

Metro

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



Agenda - Final

Thursday, March 28, 2019

9:30 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Board of Directors - Regular Board Meeting

*Sheila Kuehl, Chair
James Butts, Vice Chair
Eric Garcetti, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
John Bulinski, non-voting member
Phillip A. Washington, Chief Executive Officer*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

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

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 up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

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

LIMITED ENGLISH PROFICIENCY

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



323.466.3876 x2

Español

323.466.3876 x3

한국어

日本語

中文

русский

ភាសាខ្មែរ

ภาษาไทย

Tiếng Việt

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HELPFUL PHONE NUMBERS

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

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

Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 6, 7, 8, 14, 15, 26, 31.

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

CONSENT CALENDAR

2. **SUBJECT: MINUTES**

[2019-0137](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held February 28, 2019.

Attachments: [Regular Board Meeting MINUTES -February 28, 2019](#)

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

6. **SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE GRANT PROJECTS**

[2019-0051](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to extend all in-progress Round 1 Net Toll Revenue projects' lapsing dates by one year. (Attachment A); and
- B. APPROVING a total of \$15,870,000 for continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes in Fiscal Years 2019 and 2020 (FY2019-FY2020).

Attachments: [Attachment A - Net Toll Revenue Grant Program Time Extension Project List](#)
[Attachment B - Annual Funding Breakdown for Incremental Transit Service Presentation](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

7. **SUBJECT: ORACLE PRIMAVERA UNIFIER APPLICATION USER LICENSES**

[2019-0037](#)

RECOMMENDATION

of percentage rent; and

- E. EXTEND the term of the existing ground lease to meet the requirements of TYC's funding partners, provided that such term shall not extend beyond March 31, 2092.

Attachments: [Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (3-0):**

- 15. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS
PROGRAM (LCTOP)**

[2019-0081](#)

RECOMMENDATION

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$36,612,888 in fiscal year (FY) 2018-19 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations; and
- B. CERTIFY that Metro will comply with LCTOP certification and assurances and the authorized agent requirements, and authorize the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

Attachments: [Attachment A - Resolution for FY2018-19 LCTOP Funding](#)
 [Attachment B - Funding Table](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 26. SUBJECT: QUALITY MANAGEMENT CONSULTANT**

[2019-0054](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a seven (7) year cost reimbursable, Contract No. PS54007, to PQM, Inc., for Quality Management Consultant Program Services on Task Orders for an amount not-to-exceed \$5,378,518 for an initial twenty-six months; plus three one year options, subject to resolution of any properly submitted protest; and
- B. EXECUTE individual Task Orders and changes within the Board approved contract not-to-exceed amount.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary \(2019-0054\)](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(6-0):**

- 31. SUBJECT: RAIL STATION NAMES FOR GOLD LINE FOOTHILL [2019-0090](#)
 EXTENSION PHASE 2B**

RECOMMENDATION

ADOPT the following Official and Operational station names for five stations that make up the Metro Gold Line Foothill Phase 2B Extension:

<u>Official Stations Name:</u>	<u>Operational Station Name:</u>
1. Glendora	Glendora
2. San Dimas	San Dimas
3. La Verne/Fairplex	La Verne/Fairplex
4. Pomona North	Pomona North
5. Claremont	Claremont

Attachments: [Attachment A - Property Naming Policy](#)
 [Attachment B - Station Naming Community Outreach Activities](#)
 [Attachment C - Foothill Gold Line Extension - Glendora to Montclair](#)
 [Attachment D - Letters of Support](#)
 [Attachment E - Map of Gold Line LRT Arterial Option](#)

NON-CONSENT

- 3. SUBJECT: REMARKS BY THE CHAIR [2019-0177](#)**

RECOMMENDATION

RECEIVE remarks by the **Chair**.

- 4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER [2019-0178](#)**

RECOMMENDATION

RECEIVE report by the **Chief Executive Officer**.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

5. **SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) FOR SR-91 ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT**

[2018-0514](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) for the SR-91 Acacia Court to Central Avenue Improvement Project (the Project), subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary - AE57645000](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Project Location Map.pdf](#)

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

13. **SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY**

[2018-0817](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study; and
- B. APPROVING advancement of the two BRT concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review.

Attachments: [Attachment A - March 23, 2017 Board Motion](#)
 [Attachment B - Map of Vermont Corridor](#)
 [Attachment C - Vermont Executive Summary](#)

**16. SUBJECT: P2550 LIGHT RAIL VEHICLE STATIC INVERTER
APS/LVPS OVERHAUL**

[2019-0043](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract no. MA51966000 to AmePower, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS) Overhaul. This award is a not-to-exceed amount of \$2,714,220 subject to resolution of protest(s), if any.

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

**17. SUBJECT: GLENDALE BEELINE ROUTE 3 / LADOT DASH 601, DASH
602 AND COMMUTER EXPRESS 422, AND PVPTA LINE
225/226 TRANSIT SERVICE OPERATION AGREEMENTS**

[2019-0078](#)

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for a period of two years through June 30, 2021 for an amount up to \$1,328,980 which is inclusive of FY19 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Los Angeles Department of Transportation (LADOT) for Dash 601, Dash 602, and Commuter Express 422 for a period of two years for an amount up to \$8,900,520;
- C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of Line 225/226 for a period of two years for an amount up to \$503,385;
- D. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval;
- E. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate

and execute all necessary agreements between LACMTA and the PVPTA for funding approval.

Attachments: [Attachment A - Map of Glendale Service Area](#)
 [Attachment B - Map of LADOT Service Area](#)
 [Attachment C - Map of PVPTA Service Area](#)

19. SUBJECT: WIRELESS ROUTERS

[2019-0065](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity Contract No. MA58692 to LA Mobile Computing for purchase of wireless mobile routers. The Contract has a first-year amount of \$1,314,197, inclusive of sales tax, and a second-year amount of \$929,754, inclusive of sales tax, for a total contract value of \$2,243,950.65, subject to resolution of protest(s), if any.

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

**21. SUBJECT: ORAL REPORT ON NEXTGEN REGIONAL SERVICE
CONCEPT AND NEW BLUE UPDATE.**

[2018-0745](#)

RECOMMENDATION

RECEIVE oral report on NextGen Regional Service Concept and New Blue Update.

Attachments: [Presentation](#)

**22. SUBJECT: P2550 LIGHT RAIL VEHICLE PROPULSION INVERTER
PHASE MODULE OVERHAUL AND UPGRADE**

[2019-0042](#)

RECOMMENDATION

AWARD a 40-month, indefinite delivery/indefinite quantity Contract No. MA53984000 to AmePower, Incorporated to overhaul and upgrade up to four-hundred-thirty-seven (437) P2550 Light Rail Vehicle Propulsion Inverter Phase Modules for a not-to-exceed amount of \$6,065,920 subject to resolution of protest(s), if any.

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

23. **SUBJECT: FREE METRO TRANSIT SERVICE ON EARTH DAY 2019** [2019-0068](#)

RECOMMENDATION

APPROVE providing free Metro transit service on Earth Day (April 22, 2019).

24. **SUBJECT: LEXRAY SOFTWARE MAINTENANCE SERVICE CONTRACT** [2019-0079](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. RATIFY AND EXECUTE Contract No. PS126167000-30896 with MobilPrise, Inc. dba LexRay (LexRay) for software maintenance services for costs incurred from January 1, 2015 through March 31, 2019 in the amount of \$1,226,863;
- B. EXECUTE Contract Modification No. 1 to Contract No. PS126167000-30896 with LexRay for software maintenance services for the term April 1, 2019 ending December 31, 2020, increasing the total authorized amount by \$531,136 for a revised total contract amount of \$1,757,999; and

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - DEOD Summary \(LexRay Software Maint\).docx](#)

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

32. **SUBJECT: METRO GOLD LINE INTERSTATE 210 BARRIER REPLACEMENT** [2019-0119](#)

RECOMMENDATION

CONSIDER:

- A. INCREASING Design Life-of-Project (LOP) Budget for Metro Gold Line Interstate 210 Barrier Replacement, (CP Number 405581) by \$11,463,026, increasing the LOP budget from \$11,078,366 to \$22,541,392; and
- B. AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services Contract Nos. AE30673000, AE30673001, AE30673002 with AECOM, CH2M Hill, and Parsons Transportation Group, respectively, in the amount not-to exceed \$11,000,000 increasing the total contract value from \$30,000,000 to \$41,000,000.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification Change Order Log](#)
 [Attachment C - DEOD Summary](#)
 [Attachment D - Funding Expenditure Plan](#)

33. **SUBJECT: REBUILDING AMERICA UPDATE** [2019-0184](#)

RECOMMENDATION

RECEIVE oral report by staff on the Rebuilding America Initiative.

34. **SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT** [2019-0155](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel RM-16 located at 14330 Marquardt Avenue, Santa Fe Springs, CA, (APN 8069-007-043), consisting of the fee simple interest and the Improvements Pertaining to the Realty in the property identified (hereinafter the "Property" as identified in Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

Attachments: [Attachment A- Staff Report](#)
 [Attachment B- Resolution of Necessity](#)

35. **SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT** [2019-0157](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel RM-27 located at 13840-13848 Rosecrans Avenue, Santa Fe Springs, CA, (APN: 8069-005 -001) consisting of the fee simple interest and the Improvements Pertaining to the Realty in the property identified (hereinafter the "Property" as identified in Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

Attachments: [Attachment A- Staff Report](#)
 [Attachment B- Resolution of Necessity](#)

**36. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION
 PROJECT**

[2019-0159](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel RM-29 located at 13914 Rosecrans Avenue, Santa Fe Spring, CA, (APN 8069-005-008), consisting of the fee simple interest and the Improvements Pertaining to the Realty in the property identified in Attachment A.

(REQUIRES 2/3 VOTE OF THE BOARD)

Attachments: [Attachment A- Staff Report](#)
 [Attachment B- Resolution of Necessity](#)

END OF NON-CONSENT ITEMS

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0180](#)

RECEIVE General Public Comment

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

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

Adjournment



Metro

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

Board Report

File #: 2019-0137, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
MARCH 28, 2019**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held February 28, 2019.

Metro

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



MINUTES

Thursday, February 28, 2019

9:30 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Sheila Kuehl, Chair
James Butts, Vice Chair
Eric Garcetti, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
John Bulinski, non-voting member
Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT: 9:37 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 8, 13, 15, 16, 17, 21, 22, 24, 26, 27, 31

Consent Calendar items were approved by one motion except for Item 2 which was held by a Director for separate action.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	A	Y	Y

2. **SUBJECT: MINUTES**

2019-0035

APPROVED UNDER RECONSIDERATION Minutes of the Regular Board Meeting held January 24, 2019.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y

3. **SUBJECT: REMARKS BY THE CHAIR**

2019-0101

RECEIVED remarks by the Chair.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
P	P	P	P	P	P	P	A	P	P	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

2019-0102

RECEIVED report by the Chief Executive Officer.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
P	P	P	P	P	P	P	P	P	P	P	P	P

8. **SUBJECT: FUNDING AGREEMENT FOR SR-57/SR-60 INTERCHANGE IMPROVEMENTS**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Funding Agreement #9200000000M500201 for \$29,525,000 with San Gabriel Valley Council of Governments (SGVCOG) for support services for the SR-57/SR-60 Interchange Improvements.

PK = P. Krekorian	HS = H. Solis	KB = K. Barger	RG = R. Garcia
JF = J. Fasana	JB = J. Butts	JDW = J. Dupont-Walker	
JH = J. Hahn	EG = E. Garcetti	MRT = M. Ridley-Thomas	
MB = M. Bonin	SK = S. Kuehl	AN = A. Najarian	

LEGEND: Y = YES, N = NO, C = HARD CONFLICT, S = SOFT CONFLICT ABS = ABSTAIN, A = ABSENT, P = PRESENT

11. SUBJECT: PROPOSITION C BONDS**2018-0596**

ADOPTED a resolution, Attachment A, that:

- A. AUTHORIZES the issuance of bonds by competitive sale to refund the Proposition C Series 2009-E Bonds, consistent with the Debt Policy to achieve approximately \$8.9 million in net present value savings over the ten-year life of the bonds;
- B. APPROVES the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Escrow Agreement, Continuing Disclosure Certificate and Preliminary Official Statement on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the resolution; and
- C. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the refunding bonds.

(REQUIRED SEPARATE, SIMPLE MAJORITY BOARD VOTE)

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	A	Y	Y	A	Y	Y

12. SUBJECT: PROPOSITION A BONDS**2018-0597**

ADOPTED a resolution, Attachment A, that:

- A. AUTHORIZES the issuance of bonds by competitive sale to refund the Proposition A Series 2009-A Bonds, consistent with the Debt Policy to achieve approximately \$8.9 million in net present value savings over the seven-year life of the bonds;
- B. APPROVES the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Escrow Agreement, Continuing Disclosure Certificate and Preliminary Official Statement on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the resolution; and
- C. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the refunding bonds.

(REQUIRED SEPARATE, SIMPLE MAJORITY BOARD VOTE)

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	A	Y	Y	A	Y	Y

13. SUBJECT: INVESTMENT POLICY

2018-0607

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING the Investment Policy in Attachment B;
- B. the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA Officials, Attachment C; and
- C. the Local Agency Investment Fund (LAIF) Resolution authorizing LAIF to honor LACMTA Authorized Signatures, Attachment D; and
- D. DELEGATING to the Treasurer or her designees, the authority to invest funds for a one year period, pursuant to California Government Code ("Code") Section 53607.

15. SUBJECT: INGLEWOOD FIRST/LAST MILE PLAN

2018-0771

ADOPTED ON CONSENT CALENDAR Inglewood First/Last Mile Plan.

16. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - NORTH COUNTY SUBREGION

2018-0802

AUTHORIZED ON CONSENT CALENDAR:

A. APPROVING:

- 1. programming of \$16,570,590 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (Attachment A);
 - 2. programming of \$13,143,260 in Measure M MSP - Transit Program (Attachment B);
 - 3. inter-program borrowing from subregion's Measure M MSP - Transit Program and programming of \$8,051,220 in Measure M MSP - Highway Efficiency Program (Attachment C); and
- B. the CEO or his designee to negotiate and execute all necessary agreements for approved projects.

17. SUBJECT: ARTIFICIAL IVY INSTALLATION AND MAINTENANCE SERVICES 2018-0782

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1212080003367 to Intuitive Real Estate Solutions for a three year program, to provide heavy duty artificial ivy installation and maintenance services as a graffiti deterrent, for a not to exceed amount of \$659,198, effective March 18, 2019.

21. SUBJECT: SYSTEMWIDE BUS NETWORK RESTRUCTURING PLAN 2018-0797

APPROVED ON CONSENT CALENDAR Modification No. 1 to Task Order No. PS878320003041, under Contract No. PS4010-3041-F-XX, with Cambridge Systematics, Inc. for additional enhancements to the systemwide bus network restructuring plan for a firm fixed price of \$764,325, increasing the total Task Order value from \$1,295,762 to \$2,060,087, and extending the period of performance through December 30, 2021.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
			C				C				C	C

22. SUBJECT: ELECTION DAY FREE TRANSIT SERVICE MOTION 40 RESPONSE 2018-0820

APPROVED ON CONSENT CALENDAR the recommendation to make free transit permanent on regular federal and statewide election days in response to Motion 40 entitled Free Transit on Election Day.

24. SUBJECT: SAFETY ENGAGEMENT AND RECOGNITION PROGRAM 2018-0019

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD Contract No. PS52341001 to CASCO International, Inc. (C.A. Short Company) for the implementation of a safety engagement and recognition program in an amount not to exceed \$300,000 for the two-year pilot program effective March 1, 2019, and for the agency-wide program implementation, if selected, in the amount of \$6,750,000 for the first three-year option, and \$4,500,000 for the second two-year option, for a combined total amount of \$11,550,000, inclusive of sales tax, subject to resolution of protest(s), if any;

(continued on next page)

- B. AWARD Contract No. PS52341002 to MTM Recognition Corporation for the implementation of a safety engagement and recognition program in an amount not to exceed \$287,188 for the two-year pilot program effective March 1, 2019, and for the agency-wide program implementation, if selected, in the amount of \$7,033,164 for the first three-year option, and \$4,688,776 for the second two-year option, for a combined total amount of \$12,009,128, inclusive of sales tax, subject to resolution of protest(s), if any; and
- C. AWARD Contract No. PS52341003 to The Peavey Corporation for the implementation of a safety engagement and recognition program in an amount not to exceed \$300,000 for the two-year pilot program effective March 1, 2019, and for the agency-wide program implementation, if selected, in the amount of \$6,570,000 for the first three-year option, and \$3,622,500 for the second two-year option, for a combined total amount of \$10,492,500, inclusive of sales tax, subject to resolution of protest(s), if any.

