Bike Share In-fill Expansion	\$12,075,000	\$7,550,000
Mobility Wallets Pilot 2.0: Challenge and Low-Income	\$10,000,000	\$4,023,750
North Hollywood Transit Center	\$15,000,000	\$15,000,00
Traffic Reduction Study	\$1,000,000	\$1,000,000
Urban Wilderness Access Feasibility Plan	\$945,000	\$372,000
Total Metro-led Projects	\$43,024,341	\$31,949,778

COG-led Projects

Project Name	Request	Award
First/Last Mile Revolution: Transforming Metro Connections to Housing	\$1,050,000	\$1,050,000
Connecting Communities with Stress Free Connections	\$5,250,000	\$5,250,000
Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	\$404,250	\$404,250
Enhanced GoSGV E-Bike Share Program	\$2,625,469	\$2,625,469
Total COG-led Projects	\$9,349,719	\$9,329,719



Board Report

File #: 2023-0283, **File Type:** Informational Report

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE JULY 19, 2023

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Projects Status Report.

ISSUE

Countywide Planning and Development's major projects status report provides highlights of capital projects in planning phases of development. These include transit corridor projects such as rail and bus rapid transit, Measure M active transportation corridor projects, and highway projects.

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. Countywide Planning and Development (CPD) oversees the planning of major capital projects to support this mission. The attached Project Status Report (Attachment A) provides an update on the planning progress of Metro's four major Pillar Projects -- West Santa Ana Branch, Eastside Transit Corridor Phase 2, C (Green) Line Extension to Torrance, and Sepulveda Transit Corridor, as well as other major projects in transit and active transportation planning. In addition, the quarterly report also includes major highways and complete streets projects in various stages of development.

DISCUSSION

The status report provides an update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery method. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, provided on a quarterly basis to the Metro Board's Construction Committee.

Last quarter's report was presented at the April 19, 2023, meeting of the Planning and Programming

Committee, during which Director Solis requested that staff explore strategies to advance the Eastside Transit Corridor Phase 2 project, including contracting and procurement arrangements, and advancing pre-construction activities. She requested that by July 2023, staff address the following:

- A. Assess design and construction procurement of the project as a single alternative delivery contract, such as progressive design-build,
- B. Explore how a preconstruction contract to the selected contractor team and segmented contracts can advance progress,
- C. Like the West Santa Ana Branch project, explore the opportunity to award an “Early Works” contract that includes utility relocation, demolition, environmental protection, and any long-lead procurement activities, like the Tunnel Boring Machine,
- D. Look into prioritizing and initiating preconstruction on a City of Commerce IOS/tunnel segment to break ground as soon as possible, subject to state and federal environmental clearance,
- E. Assess continuing preconstruction work for the remaining segments (to Greenwood IOS and the rest of the alignment), advancing the design and value engineering activities for those segments, allowing construction to start quickly as funding becomes available.

In response, Metro’s Program Management staff currently is developing a set of criteria to be used when selecting project delivery methods for Metro projects. These project delivery methods may include but are not limited to design-build, progressive design-build, construction manager/general contractor (CM/GC) arrangements. Program Management anticipates the completion of these evaluation criteria and selection of a delivery method for the Project by the Fall 2023, and application to FTA as early as mid-2024 to enter the Project Development phase.

In parallel, staff recognizes that advancing pre-construction activities can reduce future risk in construction, and some activities may be advanced following CEQA certification (anticipated in Winter 2024) and before NEPA clearance. Such pre-construction activities include:

- Geotechnical exploration: These activities are underway to conduct subsurface investigations. This allows the Project team to better understand and manage risk, which will be an important consideration in identifying the project delivery method and future construction needs.
- Utility relocation: Documentation of existing and potential conflicts also is underway, and relocations will follow. These activities may be conducted prior to NEPA clearance as “early works,” though Metro’s expenditures may not be counted as local match toward any federal grant awards. Early relocation of utilities, however, is anticipated to reduce overall time and risk to construction.
- Identification of potential long-lead procurements: The Project team, in its evaluation of early works potential and in its consideration of the project delivery method, will evaluate any potential long-lead procurements such as the use of a tunnel boring machine.
- Rights of way: The Project team currently is identifying rights of way needed for the project, so that certification and acquisition of properties and rights necessary to preserve the corridor may follow. These activities may be conducted post CEQA clearance and prior to NEPA clearance as early property acquisitions under FTA guidance for linear projects.

EQUITY PLATFORM

Because this report is provided on a regular basis and provides a high-level update on multiple projects, equity considerations are summarized and provided in this quarter's report as a baseline summary. Future reports in this quarterly series will provide updates since the prior quarter, if any.

Attachment B establishes the current baseline assessments.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of projects included in this report supports strategic plan goal #1 by delivering high quality mobility options that enable people to spend less time traveling.

NEXT STEPS

Staff will continue to advance these projects through planning phases. The next quarterly Countywide Planning and Development major project status update will be in October 2023.

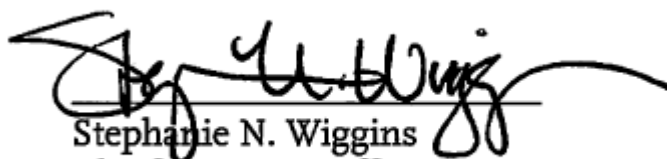
ATTACHMENTS

Attachment A - Project Status Report

Attachment B - Equity Assessments

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Stephanie N. Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

July 19, 2023

Presented By

Allison Yoh

Executive Officer

Transit and Active Transportation

Isidro Panuco

Executive Officer (Interim)

Complete Streets and Highways

Transit and Active Transportation Projects



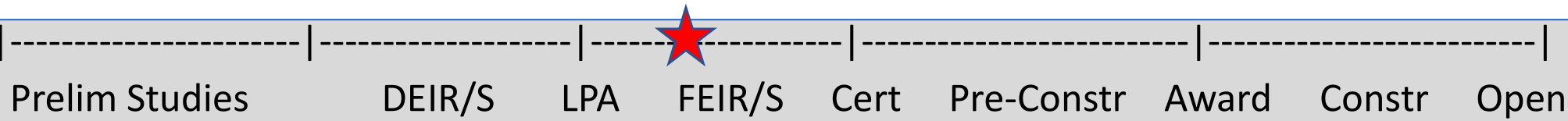
> Major Pillar Projects

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

> Other Projects in Planning

- Los Angeles River Path
- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- E. San Fernando Valley Shared ROW
- K Line Northern Extension
- Arts District/6th Street Station

West Santa Ana Branch Transit Corridor



Recent Activities

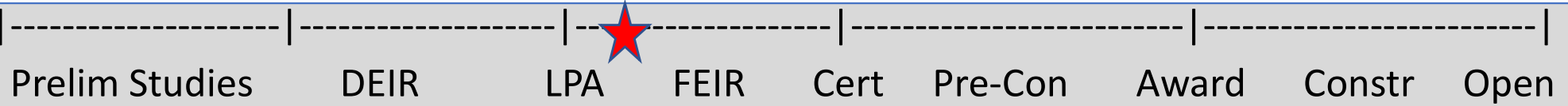
- Utility potholing work is 50% complete (April)
- Two procurements underway: Program Management Support Services, Advanced Design (in blackout)
- Public/stakeholder outreach meetings in Paramount, Bell, Artesia, Cerritos and virtual (June)
- Technical memos and EIS/R Chapters under preparation & with FTA and Army Corps of Engineers for review
- Ongoing work with UPRR/Ports on MOU

Next Actions

- Fall 2023: First Admin Draft Final EIS/EIR to FTA
- Fall 2023 (tent.): Board action on contract awards
- Spring 2024 (tent.): Board certification of Final EIR
- Summer 2024 (tent.): FTA Record of Decision on Final EIS



Eastside Transit Corridor Phase 2



Recent Activities

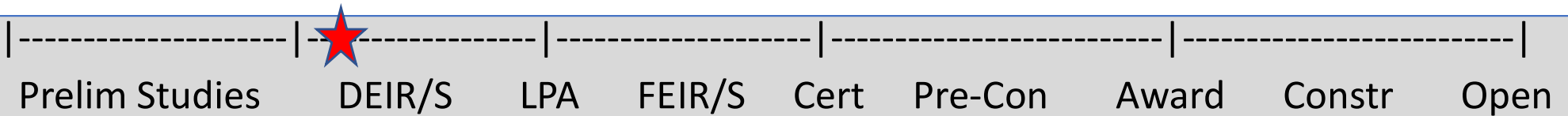
- Awarded \$35M from State TIRCP
- Requesting vehicles/bus resources for community tours
- Ongoing coordination with FTA on the NEPA process
- Preparing for future entry into Project Development phase
- Developing Cooperative Agreement with cities and County Counsel
- FLM planning underway, including analysis of existing conditions and coordination of walk audits



Next Actions

- Engineering field work to begin along the alignment (Summer 2023)
- Community Rail Tours and FLM Walk Audits anticipated in Fall 2023 (tentative)
- FTA to determine the appropriate level of NEPA documentation for the project in coordination with Metro staff
- Complete Delivery Selection Process in September 2023
- CEQA anticipated in Winter 2024, exploring strategies to advance construction

Sepulveda Transit Corridor



Recent Activities

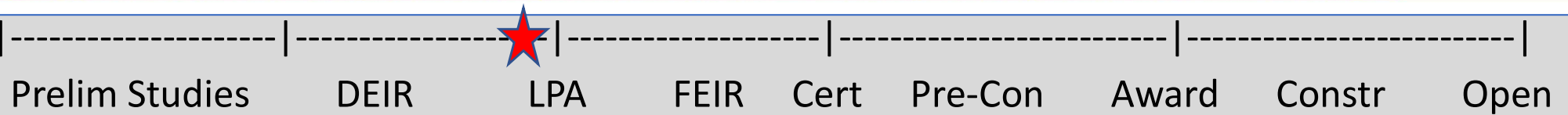
- Ongoing fieldwork
- Continued engagement with adjacent projects and with third party agencies
- Planning and Environmental Linkages (PEL) meetings with agencies