After the initial two-year pilot program, depending on the results of the pilot, staff will return to the Board for approval to exercise the options with a selected firm to implement the agency-wide safety engagement and recognition program.

26. SUBJECT: METRO PILOT BUSINESS INTERRUPTION FUND (BIF) 2018-0803

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

- A. AWARD a two-year base period, firm fixed price Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) to serve as the fund administrator for Metro's Pilot Business Interruption Fund (BIF) in the amount of \$1,585,246 with two, one-year options, in the amounts of \$720,882 and \$650,306, respectively, with an optional start-up of \$391,576 for the inclusion of future new rail lines in this pilot, for a total amount of \$3,348,010;
- B. EXPAND the Pilot Business Interruption Fund to include eligible small "mom and pop" businesses directly impacted by construction of the Purple Line Extension, Section 3; and
- C. RECEIVE AND FILE the status report of the Pilot Business Interruption Fund (BIF).

27. SUBJECT: CONSTRUCTION CLAIMS SUPPORT SERVICES

2019-0015

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE a 7 year cost-plus fixed fee contract, Contract No. PS58665, with ARCADIS U.S., Inc., to provide Construction Claims Support Services for various projects as required, in an amount not-to-exceed \$24,584,650 and exercise 3 one-year options, when deemed appropriate; and
- B. EXECUTE individual Contract Work Orders and Contract Modifications within the Board approved contract and budget funding amount.

**31. SUBJECT: ADMINISTRATIVE CODE AMENDMENTS - OFFICE OF
CIVIL RIGHTS**

2018-0822

APPROVED ON CONSENT CALENDAR amendment of Title 2, Chapter 2-50 of the Los Angeles County Metropolitan Transportation Authority ("Metro") Administrative Code, concerning Title VI Requirements and Public Hearings, as set forth in Attachment A. The amended Administrative Code will become effective March 1, 2019.

**32. SUBJECT: THE RE-IMAGINING OF LA COUNTY: MOBILITY, EQUITY, 2019-0105
AND THE ENVIRONMENT**

APPROVED AS AMENDED the staff recommendations to:

- A. PURSUE the Transformational Initiatives that are central to "The Re-Imagining of LA County;"
- B. CONTINUE work on the Twenty-Eight by '28 goal and accelerate the delivery of the remaining eight projects in every feasible way, and report progress to the Board on the acceleration efforts on a quarterly basis; and
- C. DEVELOP proposed funding and financing plans for the accelerated projects, and report back to the Board in ~~September~~ July 2019.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

**32.1 SUBJECT: EQUITY STRATEGY FOR CONGESTION PRICING STUDY: 2019-0055
RESPONSE TO MOTION**

RECEIVED AND FILED report on equity strategy for congestion pricing in response to Board Motion 43.2.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	A	Y

**32.2 SUBJECT: RESPONSE TO MOTION BY DIRECTOR BUTTS TO 2019-0083
AMEND ITEM 43 WITH QUESTIONS AND INSTRUCTIONS**

RECEIVED AND FILED report in response to Board Motion 43.1 by Director Butts at the January 2019 Board meeting.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

32.3 SUBJECT: CONGESTION PRICING 2019-0109

APPROVED Motion by Garcetti, Kuehl, Butts, Solis and Hahn that the Board direct the CEO to:

- A. Move forward with a Congestion Pricing Feasibility Study entitled "The Re-Imagining of LA County";
- B. Ensure the Congestion Pricing Feasibility Study fully addresses and incorporates the parameters identified in the January 2019 Motions 43.1 (Butts) and 43.2 (Solis, Garcetti, Dupont-Walker, Butts, Hahn), which include, but are not limited to, a detailed implementation timeline, cost estimates, sources of funding, and an equity strategy execution plan;
- C. Move forward to explore fees for Transportation Network Company (TNC) trips in Los Angeles County; and
- D. Report back on all the above at the April 2019 Board cycle.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

APPROVED Motion by Garcetti, Butts, Solis and Hahn that the Board direct the CEO to:

- A. Prioritize the following pillar projects to address Twenty-Eight by '28 acceleration funding needs:
 - Gold Line Eastside Extension Phase 2
 - Green Line Extension to Torrance
 - Sepulveda Transit Corridor
 - West Santa Ana Branch to Downtown LA and reaffirm that it is the first priority for P3 investment
- B. Prepare a detailed year-by-year potential financial forecast to deliver Twenty-Eight by '28, prioritizing the four pillar projects in section A, with updated assumptions from the revenue sources listed in Board File 2019-0089 (Item 32, February 2019);
 1. This forecast shall provide an accelerated schedule for the four pillar projects, including detail on when Measure M funds are available compared to accelerated project schedules;
 2. The forecast should prioritize low-risk revenue sources, maximize potential funding from state and federal grant and formula programs, and assume efficiencies from P3 realization;
 3. The forecast may assume the use of Inter-fund Borrowing, Multi-Year Subregional Program Funds and Subregional Equity Program funds under the condition that reprogramming of these sources must be approved by the affected corridor jurisdictions and subregions before the Metro Board assigns the funds for acceleration; and
 4. The forecast shall not assume the use of any local return revenues;
- C. Report on alternative public and private financing mechanisms not included in Metro's existing financing toolbox that could be used for acceleration of the four pillar projects, including but not limited to Build California Green Bonds;
- D. Conduct a "Constructability Analysis" for the four pillar projects, including scope, costs, risks, P3 status, the use of alternative technology modes, and timelines for environmental clearance, conceptual design, preliminary engineering, and construction;

(continued on next page)

(Item 32 – continued from previous page)

- E. Adopt the five policy recommendations contained in the Policy Advisory Council letter and incorporate them into the Twenty-Eight by '28 and "Re-Imagining of Los Angeles County" programs;
- F. Maintain the Twenty-Eight by '28 name for this acceleration initiative; and
- G. Report on all the above to the May 2019 Construction and Executive Management Committees.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

33. SUBJECT: CUSTOMER EXPERIENCE MOTION 38.1 RESPONSE 2018-0668

RECEIVED AND FILED the status update for Motion 38.1 about the customer experience program.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y

35. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT 2019-0050

APPROVED:

- A. AMENDING the Life-of-Project (LOP) Budget of \$1,374,826,466 to \$3,223,623,255 to include the Stations, Trackwork, Systems and Testing portion of the Westside Purple Line Extension Section 3 Project (Project), consistent with previous actions taken by the Board in February 2016, January 2017, and June 2018;
- B. AUTHORIZING the Chief Executive Officer (CEO) to award an 89-month firm fixed price contract under Request for Proposal (RFP) No. C45161C1152 to Tutor Perini/O&G, JV, the responsive and responsible Proposer determined to provide Metro with the best value for the final design and construction of the Westside Purple Line Extension Section 3 Project Stations, Trackwork, Systems and Testing, in the amount of \$1,363,620,000, subject to the Federal Transit Administration (FTA) approval of a Full Funding Grant Agreement (FFGA) and resolution of protest(s), if any;

(continued on next page)

- C. AUTHORIZING the withholding of funds, pursuant to the provisions of the Measure M Ordinance, from the Local Return/Regional Rail Subfund to pay for the 3% local agency contributions to the Project should no agreement with the local jurisdictions be approved or upon default of payment by a local jurisdiction; and
- D. APPROVING an additional 12 full time Metro staff for FY19 to strengthen the existing project management and support team.

PK	JF	JH	MB	HS	JB	SK	EG	*KB	JDW	MRT	AN	*RG
Y	Y	C	C	A	Y	Y	C	Y	Y	A	C	Y

* Voted under rule of necessity

**36. SUBJECT: PROP A AND PROP C COMMERCIAL
PAPER/SHORT-TERM BORROWING PROGRAMS**

2018-0753

APPROVED:

- A. AUTHORIZING the Chief Executive Officer to renew and/or replace the direct-pay letters of credit ("LOC") and direct purchase revolving credit facility ("RCF") to be provided by the banks described below, finalize negotiations with the recommended banks and enter into reimbursement/credit agreements and related documents associated with such LOCs and RCF;
1. Replace the LOCs currently being provided by Sumitomo Mitsui Banking Corporation ("Sumitomo") and MUFG Union Bank, N.A. ("MUFG"), for the Proposition A commercial paper program with a LOC to be provided by Barclays Bank PLC ("Barclays") for a commitment amount of \$200 million for a 3 year term at an estimated cost of \$13.5 million including interest, legal fees and other related expenses.
 2. Replace the LOC currently being provided by Bank of America ("BANA") of \$75 million for the Proposition C commercial paper program with a revolving credit facility provided by Wells Fargo Bank, N.A. ("Wells Fargo") for an estimated amount of \$150 million (Metro currently has \$75 million outstanding with Wells Fargo) for a 3 year term at an estimated cost of \$9.9 million including interest, legal fees and other related expenses

(continued on next page)

- B. If unable to reach agreement with one of the recommended banks described above, AUTHORIZE the Chief Executive Officer to finalize negotiations with each successively ranked bank for LOCs and/or RCFs having 3 year terms and the estimated costs shown in Attachment A;
- C. ADOPTING a resolution with respect to the Proposition A commercial paper and short-term program that approves the selection of Barclays or such other banks selected by the Chief Executive Officer for the Proposition A commercial paper program, and the forms of the reimbursement agreement, fee agreement and reimbursement note in similar form with those on file with the Board Secretary and that makes certain benefits findings in compliance with the Government Code, Attachment B;
- D. ADOPTING a resolution with respect to the Proposition C commercial paper and short-term borrowing program that approves the selection of Wells Fargo or such other banks selected by the Chief Executive Officer for the Proposition C commercial paper program, and the forms of the revolving credit agreement, revolving obligation notes and supplemental subordinate trust agreement in similar form with those on file with the Board Secretary and that makes certain benefits findings in compliance with the Government Code, Attachment C.

(REQUIRED SEPARATE, SIMPLE MAJORITY BOARD VOTE)

PK	JF	JH	MB	HS	*JB	SK	EG	*KB	JDW	MRT	AN	RG
Y	Y	C	C	Y	Y	Y	C	Y	Y	A	C	C

* Voted under rule of necessity

**37. SUBJECT: PURPLE LINE WESTSIDE SUBWAY EXTENSION TRANSIT 2019-0073
PROJECT SECTION 2**

APPROVED BY 2/3 VOTE:

- A. HOLDING a public hearing on the proposed Resolutions of Necessity; and
- B. ADOPTING Resolutions of Necessity authorizing the commencement of an eminent domain action to acquire a subsurface easement in the properties identified as parcels W-3301 (APN: 4328-014-005) and W-3303 (APN: 4328-009-023), hereinafter the "Property".

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	Y	Y	C	Y	Y	Y	Y	Y

**38. SUBJECT: READINESS IN RESPONSE TO POTENTIAL HIGH SPEED 2019-0106
RAIL CHANGES**

APPROVED AS AMENDED Motion by Barger, Najarian, Krekorian, and Solis that the Board direct the CEO to:

- A. Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region;
- B. Engage with the office of Governor Newsom, the California High Speed Rail Authority (Authority), and the State Transportation Agency (CalSTA), to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements;
- C. Engage Metrolink, CalSTA, and the Authority to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan, and;
- D. Report back to the Board in 90 days with an update on progress and findings.

HAHN AMENDMENT: Report back to the Board in 90 days on all impacts this change will have on Metro projects.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	A	Y	Y	A	Y	Y

APPROVED AS AMENDED Motion by Garcetti, Kuehl and Bonin that the Board direct the CEO to:

- A. Enter into a no-fee lease agreement with the City of Los Angeles of the former Division 6 site for temporary bridge housing; and
- B. Report back on MTA's ongoing efforts to address homelessness on the MTA system in April 2019, including but not limited to existing funding constraints and opportunities for additional non-transportation funding.

AMENDMENT BY KUEHL AND BONIN:

- A. Conclude that the project is categorically exempt from CEQA pursuant to section 15332 (Class 32) as an in-fill development project;
- B. Adopt the determinations made by the City of Los Angeles City Council when it approved the project at its December 11, 2018 meeting, and incorporate the City's documentation regarding the exemption;
- C. Determine that the project does not present any unusual circumstances; including that the project site is not included on any list of open cases compiled to Section 65962.5 of the Government Code; and
- D. Authorize Metro staff to file a Notice of Exemption with the County Clerk.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y

40. SUBJECT: CLOSED SESSION

2019-0103

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

- 1. Brian Gomez Garcia v. LACMTA, LASC Case No. BC688353

NO REPORT.

- B. Conference with Real Property Negotiator - G.C. 54956.8

- 1. Property Description: 160 Canon Drive and 9397 Wilshire Blvd., Beverly Hills
 Agency Negotiator: Velma C. Marshall
 Negotiating Party: New Pacific Cannon, LLC
 Under Negotiation: Price and Terms

NO REPORT.

(continued on next page)

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2. Property Description: 100-120 Santa Fe Avenue, Los Angeles
Agency Negotiator: Velma C. Marshall
Negotiating Party: Aileen, LLC, a Limited Liability Company
Under Negotiation: Price and Terms

APPROVED just compensation and administrative settlement in the amount of \$13,000,000.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

3. Property Description: 13730 Rosecrans Avenue, Santa Fe Springs, CA 90670
Agency Negotiator: Craig Justesen
Negotiating Party: GDS Partners LLC
Under Negotiation: Price and Terms

APPROVED settlement in the amount of \$5,800,000.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

4. Property Description: 13700 Rosecrans Avenue, Santa Fe Springs, CA 90670
Agency Negotiator: Craig Justesen
Negotiating Party: Song Tak Chun and Chang Yuan Chun, Trustees of the Chun Family Trust
Under Negotiation: Price and Terms

APPROVED just compensation and recommendation for settlement in the amount of \$4,100,000.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

5. Property Description: 1001 East First Street, Los Angeles
Agency Negotiator: Velma C. Marshall
Negotiating Party: City of Los Angeles
Under Negotiation: Price and Terms

APPROVED just compensation in the amount of \$11,900,000 and directed staff to work with the city to address placement of a historical marker on the property.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

RECEIVED General Public Comment

ADJOURNED at 1:36 p.m.

Prepared by: Eric Chun
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary



Board Report

File #: 2019-0051, File Type: Project

Agenda Number: 6.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MARCH 20, 2019

SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE GRANT PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to extend all in-progress Round 1 Net Toll Revenue projects' lapsing dates by one year. (Attachment A); and
- B. APPROVING a total of \$15,870,000 for continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes in Fiscal Years 2019 and 2020 (FY2019-FY2020).

ISSUE

The Metro Board approved Round 1 of the Net Toll Revenue Program in July 2014 allocating \$20.7 million in competitive grants to 21 projects. As of this date, 48% of the Round 1 funding has been expended with seven (7) projects completed and fourteen (14) in progress, having expended partial funds. Consistent with other discretionary grant programs approved by the Board, there is a timely use of funds provision requiring expenditure of funds within forty-two (42) months from the date the Grant Agreement is executed. As shown in Attachment A, some of the Round 1 projects are at risk of lapsing their funds. However, in light of good-faith efforts by the project sponsors and consistent with the Call for Projects process, staff is recommending a one-time, one (1) year extension from the current month and year of lapsing to all Round 1 projects.

BACKGROUND

Gross toll revenues generated from the ExpressLanes are first used to cover the direct expenses related to the maintenance, administration, and operation of the lanes. The remaining revenue is then used to support incremental additional transit service on the ExpressLanes, and to maintain project reserves. The remaining balance is made available for freeway improvements and ExpressLanes related transportation improvement projects identified through a competitive grant program (Net Toll Revenue Grants).

In October 2013 the Board approved the re-investment framework that includes the set aside of

funds for transit service to address social equity considerations. This direct annual allocation is to continue to fund the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak, Foothill Route 699, Gardena Line 1X, Gardena Line 2, and Torrance Transit Line 4.

DISCUSSION

The Board policy calls for consideration of de-obligation of funding from project sponsors who have not met lapsing deadlines or have not used the entire grant amount to complete the project. Project sponsors have made an effort to make progress with these projects and have expended partial funds. Based on best practices, lessons learned, and demonstrated good faith, staff is recommending a one-time, one (1) year extension with certain reporting conditions on all projects shown in Attachment A.

Transit Service

A continuation of the direct allocation is recommended to subsidize the incremental operating costs of the transit service deployed to support the Metro ExpressLanes. This funding is provided to the transit providers to subsidize the incremental operating costs of the additional transit service on the ExpressLanes. These transit enhancements are a benefit for low income commuters (and others) by providing more travel choices and reducing congestion on the ExpressLanes.

The Transit Agencies that receive this direct allocation are: Foothill Transit, Torrance Transit, Gardena Municipal Bus Lines, and Metro's Silver Line service. Metro ExpressLanes will increase the FY17/18 amounts by 15% in FY19/20 to mitigate the increased costs for transit agencies to operate the incremental transit service. The recommended allocation to subsidize the transit operations is \$7,935,000 in FY2019 and \$7,935,000 in FY2020 to support these services for an additional 24 months.