Next Actions

- Continue to develop designs and prepare environmental technical studies
- Preparing for next round of community meetings



C (Green) Line Extension to Torrance



Recent Activities

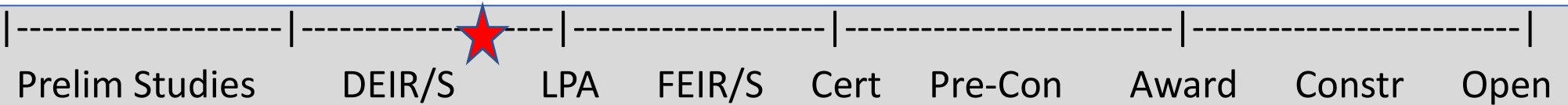
- Draft EIR released in January
- 61-day comment period closed March 27, 2023
- Received over 2,200 comments during 61-day public comment period
- Continuing to review public comments and prepare responses

Next Actions

- Continue to identify and develop staff recommendation of Locally Preferred Alternative (LPA) based on project objectives, findings and community concerns
- Summer 2023: Briefing elected officials, cities
- Fall 2023: Board selection of LPA



Los Angeles River Path



Recent Activities

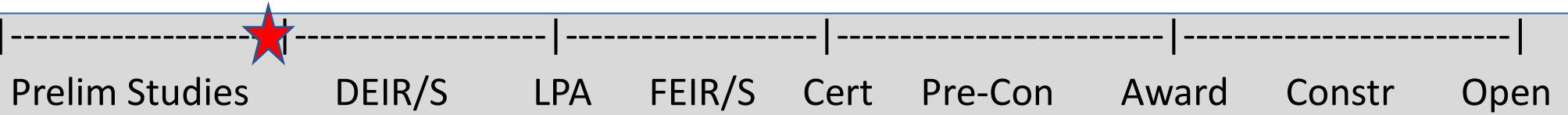
- Legal reviews of tech reports
- Developing DEIR Communications Plan in preparation for end of year release
- Finalizing project fact sheet and FAQs
- Working with Third Party for development of MCAs/LOAs with project stakeholders

Next Actions

- Summer 2023: Outreach Events throughout and adjacent to project area
- Development and implementation of CBO Partnership Strategy to support community engagement efforts
- End of 2023 (tent.): Release of DEIR
- Summer 2024 (tent.): Selection of single alternative



Vermont Transit Corridor

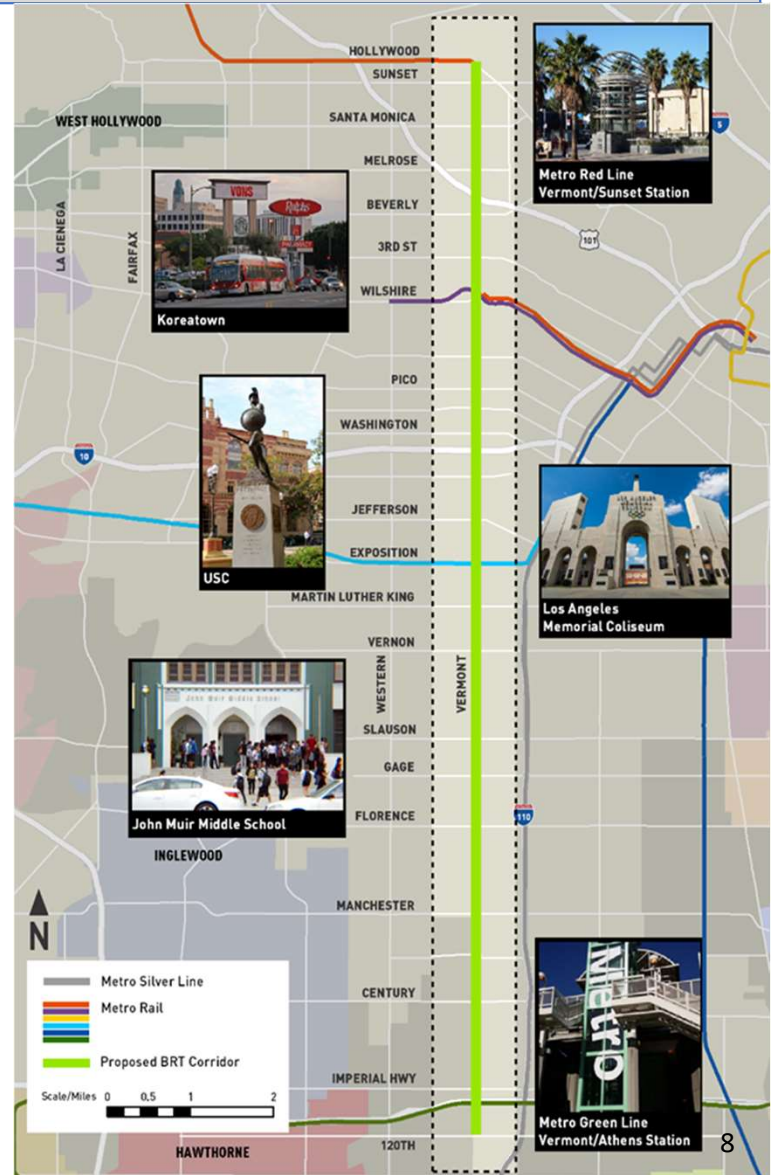


Recent Activities

- Active procurement underway for environmental services (RFP released February 2023)
- Beginning coordination with Service Planning on near-term bus service improvements