FINANCIAL IMPACT

All recommended actions will be funded with toll revenues generated from the I-10 and I-110 ExpressLanes. No other funds will be required from LACMTA. Funding of \$7,935,000 for incremental transit service is included in the FY19 budget. The cost center manager and Executive Officer, Congestion Reduction, will be responsible for budgeting project and transit service expenditures in future years.

Impact to Budget

There is no impact to the bus and rail operating and capital expenditures. Net Toll Revenues generated from the Metro ExpressLanes' operation comprise the entirety of the funds recommended in this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro ExpressLanes Net Toll Revenue Grant Projects aligns with Strategic Goals 1: Provide high

-quality mobility options that enable people to spend less time traveling and 4: Transform LA County through regional collaboration and national leadership. The ExpressLanes provide drivers with the option of a more reliable trip while enhancing the overall operational efficiency of the freeway network and enabling collaboration among partners to implement mobility improvements.

ALTERNATIVES CONSIDERED

The Board may choose not to approve or defer approval of any of the requested actions. Staff does not recommend this option as the recommendations further the Board's objective of assuring that funds are optimally utilized and reinvested in project improvements within the region.

NEXT STEPS

With Board approval, staff will formally notify and execute agreements with project sponsors and transit operators impacted by the time extension and direct allocation.

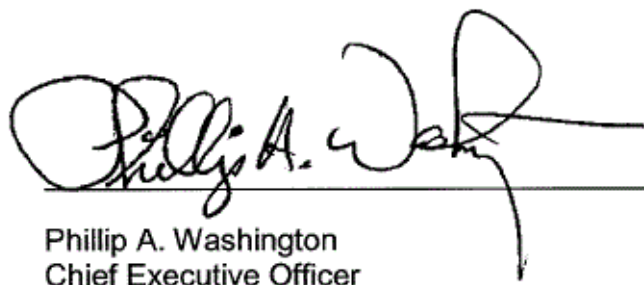
ATTACHMENTS

Attachment A - Net Toll Revenue Grant Program Time Extension Project List

Attachment B - Annual Funding Breakdown for Incremental Transit Service

Prepared by: Michel'le Davis, Principal Transportation Planner, (213) 418-3136
Silva Mardrussian, Senior Manager, Transportation Planning, (213) 418-3132

Reviewed by: Shahrzad Amiri, Executive Officer, Congestion Reduction, (213) 922-3061


Phillip A. Washington
Chief Executive Officer

Project ID	Corridor	Sponsor	Project Name	Funding	Agreement Execution Date	Lapsing Date	Proposed New Lapsing Date
MX201412	I-10	City of Los Angeles	My Figueroa Project Marketing and Safety	\$150,000	3/13/2015	9/13/2018	9/13/2019
MX201414	I-110	County of Los Angeles	South Bay Arterial Performance Measurement Project	\$504,000	6/5/2015	12/5/2018	12/5/2019
MX201404	I-10	City of Baldwin Park	Baldwin Park Commuter Connector Express Line	\$700,395	8/17/2015	2/17/2019	2/17/2020
MX201420	I-10	City of Los Angeles	Cesar Chavez Great Street	\$435,000	1/27/2016	7/27/2019	7/27/2020
MX201409	I-110	City of Los Angeles	Active Streets LA Budlong Avenue	\$1,176,185	11/2/2015	5/2/2019	5/2/2020
MX201406	I-110	City of Carson	Dominguez Channel Bike & Pedestrian Path	\$1,259,000	12/8/2015	6/8/2019	6/8/2020
MX201419	I-10	City of El Monte	I-10 Active Commute, Healthy Communities Project	\$440,000	1/14/2016	7/14/2019	7/14/2020
MX201403	I-110	Caltrans	I-110 HOT/Express Lanes Improvements	\$1,020,039	1/14/2016	7/14/2019	7/14/2020
MX201410	I-110	City of Los Angeles	ATSAC Infrastructure Communication Systems Enhancement along I-110 Freeway	\$1,425,000	2/3/2016	8/3/2019	8/3/2020
MX201405	I-10	City of Baldwin Park	Frazier Street Pedestrian and Bicycle Safety Improvements	\$895,288	3/30/2016	9/30/2019	9/30/2020
MX201407	I-10	City of El Monte	Santa Anita Avenue Active Transportation for El Monte Station and Downtown El Monte	\$633,782	4/5/2016	10/5/2019	10/5/2020
MX201418	I-110	Torrance Transit	Torrance Transit Expansion of Line #1 and Line #4 HOTLane Service	\$2,235,991	4/27/2016	10/27/2019	10/27/2020
MX201408	I-110	City of Gardena	Line 1X-Expand Transit Bus Service on I-110 Freeway	\$842,482	4/29/2016	10/29/2019	10/29/2020
MX201402	I-10	Caltrans	Express Lanes Corridors Incident Management Improvements Project	\$480,000	5/4/2016	11/4/2019	11/4/2020

Annual Funding Breakdown for Incremental Transit Service

Attachment B

<u>Agency</u>	<u>Lines</u>	<u>Annual Amounts</u>
Foothill Transit	Silver Streak and Route 699	\$1,840,00
Gardena Municipal Bus Lines	Line 2	\$920,000
Metro	Silver Line	\$4,370,000
Torrance Transit	Line 4	\$805,000
ANNUAL TOTAL		\$7,935,000

Metro ExpressLanes Net Toll Revenue Grant Projects

**Board of Directors – Ad Hoc Congestion, Highway and Roads Committee
March 20, 2019 Item #6**

Net Toll Revenue Grants

- In July 2014 the Metro Board approved Round 1 of the Net Toll Revenue Grant program, which allocated \$20.7 million in grants to 21 projects.
- To date, 48% of the Round 1 funding has been expended with 7 projects completed and 14 projects in progress, having expended partial funds.
- Based on best practices, lessons learned, and demonstrated good faith efforts by the project sponsors and consistent with the Call for Projects process, staff is recommending a one-time, one (1) year extension from the current month and year of lapsing to all Round 1 projects.

Direct Allocation for Transit Service

- In October 2013 the Metro Board approved the reinvestment framework that includes funds to subsidize the incremental operating costs of the additional Transit Service on ExpressLanes.
- The reinvestment framework funding Transit Service also addresses social equity considerations. These transit enhancements benefit low income commuters (and others) by providing more travel choices and reducing congestion.
- A continuation of the direct allocation is recommended at \$7,935,000 in FY19 and \$7,935,000 in FY20 to mitigate the increased costs for transit agencies to operate the incremental transit service and to support these services for an additional 24 months.

Transit Agencies / Bus Lines

Transit agencies that receive the direct allocation:

- Metro Silver Line
- Foothill Silver Streak
- Foothill Route 699
- Gardena Line 2
- Torrance Transit Line 4



Board Report

File #: 2019-0037, **File Type:** Contract

Agenda Number: 7.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
MARCH 20, 2019

SUBJECT: ORACLE PRIMAVERA UNIFIER APPLICATION USER LICENSES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. PS54707001, with Mythics Inc., for procurement of 220 additional Oracle Primavera Unifier Application User Licenses in the amount of \$495,887, increasing the total value from ~~\$497,675~~ ~~\$495,887~~ to ~~\$993,562~~ \$991,774, and extending the contract term through March 31, 2020.

ISSUE

The existing contract document management system for Program Management is being replaced as the prior product was retired by Oracle. Contract document management is the electronic document exchange including review between Metro and contractors. Additionally, the system provides change and cost control functionality. Oracle Primavera Unifier software is being implemented to replace the prior system and to improve technology for document management.

As the software was initially implemented, the need for additional licenses arose to support the increased number of capital projects underway with Measure R and in development with Measure M. Staff is requesting Board approval for the Contract Modification as the total Contract value exceeds Metro's Chief Executive Officer's delegation of contracting authority.

BACKGROUND

In 2009, Metro deployed a Program Management Information System (PMIS) to facilitate program wide project tracking, contract document administration and management reporting. PMIS was implemented to maximize efficiencies through automation, standardization, and provide program performance transparency. The system utilized the latest version of Oracle Primavera software that has been configured to support the program wide reporting requirements. Software applications included Oracle Primavera P6, Professional, Project Status, Oracle Primavera Contract Management (CM14), Microsoft® SharePoint 2016, and EcoSys EPC. All applications were integrated to the organizational financial system in Oracle E Business Suite.

In 2016, Oracle determined that Primavera Contract Manager had reached the end of its product life and was retired from support. The replacement project identified for contract document administration and cost control was Oracle Primavera Unifier. System implementation began for the new product in 2017.

In November 2018, Mythics, Inc. was awarded the Oracle Primavera Unifier Software contract for an amount of ~~\$497,675~~ \$495,887 to provide 220 application user licenses. Mythics, Inc. offered a competitive discount and price hold for additional software licenses within one year of purchase. As new Measure M projects begin implementation, there is a need for additional 220 user software licenses.

DISCUSSION

Metro has deployed the PMIS to facilitate program-wide project tracking, administration and management reporting. The system utilizes the latest version of Oracle Primavera software configured to support electronic document exchange for document control, change control, and cost control.

Document Control - involves electronic document exchange of major contract deliverables including the review and approval of documents. Contract document database logs are maintained including a document repository to protect the overall integrity of contract project records.

Change Control - contains configuration management of contract change requests and modifications for both professional services and construction contracts. Contract change database logs are maintained to document pertinent reasons for changes and costs associated.

Cost Control - comprises a centralized cost database that is automated to other systems for financial data integration and utilized for cost reporting of budget, actuals and forecast. Cost logs are maintained for reporting and to review variances and trends.

DETERMINATION OF SAFETY IMPACT

Procuring this software will not have any impacts on the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY19 budget includes an aggregate of ~~\$497,675~~ \$495,887 in Cost Center 8510, in projects 860228 Regional Connector, 860303 Airport Metro Connector, 865518 Westside Subway Section 1, 865522 Westside Subway Extension Section 2, 865523 Westside Subway Extension Section 3, and 865519 Division 20 Portal Widening. This is a one time purchase; on-going future maintenance costs will be budgeted through the annual budget process.

Impact to Budget

There is no impact to the FY19 budget as funds for this action are included in the approved budget for each project. The sources of the funds are from the respective projects' funding plans and mostly

comprised of Measure R 35% and Measure M 35%.) These funds are not eligible for operating purposes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide high-quality mobility options that enable people to spend less time travelling. This project will help expand the transportation system with targeted infrastructure and service investments. These investments deliver increased safety, improved air quality, and better access for all whom live, work, and play within LA County.

ALTERNATIVES CONSIDERED

The Board could consider not procuring this software in favor of increased staff labor with manual document review. This option is not recommended as document review timeliness is tied to reducing costs for construction projects. In addition, efficient document exchange serves to reduce contract claim exposure and project delays.

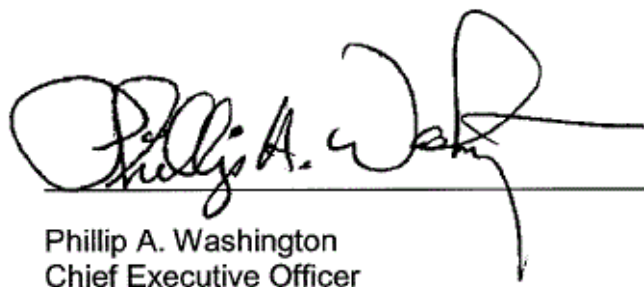
NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 1 with Mythics, Inc. under Contract No. PS54707001 to provide additional Oracle Primavera Unifier software licenses.

ATTACHMENTS

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

Prepared by: Julie Owen, DEO, Program Control, Program Management (213) 922-7313
Brian Boudreau, Sr. Executive Officer Program Control, Program Management, (213) 922-2474
Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ORACLE PRIMAVERA UNIFIER APPLICATION USER LICENSES

1.	Contract Number: PS54707001		
2.	Contractor: Mythics, Inc.		
3.	Mod. Work Description: Procure 220 Additional Oracle Primavera Unifier Application User Licenses		
4.	Contract Work Description: Contractor shall provide 220 Oracle Primavera Unifier Application User Licenses and Oracle Autovue 2D Professional Application User License with annual software maintenance		
5.	The following data is current as of: January 31, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	11/30/18	Contract Award Amount: \$497,675 <u>495,887</u>
	Task Order Awarded:		
	Notice to Proceed (NTP):	11/30/18	Total of Modifications Approved: 0
	Original Complete Date:	11/29/19	Pending Modifications (including this action): \$495,887
	Task Order Complete Date:		
	Current Est. Complete Date:	03/31/20	Current Contract Value (with this action): \$993,562 <u>1,774</u>
7.	Contract Administrator: Annie Duong		Telephone Number: (213) 418-3048
8.	Project Manager: Julie Owen		Telephone Number: (213) 922-7313

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 to Contract No. PS54707001 for the procurement of 220 additional Oracle Primavera Unifier Application User Licenses.

This contract modification will be handled in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On November 30, 2018, Contract No. PS54707001 was issued to Mythics, Inc. in a firm fixed price amount of ~~\$497,675~~495,887 to provide 220 Oracle Primavera Unifier Software application user licenses and Oracle Autovue 2D Professional Application User License with annual software maintenance.

(Refer to Attachment B, Contract Modification/Change Order Log for modifications issued to date.)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation and independent cost estimate (ICE). Mythics, Inc. offered a competitive discount and price hold for software license for the additional license purchased within one year from Contract No. PS5470700.

Proposal Amount	Metro ICE	Negotiated Amount
\$495,887	\$530,090	\$495,887

CONTRACT MODIFICATION /CHANGE ORDER LOG

ORACLE PRIMAVERA UNIFIER APPLICATION USER LICENSES / PS54707001

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Procurement of 220 additional Oracle Primavera Unifier application User Licenses	Pending	Pending	\$495,887
	Modification Total:			\$495,887
	Original Contract Amount:			\$497,675<u>495,887</u>
	Total:			\$993,562<u>991,774</u>

DEOD SUMMARY

ORACLE PRIMAVERA UNIFIER APPLICATION USER LICENSES/PS54707001

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise/ Disadvantaged Veteran Business Enterprise (SBE/DVBE) goal for this procurement which involved the purchase of software licenses utilizing the State of California Software License Purchase (SLP) Agreement. DEOD determined that none of the seven (7) authorized Oracle Primavera resellers were SBE certified.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Metro

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

Board Report

File #: 2019-0031, File Type: Program

Agenda Number: 8.

FINANCE, BUDGET AND AUDIT COMMITTEE MARCH 20, 2019

**SUBJECT: NORTH HOLLYWOOD TRANSIT BUSINESS IMPROVEMENT DISTRICT
PARTICIPATION**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to sign the Petition to Renew the North Hollywood Transit Business Improvement District (BID) for a period of five years commencing January 1, 2020 through December 31, 2024, for an estimated amount not to exceed \$699,294 over the life of the BID renewal.

ISSUE

This North Hollywood Transit BID petition will provide a renewal for an additional five years if a majority of BID petitions consent to the special benefit assessment. LA Metro is included in the list of renewal petitions as it owns 20 percent of the assessed properties within the BID's boundaries. BID renewals over \$500,000 require board approval.

BACKGROUND

Under the 1994 Property and Business Improvement District law, the State of California provided a legal basis for the formation of property-based assessment districts if a petition sent to the property owners residing in the district's boundaries is approved by a majority. Any approved district requires renewal after its term expires.

Metro policy, passed at the June 1998 regular Board meeting and last updated in May 2014, created an established procedure for the evaluation of benefits derived from participation in any proposed benefit assessment district. The Real Estate Department is required to provide an analysis of the benefit in participating in BID programs given the type of property owned by the agency within the BID's boundaries (Attachment A - General Guidelines for Participation in Proposed Assessment Districts).

DISCUSSION

Business improvement district participation by Metro is an ongoing cost to the agency, paid annually

to the BID upon assessment of real property ownership in the BID's defined assessment area. BID assessments, based upon an allocation of program costs and a calculation of assessable footage, will be determined each year for parcels in the defined assessment area (Attachment B - Bid Renewal Documentation, pages 10-11).

The fees paid by Metro to the BID will finance, in part, the annual budget for the North Hollywood Transit BID's Clean & Safe Programs providing:

- Bicycle and foot patrol
- Sidewalk sweeping and pressure washing
- Graffiti and handbill removal
- Trash removal and landscaping.

Metro's land holdings within the BID are receiving a Tier 3, Tier 2, and Tier 1 benefit to Metro as defined in the General Guidelines for MTA Participation in Proposed Assessment Districts. This site contains both the Red Line and Orange Line termini. A map of Metro's holdings within the BID can be found on Attachment B - Map of North Hollywood Transit District Boundaries, page one.

Additionally, Metro has executed an Exclusive Negotiations and Planning Agreement with Trammell Crow Company/Greenland USA under the Joint Development Program to develop the parcels in the immediate area as approved by the Board at the May 25, 2017 meeting. The resulting development will see these properties move to Tier 4 - Actual Benefit, under the tiered benefit definitions. A copy of the proposed development's site plan is included as page two of Attachment C.

Equity Platform

BID tax payments provide for a general subsidy to support neighborhood cleanliness, hygiene, and safety.

DETERMINATION OF SAFETY IMPACT

Any resulting action from this Board recommendation will have no determinable impact to Metro safety.

FINANCIAL IMPACT

The total cost of the BID will not exceed \$699,294 over the five-year term of the BID renewal period. The table below outlines the year-over-year costs to the agency assuming the maximum annual increase of 5 percent:

Period	Year	Amount	Increase Year-Over-Year
1	2020	\$ 126,555	Base
2	2021	\$ 132,882	5%
3	2022	\$ 139,526	5%
4	2023	\$ 146,503	5%

5	2024	\$ 153,828	5%
Total		\$ 699,294	

The Real Estate Department budgets the funding for this annually in Project #306006 and Project #300044 and will continue to request funding for payment of the annual assessment as ratified by the Board through the life of the renewal period.

Impact to Budget

The funding source for the BID is bus and rail eligible revenues including fares, sales tax and fed/state grants for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Participating in the BID provides responsive, accountable, and trustworthy governance as stated in Strategic Plan Goal #5.

ALTERNATIVES CONSIDERED

The Board could choose not to sign the renewal petition and thereby not participate in the BID. This may impact the BID's renewal prospects, which would potentially have an adverse impact on Metro's Red and Silver line termini and joint development project.

NEXT STEPS

If approved by the Board, the Real Estate Department will complete the BID authorization documents and return to the BID's management.

ATTACHMENTS

Attachment A - General Guidelines for Participation in Proposed Assessment Districts

Attachment B - Map of North Hollywood Transit District Boundaries

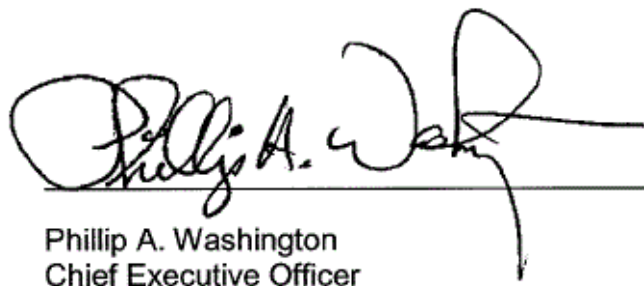
Attachment C - BID Renewal Documentation

Prepared by: John Beck, Sr. Real Estate Officer, Countywide Planning & Development, (213) 922-4435

John Potts, DEO, Countywide Planning & Development, (213) 928-3397

Holly Rockwell, SEO, Countywide Planning and Development (213) 922-5585

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 928-3251



Phillip A. Washington
Chief Executive Officer



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 14, 2014

**SUBJECT: GUIDELINES ON LACMTA'S PARTICIPATION IN PROPOSED
BENEFIT ASSESSMENT DISTRICTS (BID)**

ACTION: DELEGATION OF AUTHORITY

RECOMMENDATION

Delegate authority to the Chief Executive Officer to determine the Los Angeles County Metropolitan Transportation Authority's ("LACMTA") participation in Benefit Assessment District where the total assessment over the term of the BID does not exceed \$500,000, **and where the action represents a renewal of a BID previously approved by the Board.**

BACKGROUND

The MTA Board adopted Guidelines on LACMTA Participation in Proposed Assessment Districts ("Guidelines") in June 1998 (See Attachment A). The Guidelines require staff to analyze each assessment district and/or improvement based on whether they improve MTA property or facility, benefit MTA employees, benefit Metro's passengers, or reduce costs for the agency. Staff is to provide the Board with an analysis, on a case by case basis, that determines whether MTA property benefits from the proposed services or improvements; and whether the benefit to the property exceeds the cost of the assessment. Based on the guidelines, the Board must determine whether or not to participate in the proposed district.

DISCUSSION

The existing policy specifically requires that staff analyze each new assessment district's services and provide the MTA Board with an analysis, on a case by case basis. Many of the BIDS are at levels that are significantly below the current delegated authority of the Chief Executive Officer of \$500,000. In addition, the analysis of the benefit to LACMTA is routine and warrants the agency's participation. **Staff would prepare the same level of review and analysis of the benefits of participation in the BID and submit to the CEO for review and approval.** In any case where the total assessment **for a BID's renewal** exceeds \$500,000 over the term of the BID, the

analysis will be completed and submitted to the Board for approval. Any participation in a newly proposed BID will be subject to Board approval. ~~Staff would still prepare the same level of review and analysis of the benefits of participation in the BID and submit to the CEO for review and approval.~~

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on safety standards for Metro. However, generally a BID's safety program will increase safety and crime prevention in the area around LACMTA owned properties.

FINANCIAL IMPACT

LACMTA currently participate in 40 ~~41~~ BIDs and street lighting districts. The annual budget as of FY14 is approximately \$517,000.00. Funding to participate in the established BIDs is included in Cost Center 0651, Account No. 50799 (Taxes). Funds are budgeted for each fiscal year. Funding for the BIDS are allocated from the revenue generated from the General Fund - Right of Way Lease Revenue.

ALTERNATIVES CONSIDERED

The Board could not approve this recommendation to delegate authority to the Chief Executive Officer and staff would continue to bring BID renewals ~~these requests~~ to the Board for approval. The efficiency and the time involved in agendizing the request on the Board's agenda is often constrained by the timeline established by the BID to obtain MTA's approval. In those cases, MTA would not be able to sign the petition circulated to property owners affected by the BID for renewals.

ATTACHMENTS

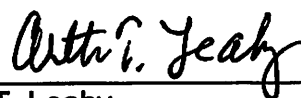
Attachment A Guidelines on MTA Participation in Proposed Assessment District dated June 18, 1998

Prepared by: Velma C. Marshall, Deputy Executive Officer – Real Estate
(213) 922-2415

Calvin E. Hollis, Managing Executive Officer- Countywide Planning
and Development
(213) 922-7319



Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

ATTACHMENT A

ATTACHMENT 1



**GENERAL GUIDELINES
for MTA Participation in Proposed Assessment Districts**

1. MTA Participation in Assessment Districts

Assessment districts can provide a wide variety of services and improvements. However, the MTA must decide individually whether or not specific MTA property benefits from such services and improvements. Such determination shall be dependent upon:

- the use of MTA property, and
- the services or improvements provided by the assessment district.

2. Evaluation Criteria

The following criteria shall be used to evaluate whether or not an assessment district services and/or improvements will benefit MTA is the extent that the services or improvements specifically:

- improve MTA property or facilities,
- benefit MTA employees,
- benefit the MTA riding public, or
- reduce costs for the MTA.

3. Determination of Benefit

Each proposed assessment district containing MTA property will be analyzed on a case-by-case basis; however, general guidelines for determining benefit to MTA properties are as outlined in the following:

TIER 1 - NO BENEFIT

- Subsurface easements
- Aerial easements
- Rights of Way

TIER 2 - MINOR OR NO POTENTIAL BENEFIT

- Vacant Land
- Parking Lots

- **Bus Layovers**

TIER 3 - MINOR OR SOME POTENTIAL BENEFIT

- **Bus Divisions**
- **Bus Terminals**
- **Customer Service Centers**
- **USG Headquarters Building**
- **Maintenance Facilities**
- **Rail Division**
- **Rail Terminus**
- **Stations**

TIER 4 - ACTUAL BENEFIT

- **Joint Development Projects**

and proposed assessment districts

What To Do To Renew

1. Sign and Return the Enclosed Petition

2. Vote 'YES' on the Upcoming Ballot

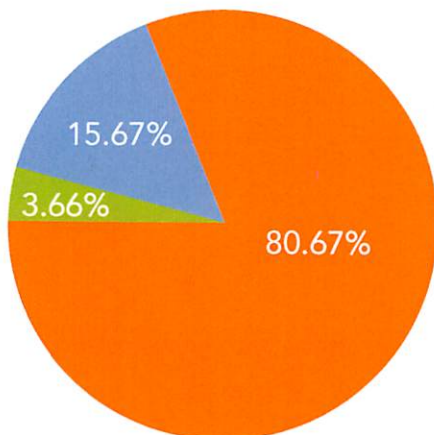
"The NoHo BID is a big part of the team effort that has assisted us with keeping the "Arts" community safe and clean. We have a great working relationship with the BID. Having safety Ambassadors is almost the same as having additional officers patrolling the streets."

-John Catalano

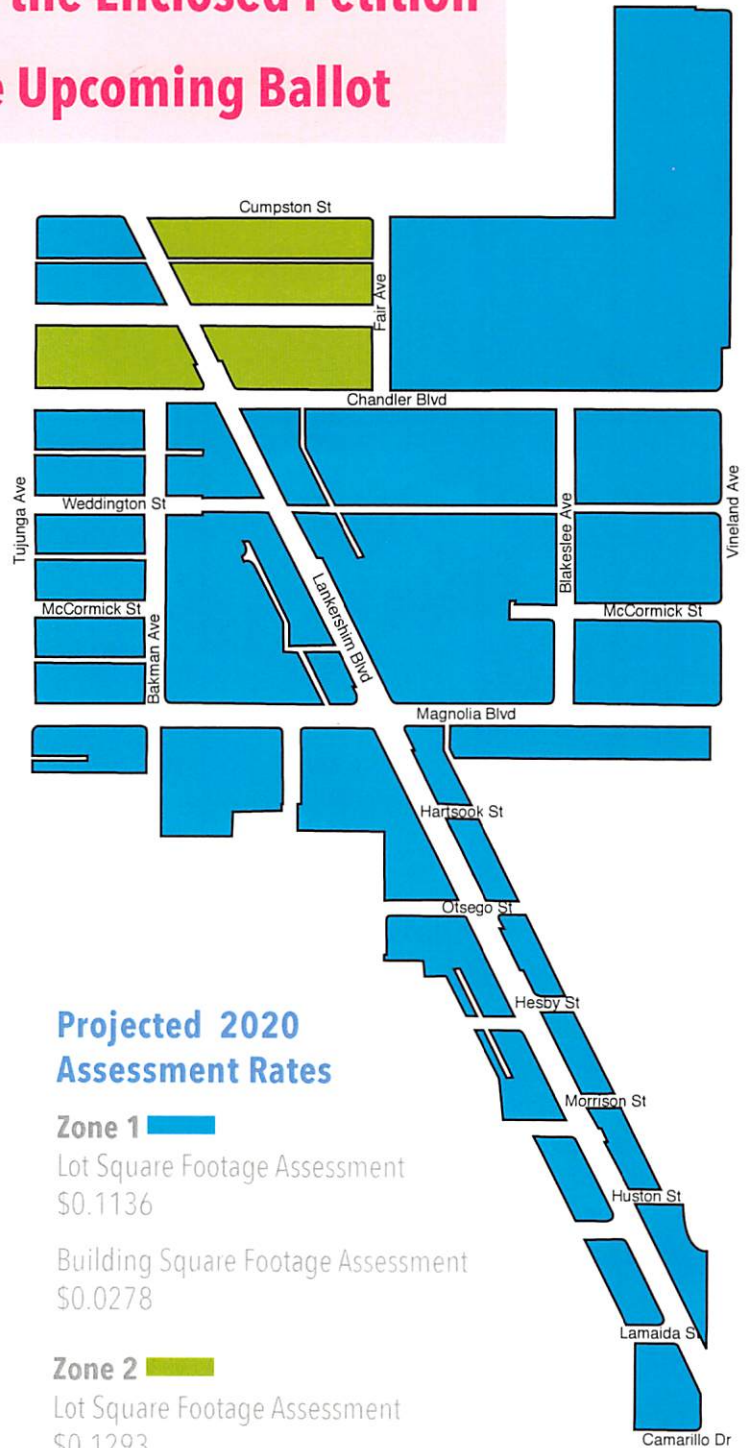
Senior Lead Officer LAPD
North Hollywood Division

Your Assessment Spent Wisely

80.67% of assessments are spent on the BID Clean and Safe Teams. 3.66% is spent on Communication and Marketing with the remaining 15.67% on Management and Administration including office expenses and city fees.



■ CLEAN AND SAFE TEAM
■ MANAGEMENT & ADMINISTRATION
■ COMMUNICATION AND MARKETING





You May Think It's the City, But it's Really the BID!

What your assessment provides

Cleaning & Maintenance:

- Sidewalk & curb sweeping 6 days a week
- Maintain and dispose of trash from 50 trash receptacles
- Graffiti/Stickers/Handbill removal within hours of notification.
- Hotspot pressure washing
- Bulky item removal and disposal
- Cleaning public infrastructure (benches, newspaper racks, gateway etc.)
- Shopping cart removal/return
- Median and tree well landscaping and maintenance

Safety & Hospitality

- Safety Ambassadors visibly patrol the area 7 days a week (day/night) and act as eyes and ears of community
- Ambassadors work closely with local law enforcement and attend weekly crime control meetings.
- Ambassadors help to deter anti-social behavior and low -level crimes
- Ambassadors utilize a district hotline number to respond to issues

Communication and Marketing

- Created a logo and brand identity for the District
- Community street pole banners with branding
- Created and distributed new community tourism video
- Created and expanded community discount program, The NoHo Card and the App
- Publicity and promotion locally and internationally
- Maintained community kiosk
- Curated summertime event series
- Encouraged district events
- Created/maintained streetbox art program.

It's Time to Renew the BID

DID YOU KNOW Your Assessments, leveraged with others, fund services that average over \$1,871.23 per day on cleaning, safety, hospitality, communications, public relations, city liaison, and many other crucial services and District oversight that would not otherwise exist. If the BID is not renewed, it will dissolve and stop functioning after 2020. Therefore, it is important to sign and return your petition.

Why Business Improvement Districts (BIDs) are so Important:

Due to economic realities, cities are no longer able to deliver on standards of cleanliness and security. BIDs have picked up the slack. It is proven that BIDs reduce crime, increase property value and help drive retail sales in districts. Plus, BIDs provide a mechanism for property owners and merchants to work collaboratively for their mutual benefit. There are 38 BIDs in Los Angeles, over 200 more in California and thousands more nationwide.

Since the North Hollywood Business Improvement District began its work in 2007, it has exceeded the expectations of its founding members. The NoHo BID has not only made the area safer and cleaner, it has also attracted new investment and businesses. It has encouraged improvements to existing properties and has secured several streetscape improvements, while making the area more attractive and pedestrian friendly. It has generated positive publicity about the district and its members and has created a unified lobbying voice for property owners.

Clean & Safe Team - 2018

Calls for Service:
1,581

Business Contacts:
5,602

Public Assists:
1,370

Trash Collected/Removed:
267,214 lbs.

**Graffiti Tags/ Stickers/
Handbills Removed:**
1,228

Bulky Items Collected/Removed:
1,812

Pressure Washing Hours:
78

North Hollywood Transit Business Improvement District Management District Plan Summary

**For
A Property Based
Business Improvement District
In the North Hollywood of Los Angeles**

December 2018

**Prepared By
Urban Place Consulting Group, Inc.**

***The full North Hollywood Transit BID Management District Plan and Engineer's
Report can be found at <http://www.nohobid.com>***

Management District Plan Summary

The name of the renewed Property-based Business Improvement District is the North Hollywood Transit Business Improvement District (the "District"). The District is being renewed pursuant to Section 36600 et seq. of the California Streets and Highways Code, The "Property and Business Improvement District Law of 1994 as amended", hereinafter referred to as State Law.

Developed by the North Hollywood Transit Renewal Committee, the North Hollywood Transit Business Improvement District Management Plan is proposed to improve and convey special benefits to assessed parcels located within the North Hollywood Transit Business Improvement District area. The District will provide continued activities, including Clean & Safe, Communication and Management/Office. Each of the programs is designed to meet the goals of the District; to improve the safety of each individual assessed parcel within the District, to increase building occupancy and lease rates, to encourage new business development; and attract ancillary businesses and services for assessed parcels within the District.

The North Hollywood Transit Business Improvement District is unique from the area immediately surrounding the District in three ways. First, the District has a high number of art uses focused predominately on live theater, but also galleries and theatrical supporting business. Secondly, it has a concentration of high-density transit oriented mixed-use developments and businesses that support the mixed-use commercial developments. Third, it is a transit hub with the terminus of both the Metro Orange line and the Metro Red line bus and rail services with 42,097 boardings and alightings per day.