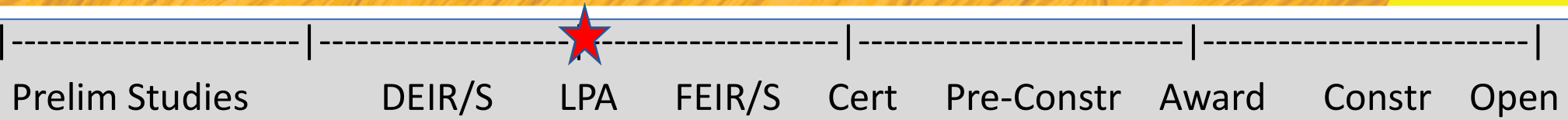
Next Actions

- July 2023: Anticipated procurement for communications/outreach services
- Sept 2023: Anticipated Notice of Intent to Award for environmental services, and Board action on contract award



Rail to River Active Transportation Corridor

Segment B

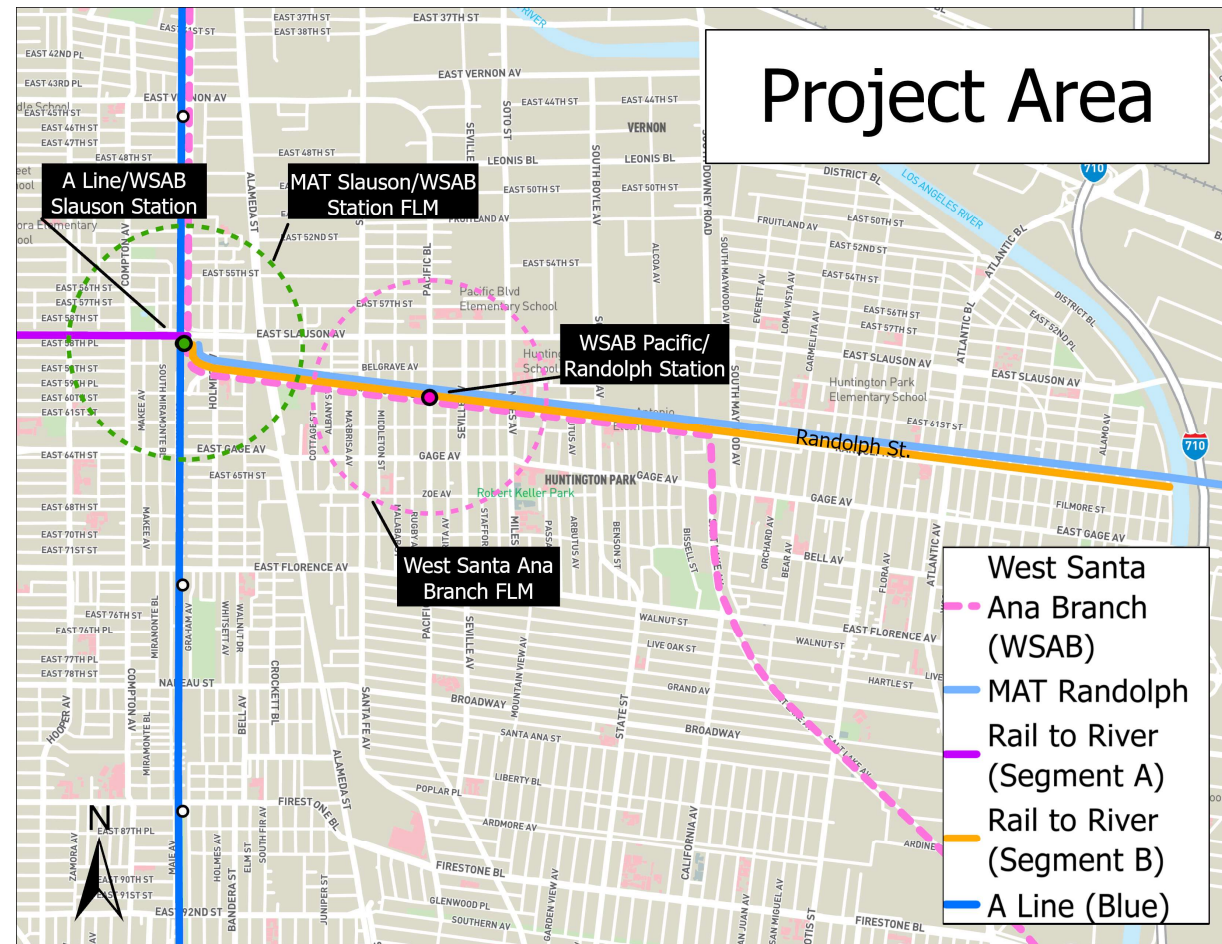


Recent Activities

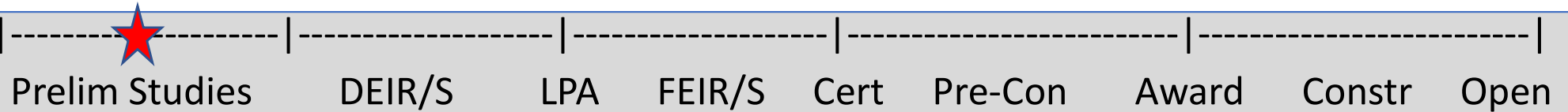
- Procurement underway for technical and outreach services to support design and environmental clearance
- Coordination with cities and other related projects

Next Actions

- Award contract Fall 2023
- Initiate design and environmental work



East San Fernando Valley Shared ROW Study