The boundary of the North Hollywood Transit Business Improvement District was created to include the art and transit areas of North Hollywood. The Business Improvement District area is bounded roughly by Cumpston Street, Camarillo Drive, Tujunga Avenue and Vineland Avenue. The property uses within the general boundaries of the North Hollywood Transit Business Improvement District are a mix of retail, mixed-use, office, theater, pre K-high school, parking, transit, hotel, and religious. Services and improvements provided by the District are designed to provide special benefits in the form of improving economic vitality in the District by increasing building occupancy and lease rates, encouraging new business development, attracting residential serving businesses and services, attracting office and retail tenants, attracting retail and transit customers, attracting new residents and students, and increasing attendance that provide a special benefit to retail, mixed-use, office, theater, pre K-high school, parking, transit, hotel, and religious parcels. All of which specially benefit from the improvements and activities of the District.

Boundary: See Section 2, Page 5 and map, Page 7.

Budget: The total District budget for the 2020 year of operation is approximately \$683,000.

Improvements, Activities, Services:

CLEAN & SAFE	\$551,000	80.67%
-------------------------	------------------	---------------

Enhanced Safe Programs:

A North Hollywood Transit Business Improvement District Safe Team to address crime prevention for parcels in the District will consist of some of the following:

- Bicycle Patrol
- Foot Patrol

Enhanced Clean Programs will consist of some of the following:

- Sidewalk Sweeping
- Sidewalk Pressure Washing
- Graffiti & Handbill Removal
- Trash Removal
- Landscape programs

COMMUNICATION	\$25,000	3.66%
----------------------	-----------------	--------------

- Destination Marketing
- Website

MANAGEMENT/OFFICE/CITY FEES	\$107,000	15.67%
------------------------------------	------------------	---------------

Management staff expenses are allocated according to generally accepted accounting job costing procedures and are allocated to the specific areas in which staff works. The improvements and activities are managed by a professional staff that requires centralized administrative support. Management staff oversees the District's services which are delivered seven days a week. A well-managed District provides necessary BID program oversight and guidance that produces higher quality and more efficient programs.

Method of Financing: A levy of special assessments upon real property that receives special benefits from the improvements and activities.

Benefit Zones: The State Law and State Constitution Article XIID require that special assessments be levied according to the special benefit each assessed parcel receives from the improvements. In order to match assessment rates to benefits, two benefit zones have been created within the District. Each zone receives a different level of services and a different level of benefit. Each zone pays an assessment rate that reflects 100% of the special benefit received. See Section 2 for detailed description of the Zones.

Cost: Annual assessments are based upon an allocation of program costs and a calculation of assessable footage. Two property assessment variables, lot square footage (76%) and building square footage (24%), will be used in the calculation. The 2020 year assessments per assessment variable will not exceed amounts listed in the following chart:

Zone	Assessment Rates
Zone 1 (no school parcels) Lot Sq Footage	\$0.1136
Zone 1 (no school parcels) Bldg Sq Footage	\$0.0278
Zone 1 (school) Lot Sq Footage	\$0.0369
Zone 1 (school) Bldg Sq Footage	\$0.0296
Zone 2 Lot Sq Footage	\$0.1293
Zone 2 Bldg Sq Footage	\$1.4265

Cap: Annual assessment increases will not exceed 5% per year. Increases will be determined by the Business Improvement District Owners' Association Board of Directors and will vary between 0 and 5% in any given year.

District Formation: District formation requires submission of favorable petitions from property owners representing more than 50% of total assessments to be paid and the return of mail ballots evidencing a majority of ballots cast in favor of the assessment. Ballots are weighted by each property owner's assessment as proportionate to the total proposed District assessment amount.

Duration: The District will have a 5-year life beginning January 1, 2020 and ending December 31, 2024.

Governance: The Owners' Association will review District budgets and policies annually within the limitations of the Management District Plan. Annual and quarterly reports, financial statements and newsletters will be filed with the City of Los Angeles (City). The Owners' Association will oversee the day-to-day implementation of services as defined in the Management District Plan.

Section 2

North Hollywood Transit Business Improvement District Boundaries

The North Hollywood Transit Business Improvement District includes all property within a boundary formed by:

Beginning on the southeast corner of Cumpston Street and Tujunga Avenue go east on Cumpston Street to Case Avenue. At Case Avenue turn north along Case Avenue to the north parcel line of parcel 2350-003-902. Turn east along the north parcel line of parcels 2350-003-902 and 2350-003-906 to Vineland Avenue go south along the west side of Vineland Avenue to the south parcel line of parcels facing on the south side of Magnolia Boulevard. Go west on the southern parcel line of parcels facing the south side of Magnolia Boulevard. At the intersection of the east parcel line of parcels facing on the east side of Lankershim Boulevard go south along the eastern parcel line of all parcels facing on the east side of Lankershim Boulevard to the intersection of Camarillo Street. Go west on Camarillo Street to an intersection with the west parcel line of parcels facing on the west side of Lankershim Boulevard. Go north along the western parcel line of all parcels facing on the west side of Lankershim Boulevard. At Magnolia Boulevard go west along the south parcel line of parcels facing on the south side of Magnolia Boulevard. At Tujunga Avenue go north along the western parcel line of parcels facing the west side of Tujunga to Cumpston Street.

Zone One

Zone One contains all of the retail, mixed-use, office, theater, pre K- high school, hotel, religious uses within the District. Zone One has the second highest demand for clean and safe services based on data from the last eleven years of District operation and is not located within the high demand transit zone. Zone One includes all property within the District boundaries except those parcels located within Zone Two.

Zone Two

Zone Two is the unique transit zone. Zone Two contains the Red Line Metro Station and the Orange Line Metro Station as well as park and ride lots for both stations. Both Metro stations are the terminus for each respective transit line, and because of this have a high volume of riders passing through Zone Two. The high ridership volume as evidenced by the following statistics creates a high demand for clean/safe services. As of data from April 2018, the Red Line Metro Station averages 14,112 boardings and 15,115 alightings per day and the Orange Line Metro Station averages 6,281 boardings and 6,589 alightings per day for a combined total of 20,393 boardings and 21,704 alightings per day. The District clean and safe services provided to Zone Two are designed to increase ridership on both the Orange Line and Red Line, which in turn attracts more customers to district businesses in Zone One. The special benefit to Zone Two parcels is the increased likelihood of an increase in ridership and increase in transit revenue because Zone Two benefits from the clean and safe services provided by the District which creates a clean and safe environment and attracts an increase in transit riders. The District has developed a number of joint communication programs with Metro to market the District as a destination for transit riders. The special benefit to Zone Two parcels is the increased likelihood of an increase in ridership and increase in transit revenue because Zone 2 benefits from the communication programs provided by the District which markets the District as a destination for transit riders which results in the increased likelihood of an increase in transit riders. This increased ridership provides a unique and special benefit to the Zone Two properties by increasing transit income and ridership. Because of this

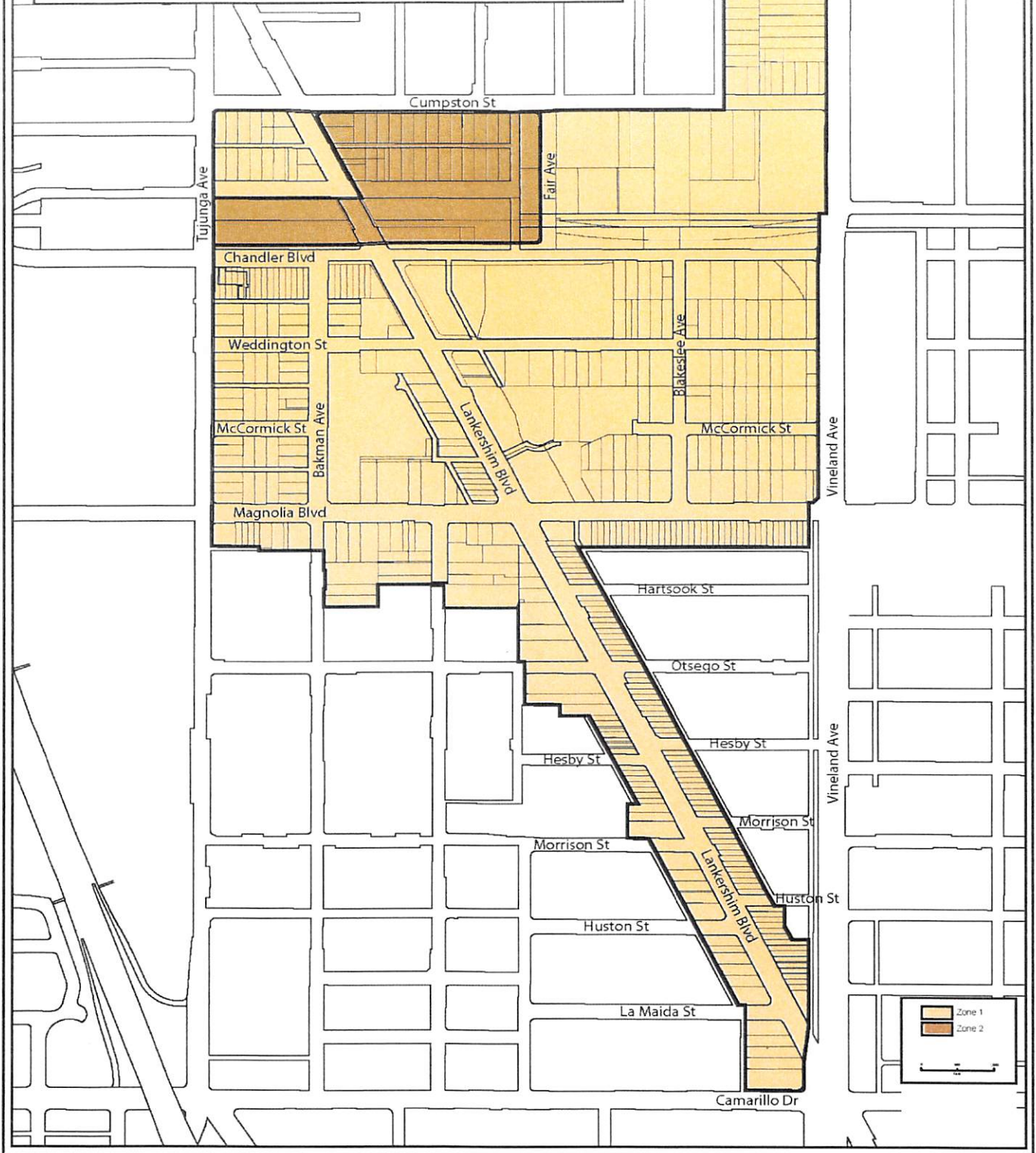
high level of usage Zone Two has the highest demand for clean and safe services within the District and has the highest assessment rates in order to provide the special benefit of increasing ridership, commerce and transit revenue. Zone Two is made up of parcels within the following boundaries:

Starting at the south east corner of Lankershim Boulevard and Cumpston Street head east along Cumpston Street to Fair Avenue. Turn south along Fair Avenue to Chandler Boulevard. Turn west along Chandler Boulevard to Tujunga Avenue. Turn north along Tujunga Avenue to the Southern Pacific Rail Road right of way. Turn east along the Southern Pacific Rail Road right of way to Lankershim Boulevard. Turn north along Lankershim Boulevard to the starting point at Lankershim Boulevard and Cumpston Street.

North Hollywood BID

City of Los Angeles

7350-003-902
2350-003-906



PETITION TO RENEW THE
NORTH HOLLYWOOD TRANSIT PROPERTY BASED
BUSINESS IMPROVEMENT DISTRICT

PURSUANT TO (SECTION 36600 ET. SEQ OF THE
CALIFORNIA STREETS AND HIGHWAYS CODE)


LEGAL OWNER: LACMTA

<u>APN NUMBER</u>	<u>SITE ADDRESS</u>	<u>ASSESSMENT AMOUNT</u>	<u>PERCENTAGE</u>
2350012902	*NO SITE ADDRESS*	\$3,408.17	0.53%
2350012920	*NO SITE ADDRESS*	\$40,634.46	6.35%
2350012921	5356 LANKERSHIM BLVD	\$2,905.36	0.45%
2350012922	11223 CHANDLER BLVD	\$543.06	0.08%
2350012923	5430 LANKERSHIM BLVD	\$1,242.57	0.19%
2350012924	5420 LANKERSHIM BLVD	\$2,024.83	0.32%
2350012925	11204 CUMPSTON ST	\$1,873.55	0.29%
2350012926	*NO SITE ADDRESS*	\$969.10	0.15%
2350012927	11216 CUMPSTON ST	\$969.10	0.15%
2350012928	11220 CUMPSTON ST	\$969.10	0.15%
2350012929	11228 CUMPSTON ST	\$969.10	0.15%
2350012930	11234 CUMPSTON ST	\$969.10	0.15%
2350012931	11238 CUMPSTON ST	\$969.10	0.15%
2350012932	11244 CUMPSTON ST	\$969.10	0.15%
2350012933	11250 CUMPSTON ST	\$969.10	0.15%
2350012934	11254 CUMPSTON ST	\$969.10	0.15%
2350012935	11260 CUMPSTON ST	\$969.10	0.15%
2350012936	11264 CUMPSTON ST	\$969.10	0.15%
2350012937	5430 LANKERSHIM BLVD	\$2,317.05	0.36%
2350012938	11211 CHANDLER BLVD	\$33,190.19	5.19%
2350013906	11163 Chandler Blvd	\$1,939.23	0.30%
2350013907	*NO SITE ADDRESS*	\$4,005.70	0.63%
2350013908	*NO SITE ADDRESS*	\$5,091.55	0.80%
2350013915	*NO SITE ADDRESS*	\$1,858.36	0.29%
2350013917	*NO SITE ADDRESS*	\$1,020.07	0.16%
2350013920	*NO SITE ADDRESS*	\$2,167.70	0.34%
2350013922	*NO SITE ADDRESS*	\$2,869.45	0.45%
2350016905	5300 Bakman Ave	\$757.18	0.12%
2350016906	5311 LANKERSHIM BLVD	\$6,532.21	1.02%
2350016907	5308 Bakman Ave	\$1,513.80	0.24%
<u>TOTALS</u>		\$126,554.57	19.78%

☐

YES, I want my property(ies) to be included in this Business Improvement District.

Property Owner's Name
(Please Print or Type)



Property Owner's OR Duly Authorized Representative's
Signature

Title
(Please Print or Type)

Date

STATEMENT OF AUTHORITY TO SIGN THIS PETITION – (Must be completed by petition signer)

I, _____, hereby certify (or declare) under penalty of perjury under the laws of the
PRINT NAME CLEARLY
State of California that I am legally authorized as owner, or legal representative of owner, to accept the levy of
liens (assessment amounts) on the property(ies) listed above. This statement is true, correct, and complete to
the best of my knowledge as of ____ / ____ / _____. Petitioner Signature: _____
MONTH DAY YEAR



NOTE: ALL FIELDS MUST BE COMPLETED. PETITIONS WITH EMPTY FIELDS WILL BE REJECTED.

Please Return To:
North Hollywood BID
3982 S. Figueroa St., Ste. 207
Los Angeles, CA 90037
email: aaron@urbanplaceconsulting.com

Beck, John

From: aaron@urbanplaceconsulting.com
Sent: Wednesday, January 16, 2019 6:12 PM
To: Marshall, Velma; Potts, John
Cc: Beck, John
Subject: RE: North Hollywood BID renewal

Thanks Velma.

And look forward to hearing from John on the signing process.

Aaron

----- Original Message -----

Subject: RE: North Hollywood BID renewal
From: "Marshall, Velma" <MARSHALLV@metro.net>
Date: Wed, January 16, 2019 6:02 pm
To: "aaron@urbanplaceconsulting.com" <aaron@urbanplaceconsulting.com>,
"Potts, John" <PottsJo@metro.net>
Cc: "Beck, John" <BeckJ@metro.net>

Aaron

I received the package and forwarded to John Beck to process. He is copied on this email and can advise you of the process for signature approval.

Velma

From: aaron@urbanplaceconsulting.com [mailto:aaron@urbanplaceconsulting.com]
Sent: Monday, January 14, 2019 11:28 AM
To: Marshall, Velma; Potts, John
Subject: North Hollywood BID renewal

Hi Velma and John,

The North Hollywood BID has just begun its petition drive to renew the Business Improvement District for a third time.

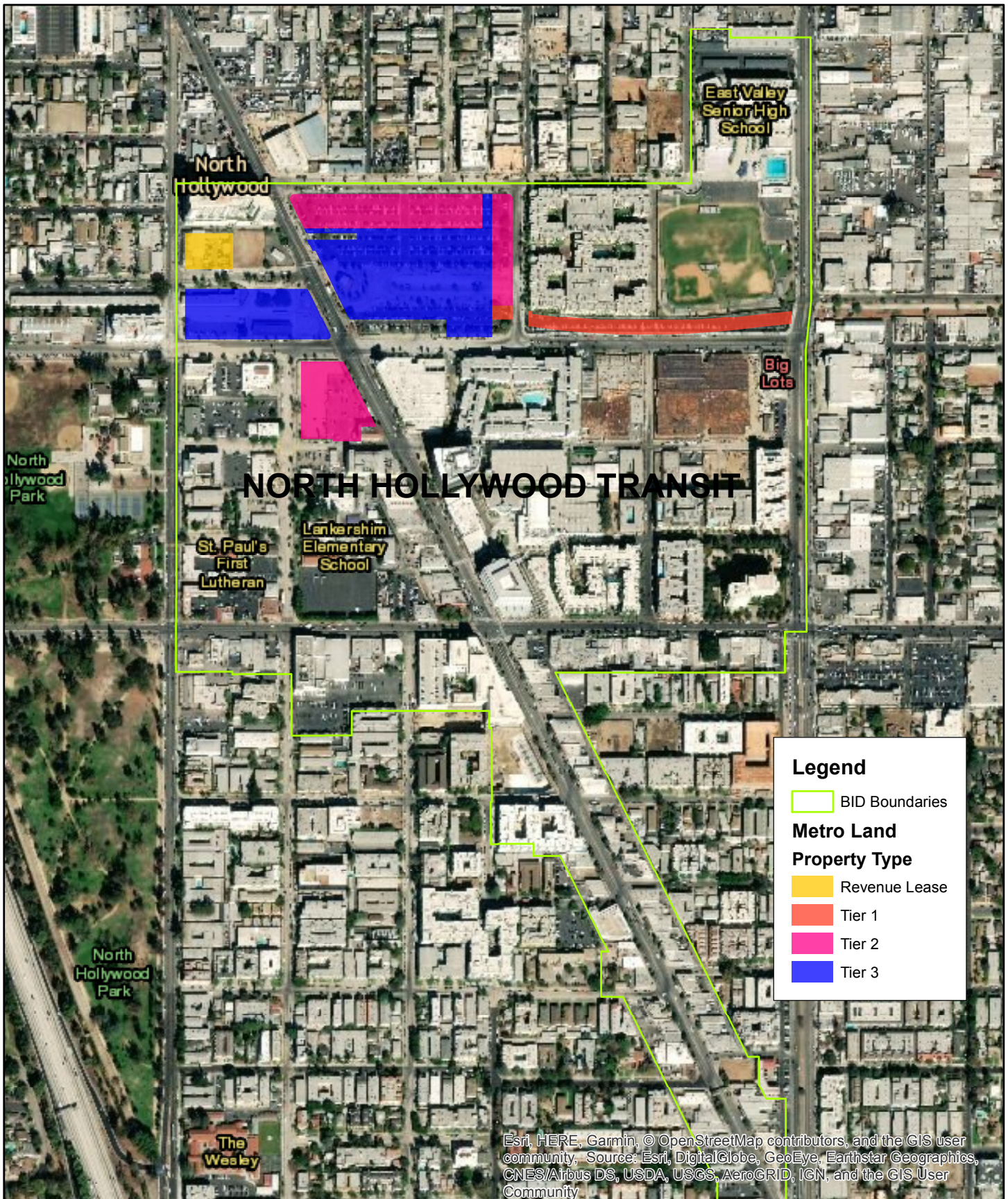
Petition packets were mailed out late last week, and should be arriving soon (Velma we sent to your attention).

Is the process for signature approval with Metro same as it was during the last renewal, board approval to sign?

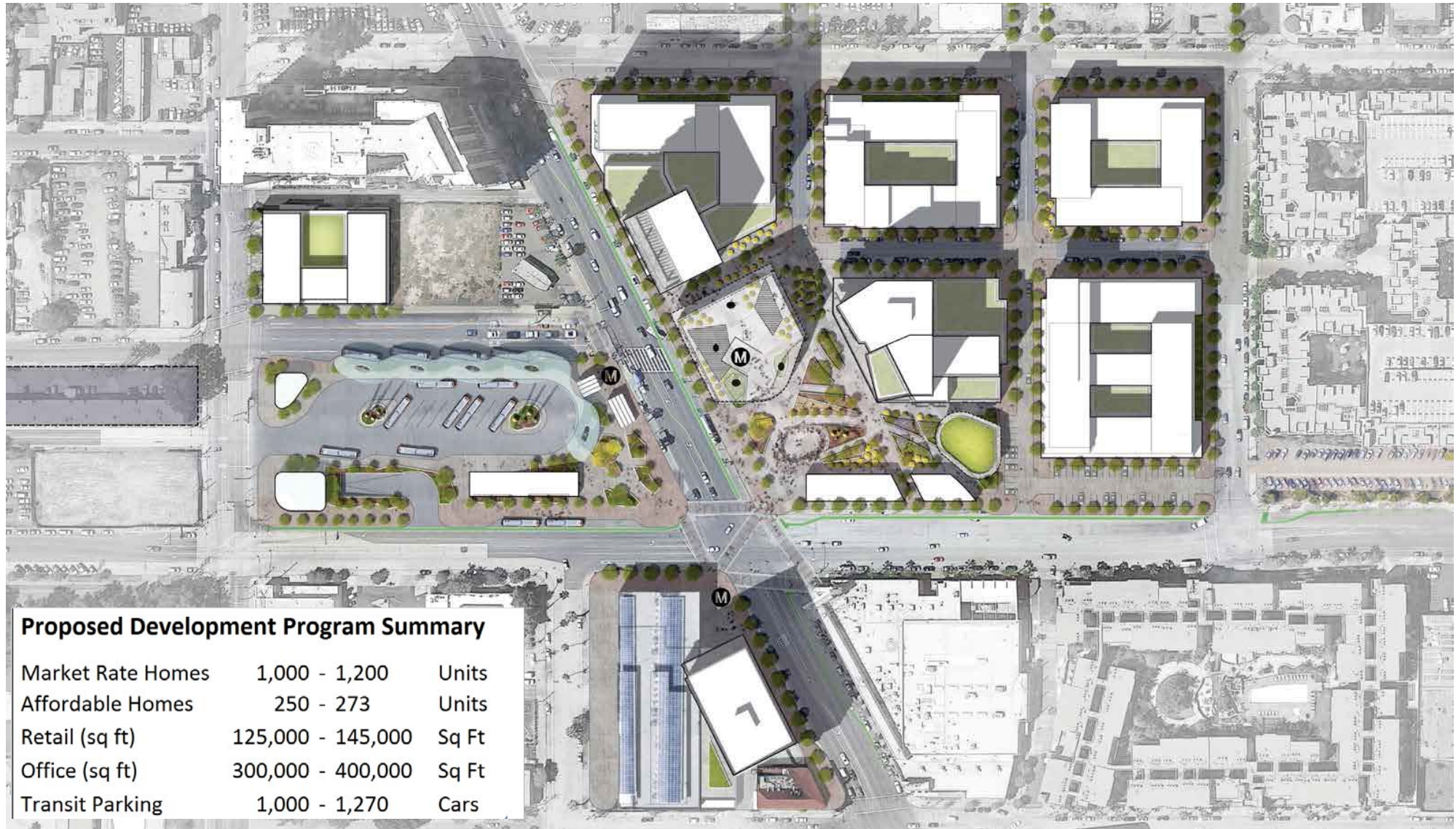
Please let me know if the petition packet doesn't arrive in the next few days and if you have any questions.

Thanks,
Aaron

Attachment C – Map of North Hollywood Transit District Boundaries



Proposed North Hollywood Development Site Plan and Program Summary



Development Illustrative Plan



NORTH HOLLYWOOD TOD | MARCH 15 2017

Trammell Crow Company

GREENLAND
USA

MELÉNDREZ Gensler



Board Report

File #: 2019-0053, File Type: Agreement

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE MARCH 20, 2019

SUBJECT: JOINT DEVELOPMENT IN TAYLOR YARD

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to amend an existing ground lease with Taylor Yard Commercial, LLC ("TYC") or its successor to:

- A. CHANGE the scope of development under the existing ground lease from approximately 16,690 square feet of retail space to approximately 56 units of affordable housing;
- B. EXTEND the deadline for commencement of construction under the existing ground lease from April 1, 2019 to April 1, 2022;
- C. PROVIDE for further extensions of this deadline to April 1, 2024, if deemed necessary or prudent;
- D. DELETE the requirement under the existing ground lease for the payment of percentage rent; and
- E. EXTEND the term of the existing ground lease to meet the requirements of TYC's funding partners, provided that such term shall not extend beyond March 31, 2092.

ISSUE

Metro's existing ground lease requires the tenant, TYC, to construct 16,690 square feet of retail space on a 0.75-acre portion of the Metro's ownership in Taylor Yard. The ground lease also requires TYC to commence construction of the retail space prior to April 1, 2019. Because of development challenges further described below, TYC will not be able to meet this deadline. To avoid a default under the ground lease and to allow for a more viable development of the premises, an amendment to the existing ground lease is required. This amendment will extend the term of the ground lease and the construction commencement deadline, change the scope of development from retail space to affordable housing, and delete the percentage rent payment. Each of these changes requires Board authority.

BACKGROUND

Since 2008, McCormack Baron Salazar, the parent company of TYC, and LA Urban Homes have been developing a 17-plus acre portion of Metro's Taylor Yard property in the Cypress Park neighborhood of Los Angeles. Such development has been undertaken by various development entities created by these developers pursuant to joint development agreements and ground leases entered into with Metro. To date, five separate projects and the Taylor Yard community infrastructure have been completed in accordance with existing Board authority. These projects currently provide 263 affordable apartments (108 for seniors), 95 market rate condominiums and 8,290 square feet of unleased commercial space. McCormack Baron Salazar plans to commence construction of another 42 affordable apartments in the coming year and the proposed scope change would add 56 additional units to the mix.

When the subject ground lease was executed in December 2014, TYC intended to construct a 16,690-square-foot, stand-alone retail facility on the 0.75-acre leased premises. This facility was slated for a drugstore retailer that would operate in the space under a retail sublease. Once constructed, the drugstore space would have boosted the Taylor Yard community's retail component to the 25,000 square feet authorized by the Board. However, this transaction never materialized, and the retail facility was never constructed. Without a commitment from a legitimate retail subtenant, TYC could not secure the construction financing needed to build the project. Since then, TYC has attempted to secure other retail subtenants, but these endeavors have also not been successful.

Staff and TYC have analyzed this situation and believe that securing a retail subtenant will be difficult due, in part, to the location of the 0.75-acre premises, the rise of internet-based retailers and the subsequent slowdown in the brick-and-mortar retail sector. The proposed scope change and extension of the construction commencement deadline should allow TYC to entitle, finance and start construction on an approximately 56-unit affordable housing project prior to April 1, 2022. However, in the event that there are project delays, staff is requesting the ability to extend this deadline to April 1, 2024, if deemed necessary or prudent.

The recommended change in the development scope from a retail project to an affordable housing project requires an extension of the ground lease term beyond the current December 2, 2082 expiration date. This extension is necessary to accommodate the length of required affordable housing covenants and restrictions that are imposed by certain State funding sources that will likely be used to finance the proposed project. The State will record these covenants and restrictions against TYC's leasehold interest in the premises after the project is constructed, but requires that the ground lease term extend at least sixty-five (65) years from the recordation date. The current ground lease term is not long enough to accommodate this requirement.

The recommended changes will also alter the Board-approved financial provisions already contained in the subject ground lease to a de minimis extent. As a consequence of the proposed change in the development scope, Metro will be forgoing approximately \$1,000 in annual percentage rent that would otherwise be received each year under the current retail ground lease if the retail project were constructed. This requirement will not be included in the amended ground lease because Metro's residential ground leases, typically, are not structured with a percentage rent requirement. Metro has already received the capitalized base rent for the ground lease's full 68-year term. This amount was

equal to the Consumer Price Index (CPI)-adjusted fair market value of the premises in February 2012 and was paid at ground lease execution.

Equity Platform

The proposed change in scope is consistent with the Equity Platform as it will provide much needed affordable housing for lower income households in a neighborhood that is experiencing gentrification pressures. In addition, McCormack Baron Salazar has a track record of engaging with the neighboring community and will continue to do so with respect to the scope change and the ultimate design of the proposed project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Staff will review the design of the proposed project and will provide appropriate construction oversight to ensure that the project does not adversely impact Metro property or service or the continued safety of staff, contractors and the public.

FINANCIAL IMPACT

Adoption of the recommended actions would not impact Metro's budget. Funding for joint development activities related to this project is included in the FY19 Budget in Cost Center 2210, under Project 401006. As noted above, Metro will forego \$1,000 in annual percentage rent as a consequence of eliminating retail space from the project, but has already received capitalized ground rent covering the premises for the full 68-year term of the ground lease. This rent was received when the ground lease was executed in December 2014.

Impact to Budget

Metro costs related to the proposed project are funded from a combination of developer reimbursements under the ground lease and General Fund local right-of-way lease revenues, which are eligible for bus and rail operating and capital expenses. The recommended actions will not impact the ongoing bus and rail operating or capital budgets, the Proposition A and C and TDA administration budgets or the Measure R administration budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support Goal #3 of the Metro Vision 2028 Strategic Plan, which seeks to enhance communities and lives through mobility and access to opportunity. The recommended change in development scope will result in the addition of approximately 56 units of much-needed affordable housing to Los Angeles county's housing stock.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended actions and require the ground lease to remain unamended. Staff does not recommend this alternative because it would ultimately lead to

a ground lease default by TYC on April 1, 2019 due to TYC's failure to commence construction of the retail project. Such a default, if uncured, would lead to Metro's termination of the ground lease or the continuation of the ground lease under default. Neither of these options is desirable as they do not present a clear path forward for development of the premises. The Board could also choose to extend the construction commencement deadline, but still require that the retail project be constructed on the premises. This alternative is not recommended either, given the poor prospects for securing a retail subtenant for the project.

NEXT STEPS

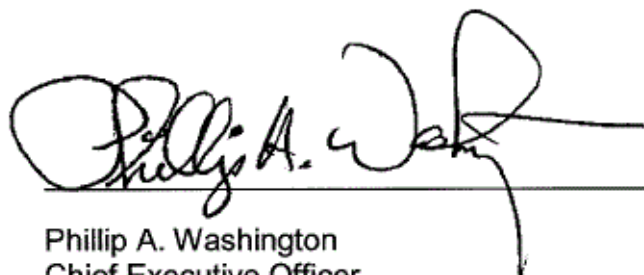
Upon authorization of the recommended actions, staff and TYC will amend the existing ground lease with the changes approved by the Board. Thereafter, TYC will seek entitlements and financing for the rescope affordable housing project, subject to Metro oversight in accordance with the amended ground lease. Staff and TYC will also provide the Greater Cypress Park Neighborhood Council with a project update, informing them of the change in development scope and the path forward for the approximately 56-unit affordable housing project.

ATTACHMENTS

None.