Recent Activities

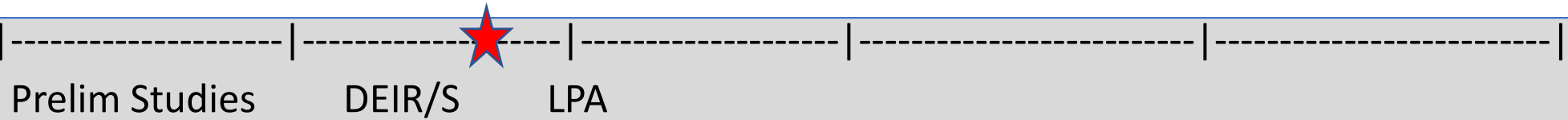
- Confirmation and definition of future scenarios to be studied
- Technical coordination with Metrolink, City of San Fernando and LADOT on study methodology and assumptions
- Finalization of grade crossing analysis and approach



Next Actions

- Continue analysis in coordination with Metrolink, City of San Fernando

Arts District / 6th Street Station



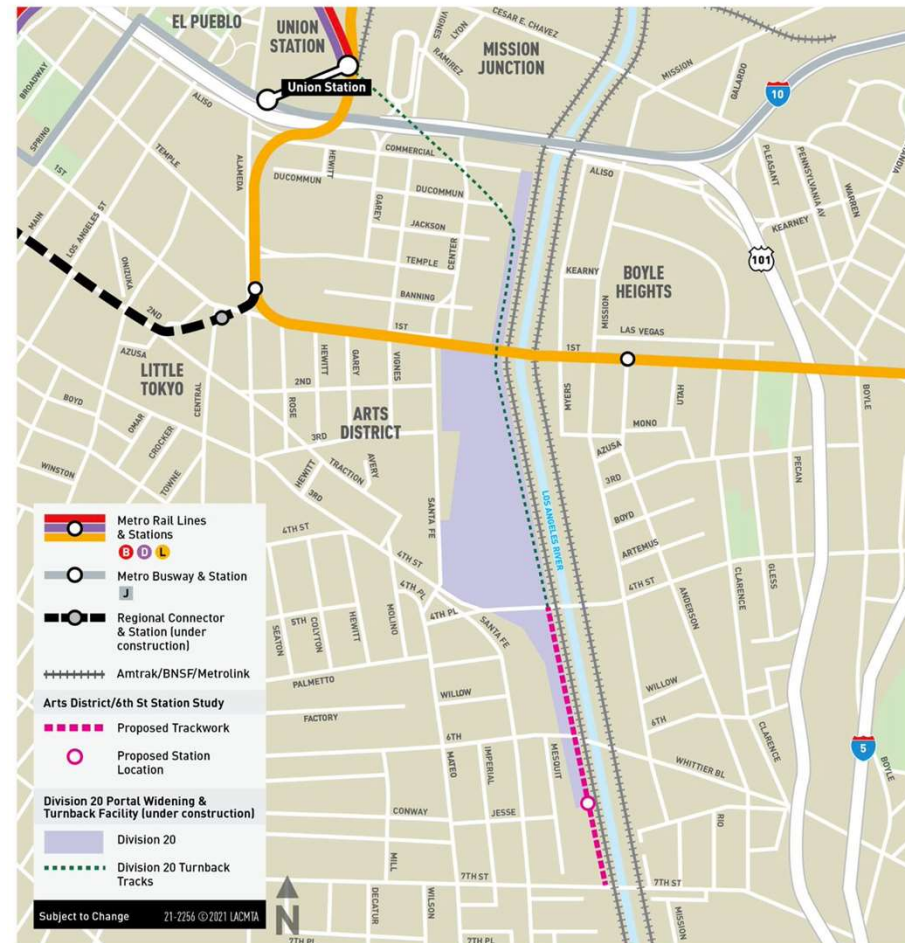
Recent Activities

- Board Action (December 2022) authorizing amendment to funding agreement with City of LA
- Ongoing conceptual station design and coordination with Division 20 Rail Operations
- Developing ROM capital cost and ridership estimates