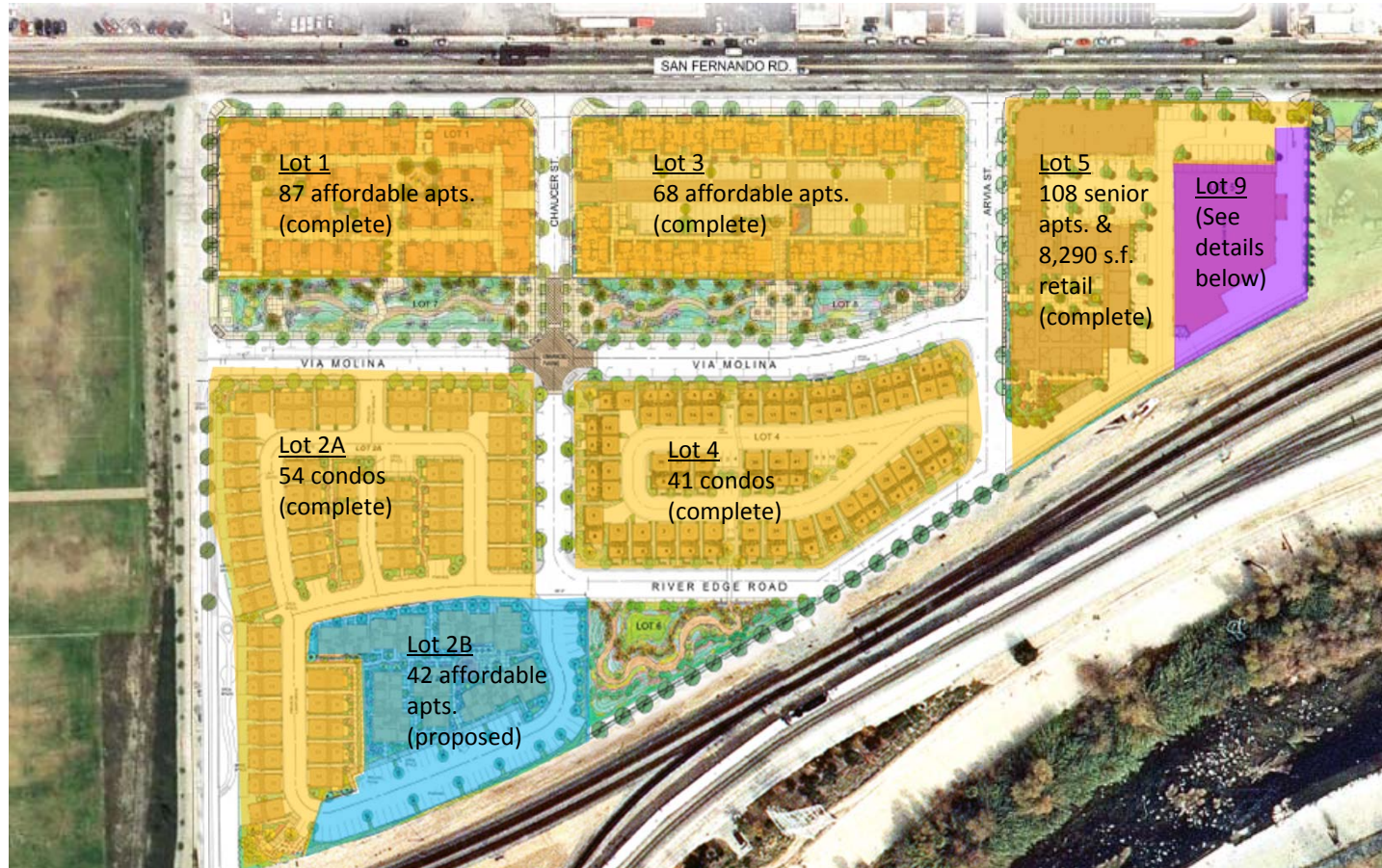
Prepared by: Greg Angelo, Senior Director, Countywide Planning & Development, (213) 922-3815
Jenna Hornstock, EO, Transit Oriented Communities, (213) 922-7437
Holly Rockwell, SEO, Countywide Planning and Development (213) 922-5585

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Joint Development in Taylor Yard (Item 14)



Recommendation regarding Lot 9:

- A. CHANGE the scope of development from $\pm 16,690$ sq. ft. of retail space to ± 56 units of affordable housing;
- B. EXTEND the deadline for commencement of construction from 4/1/19 to 4/1/22;
- C. PROVIDE for further extensions of this deadline to 4/1/24, if deemed necessary or prudent;
- D. DELETE the requirement for the payment of percentage rent;
- E. EXTEND the ground lease term up to 10.33 years to accommodate affordable housing covenants and restrictions.

**Board Report**

File #: 2019-0081, **File Type:** Resolution**Agenda Number:** 15.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 20, 2019****SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$36,612,888 in fiscal year (FY) 2018-19 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations; and
- B. CERTIFY that Metro will comply with LCTOP certification and assurances and the authorized agent requirements, and authorize the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

ISSUE

The California Department of Transportation (Caltrans) issued the FY 2018-19 guidelines for the LCTOP in January 2019. Agency claims for FY18-19 LCTOP grant funds are due to Caltrans on March 28, 2019. The grant package must include an adopted Board resolution that provides project information, and certifies that Metro will comply with all conditions and requirements set forth in the certifications and assurances, and authorized agent documents. Therefore, staff is seeking Board approval to submit the resolution contained in Attachment A.

DISCUSSION

Each year the State of California makes LCTOP grant funds available through the California Air Resource Board's Cap-and-Trade Program. In February 2019, the State Controller's Office notified eligible agencies of FY 2018-19 fund allocation amounts, including \$36.6 million apportioned to Metro. To claim the grant award, Metro must prepare a request describing the proposed transit expenditures that will be funded using the LCTOP allocation. The grant application package must include a Board resolution that: 1) authorizes the CEO or his designee to claim \$36.6 million in FY 2018-19 LCTOP funds; 2) identifies the projects to be funded with the LCTOP funds; and 3) authorizes the CEO or his designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. As in FY18, staff is

proposing to fund the operations of the Gold Line Foothill Extension Phase 2A and Expo Line Phase 2. These funds will replace the federal CMAQ funds which are only eligible for the first three years of operation. Expo II and Foothill 2A are entering their fourth year of rail operations and are no longer eligible for federal CMAQ funding. These LCTOP funds will allow these two new rail line extensions to continue the high frequency peak hours service and maintain weekday time span of service.

LCTOP Program Funding

The LCTOP was created by California Senate Bill 862 to provide funding, on a formula basis, for operational or capital expansion projects to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The grant funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill AB32. Auction proceeds, known as the Greenhouse Gas Reduction Funds, are to be reinvested in various projects to further reduce emissions. In FY 2018-19, \$147 million has been allocated to LCTOP statewide from the fund.

Transit agencies receiving funds from the LCTOP shall submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities;
- Operational expenditures that increase transit mode share; and
- Expenditures related to the purchase of zero-emission buses, including electric buses and the installation of the necessary equipment and infrastructure to operate and support zero emissions buses.

Equity Platform

Senate Bill 535 (SB 535) required that Greenhouse Gas Reduction Funds be invested in and benefit Disadvantaged Communities (DACs). SB 535 also required the California Environmental Protection Agency (CalEPA) to identify DACs based on geographic, socioeconomic, public health, and environmental hazard criteria and create a tool to identify the DAC. Criteria included but is not limited to:

1. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
2. Areas with concentrations of people that are of low income, high unemployment, and low levels of educational attainment.

CalEPA created CalEnviroScreen 3.0, a tool that assesses all census tracts in the State to identify areas disproportionately affected by multiple types of pollution and areas with vulnerable populations. DACs, as defined, are disproportionately located in both Los Angeles County and the Central Valley,

and notably less prevalent in other major metropolitan areas.

Assembly Bill 1550 (AB 1550) modified existing legislation for DAC benefits, and created additional requirements for low-income communities and low-income residents. CalEPA has provided a mapping tool identifying communities that meet the AB 1550 criteria. These requirements are as follows:

- 5% of available funds must be allocated to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities, and
- 5% of available funds must be allocated to projects that benefit low-income households that are outside of, but within a ½ mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a ½ mile of disadvantaged communities.

Metro as the lead agency must document and select the appropriate information to show their project meets all DAC and AB 1550 population requirements. Staff performed analysis in the selection of the projects recommended for LCTOP funding to ensure the above criteria were met.

Specifically, the Metro Gold Line Foothill Phase 2A project adds six new light rail transit stations, five of which are located within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria. The project improves mobility for passengers living in these communities by providing direct, safe and reliable transit service to major employment centers in Pasadena, South Pasadena and downtown Los Angeles.

Similarly, the Metro Expo Line Phase 2 project adds seven new light rail transit stations, five of which are located in or adjacent to neighborhoods designated as disadvantaged and/or low-income communities per AB 1550. This project improves access to residents of those neighborhoods by providing direct, safe and reliable transit service to major employment centers in Santa Monica and West Los Angeles.

Additional Project Eligibility Criteria

In addition to maximizing benefits to DACs, low-income communities and/or low-income households, all projects must be consistent with the lead agency's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility.

Metro-specific Considerations in Selecting LCTOP Projects

Staff developed the FY 2018-19 LCTOP funding recommendation with an eye toward LCTOP-eligible projects targeted to improve the balance between Metro's financial commitments and funding availability. As stated above, operations of new or expanded rail and bus services that reduce greenhouse gas emissions and provide benefits to disadvantaged communities are eligible for this fund source. Given that only the first few years of new service operations are eligible to be funded with LCTOP grants and very few federal and state fund sources can be used for services operations, staff is recommending using this grant to partially fund an additional year's operation of Expo Phase 2 and Gold Line Foothill Extension services.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Adoption of the LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP funds would positively impact the agency's budget by making \$36.6 million available to support the operation of Metro rail service.

Impact to Budget

Claiming LCTOP funds will have a positive impact to the FY20 budget, as LCTOP funds are scheduled to be disbursed to Metro in June 2019 for use in FY20.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Vision 2028 Strategic Goal 1.1: To expand the transportation network and increase mobility for all users.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of Metro's FY 2018-19 LCTOP fund allocation amount.

NEXT STEPS

- March 28, 2019: Metro submits allocation request to Caltrans.
- June 1, 2019: Caltrans and ARB approve projects and submit to State Controller's Office
- June 30, 2019: State Controller's Office releases approved project amounts to recipients

ATTACHMENTS


Attachment A - Resolution to Execute LCTOP Projects, Certifications and Assurances and, Authorized Agent Forms

Attachment B - Funding Table for FY20 Operations of Metro Gold Line Foothill Extension and Metro Expo Phase 2

Prepared by: Vincent Lorenzo, Senior Manager, Countywide Planning & Development, (213) 922-3419

Cosette Stark, DEO, Countywide Planning & Development, (213) 922-2822

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority
Board Resolution**

**Authorization for the Execution of the Certifications and Assurances and
Authorized Agent Forms for the Low Carbon Transit Operations Program
(LCTOP) for the Following Projects:**

Metro Gold Line Foothill Extension Phase 2A Operations - \$21,807,311

Metro Expo Line Phase 2 Operations - \$14,805,577

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or his designee; and

WHEREAS, Metro wishes to implement the following LCTOP projects listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or his designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.



Los Angeles County
Metropolitan Transportation Authority

Metro

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nominations and allocation requests to the Department in FY 2018-19 LCTOP funds:

Project Name: Metro Gold Line Foothill Extension Phase 2A

LCTOP Funds Requested: \$21,807,311

Description: 1 year operations of Metro Gold Line Foothill Extension Phase 2A service.

Benefit to Priority Populations: The project adds six new light rail transit stations, five of which are located within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria. The project improves mobility for passengers living in these communities by providing direct, safe and reliable transit service to major employment centers in Pasadena, South Pasadena and Downtown Los Angeles.

Project Name: Metro Expo Light Rail Line Phase 2

LCTOP Funds Requested: \$14,805,577

Description: 1 year operations of Metro Expo Light Rail Line Phase 2 service.

Benefit to Priority Populations: The project adds seven new light rail transit stations, five of which are located in, or adjacent to neighborhoods designated by AB 1550 as disadvantaged and/or low-income communities. This project improves access to residents of those neighborhoods by providing direct transit service to major employment centers in Santa Monica and West Los Angeles.



Los Angeles County
Metropolitan Transportation Authority

Metro

CERTIFICATION

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, March 28, 2019.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro

FUNDING TABLE

FY20 Metro Gold Line Foothill Extension & Metro Expo Line Phase 2 Operations

Project Cost \$	\$69,389,393
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
State	Cap & Trade LCTOP	\$36,612,888	Committed
Local	Metro Local	\$32,776,505	Planned
Total Revenue		\$69,389,393	



Board Report

File #: 2019-0054, **File Type:** Contract

Agenda Number: 26.

CONSTRUCTION COMMITTEE MARCH 21, 2019

SUBJECT: QUALITY MANAGEMENT CONSULTANT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a seven (7) year cost reimbursable, Contract No. PS54007, to PQM, Inc., for Quality Management Consultant Program Services on Task Orders for an amount not-to-exceed \$5,378,518 for an initial twenty-six months; plus three one year options, subject to resolution of any properly submitted protest; and
- B. EXECUTE individual Task Orders and changes within the Board approved contract not-to-exceed amount.

ISSUE

Staff seeks to award a Quality Management Consultant Program Services contract to assist Metro in the delivery of voter approved Measures R, M, and other Board approved Capital Improvement projects. The recommended action will provide contract authority for Task Orders issued during the initial 26 months, FY's 2019, 2020, and 2021. Staff intends to return to the Board in two years to request additional contract authorization as additional contracts develop and the new quality oversight program matures.

BACKGROUND

The delivery of quality capital projects is a major goal of Metro's Program Management Department and a commitment made to the public and the Metro Board. As the size and complexity of Metro's capital program grows, it is important to have the systematic quality assurance tools and capabilities to keep up with this program.

The ability of the Quality Division to support the Measures R & M projects with a Quality Management Oversight (QMO) System depends on procuring consultant services to upgrade and improve our present system. The enhancements will assist and support staff in the oversight and verification of Contractor's compliance to the projects' requirements.

DISCUSSION

Metro's Quality Management Program requires utilization of Consultant services to develop, implement, and manage a Quality Management Oversight System. Training of employees and other personnel affected by this QMO System will also be needed as well as development of supporting tools. The Purple Line Extensions 2 & 3 have been selected as the first projects to implement this system. In addition, this QMO system will be applied to all other major capital improvement projects once the program has been proven effective.

Term

Due to the length of time needed to deliver major capital improvement projects, it is inefficient and disruptive to change the contractor during project delivery. The recommended Quality Management Consultant term will provide Quality Management Oversight Support Services with greater continuity, consistency, and less disruption by implementing a base seven (7) year contract with three (3) one-year options.

Scope

The scope of services to be provided by the Consultant includes, but is not limited to: development and implementation of an ISO 9001:2015, Quality Management System; development and implementation of an QMO Training Program; manage Project Database Requirements; internal quality audits of Project Management processes; trend analysis and feedback; Materials Verification Testing & Inspection program (OVT) Database tool; support for Project Close-Out and acceptance; implement Quality Improvement Methodologies for overall program and project continuous improvement.

The primary purpose of this contract is to establish an improved QMO system for Metro. The Services to be performed will include provision of a QMO Program Manual that meets the requirements of ISO 9001:2015. Services will also provide a requirements database tools for requirements management, data analysis, reporting, and product acceptance. The scope of services also includes supporting Metro to achieve certification to the ISO 9001:2015 standard and facilitate the ISO Registrar to perform a registration audit and subsequent annual surveillance audits. The benefits of this QMO enhancement include improvements in:

- Confidence and accountability to project stake holders.
- Communications to project participants.
- Productivity of staff resources.
- Delivery and quality of contract requirements.

DETERMINATION OF SAFETY IMPACT

The Board action will not have any adverse safety impacts on Metro's Construction projects, Operations, our employees, and/or patrons.

FINANCIAL IMPACT

The FY19 Budget includes \$1,600,000 for this recommendation under Project 100055 (Measure R Overhead), Cost Center 8110 (Quality Assurance/Compliance) and Account 50316 (Professional Services). The FY19 budget is planned for support of the program wide elements of the contract which cannot be assigned or funded by a specific project.

Since this is a task order driven contract defined by detailed scope(s) of work, each task order (TO) shall be charged to a Measure R/M (MR/MM) project, State of Good Repair (SGR) project or MR/MM Overhead project for the program wide quality elements and activities. The funds for the assigned TO (s) will be included as part of the respective MR/MM project or SGR life of project (LOP) funds to fund the assigned scope of work described in the task orders.

Staff anticipates the overhead nature of the workscope to occur from the remainder of FY19 thru FY21. This time frame will initially require a not to exceed amount of \$3,000,000 to be funded under Project 100055. Annual overhead allotments beyond FY21 are expected to decrease by more than 50% as new quality oversight program task orders will be applied directly to respective projects and as the ISO 9001:2015 certification is achieved. Beyond FY21, future overhead related task orders will be required for maintaining the certification and the continuous improvement of the quality program.

Upon approval of the recommendation, staff shall return to the Board every two years to provide a status update and, if required, request additional contract authorization as the new program matures in order to accurately estimate the anticipated level of required resources. Since this is a multi-year project, the Project Manager and Chief Program Management Officer will be responsible for budgeting in future fiscal years.

Impact to Budget

Upon approval of this action, up to \$400,000 of the \$1,600,000 in the FY19 budget under Project 100055 (MR Overhead) will be used to initiate the program wide support efforts. Any additional funding for TOs issued under this action will be provided by the specific project benefiting the services.

The source funds for project 100055 are Measure R Admin funds. Task orders assigned to MR/MM Projects will be funded within the LOP funding plans of the respective project(s). The project funds may consist of federal and/or state grants, local funds and loans. Many state-of-good-repair and capital improvement projects are funded with local funding sources which are eligible for rail and bus operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Executing Contract, No.PS54007 would permit Metro's Program Management/Quality Department to provide an efficient, consistent and high level of support to Measures R, M projects; therefore, it would positively support Metro's overall plan and goal of expanding the transportation network, increase mobility for all users and improve LA County's overall transit network and assets.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation, proposed duration, or initial funding authorization. Staff does not recommend these alternatives. The use of a consultant allows the agency to secure highly technical expertise without the necessary increase in Metro long term labor costs. Further, by providing for an overall term of seven years plus three one-year options, an integrated and consistent approach across all projects serves Metro's interests. Finally, by limiting funding to two years, greater accuracy of project scope and cost requirements can be provided to the Board on a two-year basis.

NEXT STEPS

Upon Board approval, staff will complete the process to award and execute the contract. Specific task orders will be subsequently issued on an as needed basis.