Next Actions

- Coordination with BNSF and Amtrak is critical to Draft EIR release
- 2023: Release of Draft EIR

Arts District/6th St Station
Study Area



Measure M Expenditure Plan Groundbreaking to Opening Dates

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	Measure M Opening Dates 3-Year Window																									
Planning			NoHo to Pasadena BRT																												FY 2022 - 2024																								
Planning			North SFV BRT																												FY 2023 - 2025																								
Planning				LA River Path																													FY 2025 - 2027																						
Planning				West Santa Ana Branch (Phase 1)						WSAB (Phase 1+Slauson) Approved by Board																																FY 2028 - 2030													
Planning								Vermont Corridor																														FY 2028 - 2030																	
Planning							Green Line Extension to Torrance																																FY 2030 - 2032																
Planning								Sepulveda Transit Corridor (Phase 1)																																	FY 2033 - 2035														
Planning								Eastside Transit Corridor Phase 2																																FY 2035 - 2037															
Planning			WSAB (Phase 2) - Slauson to LAUS																																				FY 2041 - 2043																
Planning				K Line Northern Extension																																												FY 2047 - 2049							
																										Sepulveda Transit Corridor (Phase 2)																													FY 2057 - 2059

Quarterly Major Projects Report

Complete Streets & Highway Projects

Presented by Isidro Panuco
Executive Officer (Interim), Complete Streets & Highways

July 19, 2023

91/605/405 Hot Spots Program (Part 2)



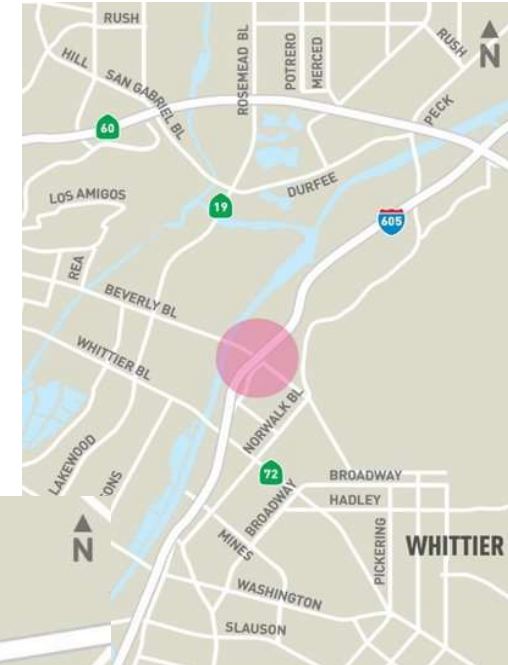
Purpose and Scope

1. Beverly Blvd Interchange

- Improve southbound operations by eliminating short “weaving” length between existing loop ramps.
- Implement diamond interchange design and provide all movements at off-ramp intersection and signalize.

2. Valley Blvd Interchange Improvements

- Improve mobility; reduce congestion, weaving conflicts, ramp queuing, crashes.
- Reconfigure and modify on/off ramps at interchange to alleviate mobility constraints, congestion, and adjacent local arterials; safety improvements to railroad crossing.



Multimodal Elements

- Reconstruct sidewalks to ADA standards.

Status

- 1. 605 Beverly Interchange - design complete, construction anticipated to start in late 2024.
- 2. 605 Valley Interchange - design expected to complete in Fall 2023.

Challenges

- 605 Valley - Construction funding available in the outer years.



91/605/405 Hot Spots Program (Part 3)

Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open



Purpose and Scope

- Enhance regional mobility, connectivity and access.
- Highway improvements that address safety, congestion, and increase person throughput (e.g., interchange reconfigurations, auxiliary lanes).

Status

- 1. WB 91 Shoemaker to Alondra – design expected to complete in October 2023. TCEP funding awarded for construction.
- 2. EB 91 Atlantic to Cherry – design complete, construction expected to start in Spring 2024. TCEP funding awarded for construction.
- 3. SR-91 Central to Acacia – design expected to complete in Fall 2024.

Challenges

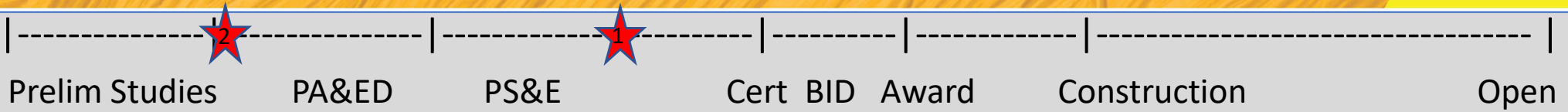
- Optimizing construction schedules for the three SR-91 projects.

Multimodal Elements

- Bike lanes; ADA, pedestrian, sidewalk improvements.



I-405 South Bay Curve Improvements

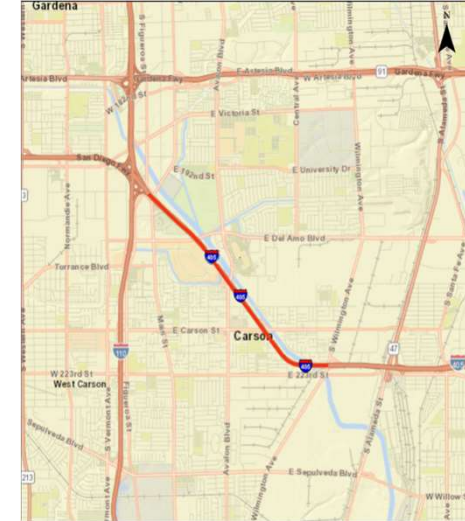


Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations.
- Northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans right of way.

Multimodal Elements

- Project may include improvements to pedestrian/bicycle facilities and transit stops.
- High visibility crosswalks.
- Pedestrian flashing beacons.
- Pedestrian and cyclist signage.



Status

- 1. I-405 (I-105 to Artesia Blvd) Auxiliary Lanes – 65% design plans submitted to Caltrans in Spring 2023. Anticipating 95% design submittal by Spring 2024.
- 2. I-405 (I-110 to Wilmington Ave) Auxiliary Lanes – Environmental phase expected to start in Summer 2023.

Challenges

- Construction phase is not fully funded.
- VMT analysis and potential mitigation.

SR-14 Improvements – North County

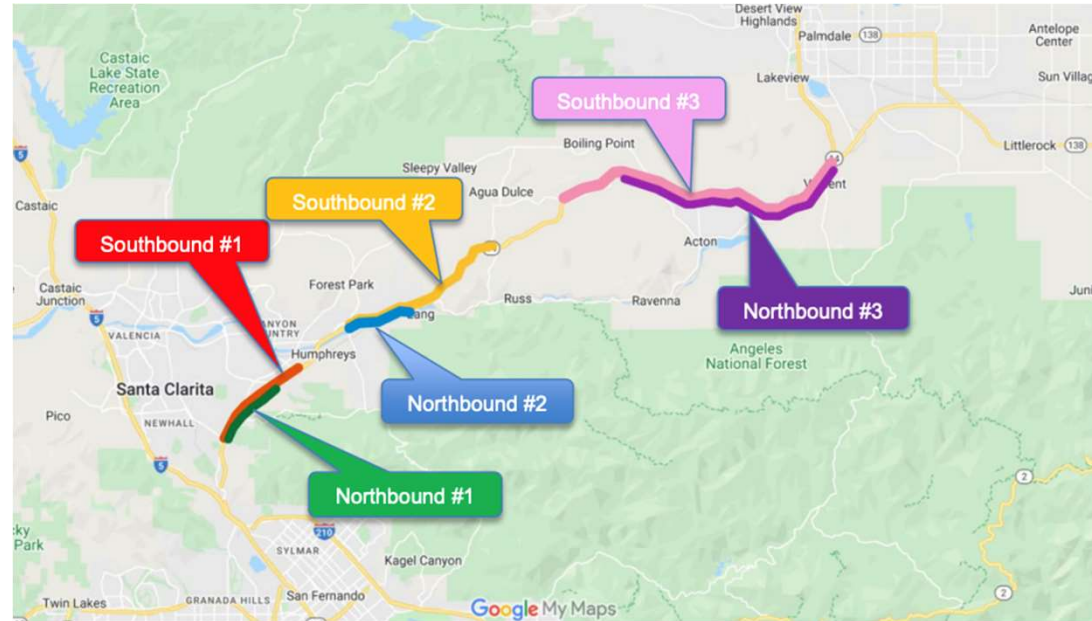


Purpose and Scope

- Project Limits - Newhall Ave undercrossing to Pearblossom Highway.
- Address traffic safety concerns (higher than state average incident rates).
- Improvements may include lane additions (where there are gaps), realigning ramps, widening structures, constructing retaining walls and modifying drainage.
- Metro leading environmental phase.

Multimodal Elements

- Environmental document will evaluate a broad range of alternatives that will be inclusive of multimodal elements (e.g., commuter rail, bike, ped improvements).



Status

- Environmental Phase expected to start in Summer 2023 using the Multimodal Highway On-Call.

Challenges

- VMT analysis and potential mitigation.

ATTACHMENT B: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

Equity Assessments (Baseline)	
Transit and Active Transportation	
West Santa Ana Branch	Entire corridor is an Environmental Justice Community, based on the Council on Environmental Quality (CEQ) Environmental Justice Guidance under the National Environmental Policy Act. The Project will incorporate 2022 Equity Focus Communities (EFC) information and data in its Final EIS/EIR analysis.
Eastside Transit Corridor Phase 2	EFCs are located within a half mile of every station proposed. The Project will benefit communities along the eastern portion of LA County. The full project alignment traverses six (6) EFCs, and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the LPA. This information was presented when the Board selected the LPA in November 2022. The LPA recommendation to Greenwood will serve the highest concentration of EFCs in East LA and the cities of Commerce and Montebello.
Sepulveda Transit Corridor	EFCs have been identified within the study area in San Fernando Valley and near UCLA. The project team will use the 2022 EFC definition for upcoming analyses supporting the CEQA process.
Green Line Extension to Torrance	One of the three cities in the 4.5-mile light rail extension qualifies as an EFC (based on 2022 updated data). The Project will expand transit service and accessibility to major job centers in the South Bay that will better serve low-income, zero-vehicle households, and Black, Indigenous, and/or People of Color (BIPOC) populations throughout the county who make up most of the Metro’s existing rail ridership.
LA River Path	Prior analyses found that approximately 29% of the population within 3-miles of the project lives in poverty, with 92% of the population being people of color (BIPOC) with limited English proficiency. 79% of the population is Latino and more than 22% of the population relies on multi-modal transportation options for getting to work, including walking, bicycling, and taking public transit. The project team will incorporate updated 2022 EFC data as the Draft EIR is nearing release.
Vermont Transit Corridor	Entire corridor is within EFCs and consists of 69% people of color, 32% of households below poverty level, 67% transit dependent households, and 23% of the population commuting to work via transit. In August 2022, Metro Board received an update on the CBO Partnership activities for this project, and a discussion on outreach to EFCs along this corridor. The project team will incorporate the 2022 EFC data in upcoming studies, currently under procurement.
Rail to River Segment B	Randolph Street was recommended to the Board as part of the 2022 Supplemental Alternatives Analysis in part due to community and stakeholder feedback. The Randolph Street corridor is mostly within or adjacent to EFCs. The project team will use the 2022 EFC data for upcoming analyses for environmental clearance.

<p>East SFV ROW Study</p>	<p>The 2.5-mile corridor traverses disadvantaged, densely populated, and underserved communities where access to premium transit service is limited. There is a high concentration of minority and transit-dependent communities residing in proximity to this 2.5-mile corridor, which includes the EFC of Pacoima and City of San Fernando. The Board authorized this study to address safety and mobility improvements along the ROW study area. Findings from the study will be used to recommend strategies to avoid and/or minimize potential harms and impacts to these communities, while maximizing mobility benefits.</p>
<p>K Line Northern Ext</p>	<p>Study area includes EFCs and has a significant proportion of transit dependent residents. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system. Study area includes EFCs and has a significant proportion of transit dependent residents. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system.</p>
<p>Arts District 6th Street Station</p>	<p>The station under study would support transportation, mobility, and accessibility needs of the Arts District, Boyle Heights, Little Tokyo and surrounding communities by providing high quality fixed route transit service to a rapidly growing community. Staff is currently preparing the CEQA analysis. Later stages of the study will include analysis of access for EFCs.</p>
<p>Complete Streets & Highways</p>	
<p>91/605/405 Hot Spots Program</p>	<p>The 91/605/405 Hot Spots Program includes a suite of projects within and adjacent to EFCs. All projects have separate environmental review processes and community outreach. All affected communities and the Gateway Cities COG are actively engaged in the project development process.</p> <p>Where possible, multimodal improvements will be included to improve transit, pedestrian, and cyclist access and safety.</p>
<p>I-405 South Bay Curve Improvements</p>	<p>These projects include safety improvements on the freeway mainline and at the ramp termini between I-105 and Artesia Blvd and Main St and Wilmington Ave on I-405. All projects have their own separate environmental review process inclusive of independent utility and logical termini. There are two EFCs within the proposed project areas; however, the improvements are planned within the freeway right-of-way, and will not require residential displacements.</p> <p>Where possible, multimodal improvements will be included to improve transit, pedestrian, and cyclist access and safety. Public involvement efforts include providing multiple opportunities for stakeholders and the public to review and provide feedback on project related information.</p>
<p>SR-14 Improvements – North County</p>	<p>Some communities within the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro designated EFCs. Travel by vehicle is the primary method by which commuters of all incomes access the Los Angeles Basin via SR-14. Safety improvements to SR-14 are anticipated to benefit</p>

	<p>travel to and from these communities. The Project Development Team will be inclusive of community members for the selection of methodology and development throughout the environmental clearance phase of the project.</p> <p>Anticipated benefits include addressing traffic safety concerns (higher than state average collision rates), bottleneck removals (where there are lane gaps), realigning ramps, modifying structures, constructing retaining walls, and modifying drainage. The environmental document will evaluate a broad range of alternatives inclusive of multimodal elements.</p>
SR-57/SR-60 Interchange Improvements	<p>The Project area is not located within or directly adjacent to EFCs. Implementation of the project will not result in the displacement of, or other negative impacts to, disadvantaged or low-income communities. EFCs are located within 10 miles to the east, northeast, and west of the project location.</p> <p>The San Gabriel Valley Council of Governments (SGVCOG) is leading the construction phase. Metro will continue to support the SGVCOG public outreach efforts during construction.</p>