ATTACHMENTS

Attachment A - Procurement Summary

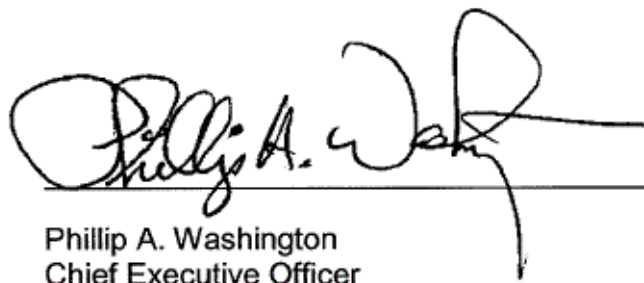
Attachment B - DEOD Summary

Prepared by: Herman Gallardo, Sr. Quality Assurance Manager (213-922-1386)

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

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**QUALITY MANAGEMENT CONSULTANT (QMC)
PS54007**

1.	Contract Number: PS54007	
2.	Recommended Vendor: PQM, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: September 21, 2018	
	B. Advertised/Publicized: September 22, 2018	
	C. Pre-Proposal Conference: October 3, 2018	
	D. Proposals Due: November 6, 2018	
	E. Pre-Qualification Completed: 01/30/2019	
	F. Organizational Conflict of Interest Review Completed by Ethics: 12/5/18	
	G. Protest Period End Date: March 21, 2019	
5.	Solicitations Picked up/Downloaded: 130	Proposals Received: 6
6.	Contract Administrator: Rafael Vasquez	Telephone Number: 213.418-3036
7.	Project Manager: Herman Gallardo	Telephone Number: 213.922-1385

A. Procurement Background

This Board action is to approve Contract No. PS54007 Quality Management Consultant Program Services (QMC), to supplement Metro's Program Management's Office of Quality Management in providing the following services: Development of an ISO 9001:2015 Quality Management Systems-Requirements Compliant Quality Management Oversight (QMO) Program, Management of Project Database Requirements, Implementation of the QMO Program, Internal Quality Audit of Project Management Process, Trend Analysis and Feedback, Deployment of Owner's Verification Testing (OVT) Database Tool, Support for Project Closeout and Acceptance, and Implementation of Quality Improvement Methodologies for Overall Program and Project Continuous Improvement. The QMC will furnish all labor, material, and other related items required to perform the services on a contract Work Order basis under specific Task Order and Period of Performance. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was a competitively negotiated based procurement process, performed in accordance with Metro Procurement Policies and Procedures. This process required each of the responding firms' qualifications to be evaluated on the technical requirements and approaches as described in the Scope of Services. The weightings for the technical factors and the cost proposal were included in the RFP. The proposing firms were rated accordingly and the results are below as shown. The RFP was issued with a DBE goal of 22%. The contract type is a cost plus fixed fee. The Contract is for a term of seven (7) years with three (3) one-year options.

Two amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on October 8, 2018, extended the proposals due date from October 23, 2018 to November 6, 2018.
- Amendment No. 2, issued on October 12, 2018, clarified Form 60 where the positions listed in the Cost of Pricing Summary were required for evaluation purposes.

A total of six (6) proposals were received on November 6, 2018, from the following firms:

- ABA Global, Inc.
- Alta Vista Solutions
- ATSER LP
- MARRS Services, Inc.
- PQM, Inc.
- Trident CPM Consulting

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Program Management Capital Improvements Projects, Office of Quality Management, and Safety, Risk & Asset Department was convened and conducted a comprehensive evaluation of the proposals received.

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

- | | |
|---|------------|
| • Experience and Capabilities of the Firms on the Consultant's Project Team | 25 percent |
| • Key Personnel's Skills and Experience | 20 percent |
| • Effectiveness of Management Plan | 20 percent |
| • Understanding of Work and Appropriateness of Approach for Implementation | 25 percent |
| • Cost Proposal | 10 percent |

The evaluation criteria were appropriate and consistent with criteria developed for other, similar Professional Service procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience and Capabilities of the Firms on the Consultant's Project Team, and Understanding of Work and Appropriateness of Approach for Implementation.

The PET evaluated the six (6) written qualification proposals from November 2018 through early December 2018. Of the six (6) proposals received, four (4) were determined to be within the competitive range. The four firms are listed below in alphabetical order:

1. Alta Vista Solutions
2. ATSER LP
3. MARRS Services, Inc.
4. PQM, Inc.

ABA Global, Inc. and Trident CPM Consulting proposals were considered to be outside the competitive range and excluded from further consideration. Both proposers were notified of the determination.

On December 11 and 12, 2018, the PET met with the four (4) Proposers for oral presentations. The firms were given the opportunity to present on: 1) Experience and Capabilities of the Firms on the Consultant's Project Team and 2) Understanding of Work and Appropriateness of Approach for Implementation.

The proposing firms had the opportunity to present their proposed project managers, key personnel and some of their key members, as well as respond to the PET's questions. In general, each Proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the contract.

Qualifications Summary of Firms within the Competitive Range:

PQM, INC.

- PQM's proposal significantly exceeds the RFP minimum requirements in the experience and capabilities of the firms on the consultant team criteria. The PQM team has proven outstanding experience implementing similar services as the QMO program.
- PQM's proposal significantly exceeds the RFP minimum requirements in the key personnel's skill and experience criteria. The proposed Program Manager and Program Director have over 20 years of experience in quality management and several ASQ quality related certifications and systems engineering.
- The proposed QMC Program Manager is highly qualified, and experience in transit QMO programs and ISO 9001 compliance.
- PQM's proposed organization and approach indicates an exceptional understanding of the QMC goals, staffing needs and exceeded the DBE goal requirements.
- The PQM team is specially structured to integrate with Metro staff, clear roles, focused on training, productivity, and plan for managing conflicts.

ATSER LP

- The proposal substantially meets the RFP minimum requirements in the Experience and Capabilities of the Firms on the Consultant's Project Team criteria.
- The prime proposer has very good experience in quality management services and the proposed QMS software **Assure-IT™** has been developed and used for 25 years.
- The proposal significantly meets the RFP minimum requirements in the Key Personnel's Skills and Experience. The proposed team has very good experience with this type of scope in the transportation area. The proposal demonstrated highly experienced key personnel in QMO work on behalf of agencies or large projects.
- The proposal substantially meets the RFP minimum experience requirements in interfacing with third parties such as cities, FTA, and Caltrans.
- The proposal demonstrated satisfactory experience and performance in regards to past experience with cost, quality and auditing.
- The proposed organization and approach indicates a very good understanding of the QMC /QMO staffing needs and goals.
- The proposer has a very good understanding of the major challenges and how to address them.

ALTA VISTA SOLUTIONS

- The proposal generally meets the RFP minimum requirements. The proposed approach indicates an adequate and sound understanding of the project goals and methods and other aspects essential to the performance of the project.
- The proposal provided a very good vision in regards to the integration of the QMO program with Metro Quality Assurance staff.
- The Proposer assembled a good team with a depth of sub-consulting team members experienced in a program of this magnitude, and firms dedicated to QMO.
- The Proposer's key personnel team members generally meet the RFP minimum experience requirements. The proposed QMC Program Manager has experience with agencies and programs similar to the Metro Capital programs.
- The proposal demonstrated a strong and well thought-out organization of team members, and co-locating of firm partners. The Proposer and team member firms demonstrated very good capacity to take on assignments.
- The Proposer's PM and key personnel demonstrated very good experience in development of a QMO program.
- The audit and performance lead staff possesses the required ASQ CMQ/OE certification and have experience in quality management programs and its elements.
- The Proposer has a very good understanding of integration with Metro team and staff.

MARRS SERVICES, INC.

- The proposal generally meets the RFP minimum requirements in the Experience and Capabilities of the Firms on the Consultant's Project Team. The Proposer and other sub-consultant team members demonstrated excellent knowledge and experience working with other public transit agencies and other agencies (cities and counties) and would be able to interface with affected stakeholders for purposes of interagency coordination.
- The proposal substantially meets the RFP minimum requirements in the Key Personnel's Skill and Experience criteria. The proposed approach indicates a thorough understanding of the project needs, challenges and goals.
- The proposal's approach to develop and integrate a QMO program is described well and is sound, including the major steps that will be undertaken by the team; all are in accordance with the Scope of Services.

The PET ranked the four (4) proposals in the competitive range, based on the evaluation criteria in the RFP, and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most advantageous firm. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scoring are shown below:

	Firm	Average Score**	Factor Weight	Weighted Average Score*	Rank
1	PQM, Inc				
2	Experience and Capabilities of the Firms on the Consultant's Project Team	94.93	25%	23.73	
3	Key Personnel's Skills and Experience	95.67	20%	19.13	
4	Effectiveness of Management Plan	94.00	20%	18.80	
5	Understanding of Work and Appropriateness of Approach for Implementation	95.33	25%	23.83	
6	Cost Proposal	84.20	10%	8.42	
7	Total		100.00%	93.91	1
8	ATSER LP				
90	Experience and Capabilities of the Firms on the Consultant's Project Team	84.00	25%	21.00	
10	Key Personnel's Skills and Experience	87.50	20%	17.50	
11	Effectiveness of Management	84.08	20%	16.82	

	Plan				
12	Understanding of Work and Appropriateness of Approach for Implementation	88.13	25%	22.03	
13	Cost Proposal	100.00	10%	10.00	
14	Total		100.00%	87.35	2
15	ALTA VISTA SOLUTIONS				
16	Experience and Capabilities of the Firms on the Consultant's Project Team	79.53	25%	19.88	
17	Key Personnel's Skills and Experience	77.58	20%	15.52	
18	Effectiveness of Management Plan	80.50	20%	16.10	
190	Understanding of Work and Appropriateness of Approach for Implementation	78.93	25%	19.73	
20	Cost Proposal	97.20	10%	9.72	
21	Total		100.00%	80.95	3
22	MARRS SERVICES, INC.				
23	Experience and Capabilities of the Firms on the Consultant's Project Team	71.07	25%	17.77	
24	Key Personnel's Skills and Experience	81.17	20%	16.23	
25	Effectiveness of Management Plan	78.92	20%	15.78	
26	Understanding of Work and Appropriateness of Approach for Implementation	83.53	25%	20.88	
27	Cost Proposal	95.80	10%	9.58	
28	Total		100.00%	80.24	4

* Weighted Scores are rounded up to the nearest second decimal point.

** Cost proposals were based on the Proposer's rates for a sample level of effort of 7,500 hours only. Scores shown above for the cost proposals are based on formulae in the RFP highest score going to the lowest cost proposal.

C. Cost/Price Analysis

Metro performed a cost analysis of labor rates and comparing the four (4) proposals in the competitive range with one another as well as Metro's estimate. All proposals were based on direct labor rates, overhead rates, other direct costs, sub-consultant rates, and fixed fee, and the impact is reflected in the cost score above. The

proposed labor rates, indirect rates and other direct costs for the recommended firm were determined to be fair and reasonable.

	Proposer Name	Proposal Amount ⁽¹⁾	Metro ICE ⁽²⁾	Recommended NTE Amount ⁽³⁾
1	PQM, Inc.	\$1,691,693	\$5,378,518	\$5,378,518
2	ATSER LP	\$1,423,628		
3	Alta Vista Solutions	\$1,464,427		
3	MARRS Services, Inc.	\$1,486,260		

Notes:

- (1) The proposal amounts shown were for evaluation purposes only and were based on the rates for a sample level of effort (7500 hours, only) since there was no definable total level of effort for the Scope of Services. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.
- (2) The amount \$5,378,518 is a Not-to-Exceed amount estimated for the first 26 months (May – June FY'19, FY'20 and FY'21) of the contract.
- (3) The amount \$5,378,518 is a Not-to-Exceed amount for the first 26 months (May – June FY'19, FY'20 and FY' 21) of the contract. Future work will be funded according to an Annual Work Program, on a two year basis. The total contract amount will be the aggregate value of all task orders negotiated with the Consultant through the term of the contract.

D. Background on Recommended Contractor

The recommended firm, PQM, Inc., is LOCATED IN Huntington Beach, CA; it is a certified DBE, SBE and WBE firm and is the prime consultant of the team. Founded in 2006, PQM is a quality management consulting firm focused on improving project delivery through the development and implementation of effective quality management programs. PQM specializes in developing, implementing and monitoring ISO 9001 compliant quality management programs for major capital improvement programs.

DEOD SUMMARY

QUALITY MANAGEMENT CONSULTANT (QMC) / PS54007

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. PQM, Inc. (a DBE Prime) made a 32% DBE commitment for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime contractor will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitment will be determined based on the cumulative DBE participation of all Task Orders awarded.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that PQM, Inc is on schedule to meet or exceed its DBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Small Business Goal	DBE 22%	Small Business Commitment	DBE 32%
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	DBE Prime/Subcontractors	Ethnicity	% Committed
1.	PQM, Inc. (PRIME)	Non-Minority Female	TBD
2.	System Consulting, LLC	African American	TBD
3.	NSI Engineering, Inc.	Non-Minority Female	TBD
	Total DBE Commitment		32%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	Parsons Transportation Corp., Inc.	Quality Management Consulting
2.	Systems Consulting LLC	QMO Support
3.	NSI Engineering, Inc.	Quality Management Consulting

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2019-0090, File Type: Project

Agenda Number: 31.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 21, 2019

SUBJECT: RAIL STATION NAMES FOR GOLD LINE FOOTHILL EXTENSION PHASE 2B

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT the following Official and Operational station names for five stations that make up the Metro Gold Line Foothill Phase 2B Extension:

<u>Official Stations Name:</u>	<u>Operational Station Name:</u>
1. Glendora	Glendora
2. San Dimas	San Dimas
3. La Verne/Fairplex	La Verne/Fairplex
4. Pomona North	Pomona North
5. Claremont	Claremont

ISSUE

Since its inception, stations on the Gold Line Foothill Extension Phase 2B have been identified by placeholder names based on city location. Including station names early in the design process is critical for maintaining continuity. Beginning with the original design through Claremont and Montclair, station names appear on many dozens of the design sheets which are used for signage, integration with the Regional Operations Center (ROC), and design of software packages for communications. Station name changes later in the design will cause revision of multiple plan sheets, including revisions in signage, displays at the ROC, and may require reprogramming of audio and changeable message signs. In addition, station names placed in the design become part of the contract documents and bid package. Once contractors have submitted their bids, revisions will generate a change order that could be expensive and impact schedule. With construction progressing, permanent names need to be adopted by the Board to facilitate station signage design and fabrication for the stations in the Cities of Glendora, San Dimas, La Verne, Pomona and Claremont. The San Bernardino County Transportation Authority (SBCTA) will adopt an official and operational name for the station located within the City of Montclair in San Bernardino County.

DISCUSSION

Property Naming Policy

The recently updated and Metro Board-approved Property Naming (Attachment A) states that rail stations will be named in a simple and straightforward manner to assist customers in navigating the system and the region. The policy indicates that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a city name, nearby street or freeway, a well-known destination or landmark, or a community or district name. The policy also states that single names for stations are preferable, and that if multiple names are used, they are to be separated by a slash.

The policy further indicates that properties may have a Board-adopted official name and a shorter operational name; the official name is used in Board documents and legal notices, while the operational name is used more commonly on station signage, maps and customer materials. The policy recommends keeping the length of the operational name to a maximum of 24 characters to ensure readability and compliance with ADA type size requirements.

Community Input

Per the policy, Metro staff implemented a public engagement campaign for the station naming efforts that began in September 2018 and continued through January 2019. The engagement efforts were included as part of the outreach for Metro's Gold Line Foothill Extension Phase 2B First/Last Mile Pathway Network planning. The Metro team facilitated dialogue with the local community, business and civic leaders as well as residential stakeholders through a series of walk audits, community meetings, focus groups, key stakeholder interviews, and community events reaching nearly 1200 individuals. Through this process, city staff within the Cities of Glendora and San Dimas preferred a slightly different name as noted below. Please see Attachment B for a listing of community engagement activities.

A map of these stations showing the proposed Operational names is included as Attachment C. Table 1 below lists current placeholder names, recommended official/operational names for each station and alternative names for each station (if different).

Placeholder Name - Original	Official/Operational Name - Proposed	Alternative Name - As Suggested by City Staff
Glendora	Glendora	Glendora Village
San Dimas	San Dimas	Downtown San Dimas
La Verne	La Verne/Fairplex	
Pomona	Pomona North	
Claremont	Claremont	

Glendora

This future station is located within the City of Glendora. Through initial consultation with City of Glendora staff, a suggestion was made that Metro consider an alternate official/operational name of "Glendora Village." In the suggesting the alternate name, city staff wanted to highlight and promote the nearby Village district that is within walking distance from the future station location.

Community feedback, however, indicates that adding Village to the Glendora station name will be confusing to users because “The Village” is a more well-known district within the Claremont station area. Other comments recommended to “keep the name simple.”

The City of Glendora sent Metro a letter in support of the “Glendora” station name. See Attachment D for all letters of support received.

San Dimas

This future station is located within the City of San Dimas. Through meetings and dialogue with city staff, they would like Metro to consider an alternative official/ operational name of “Downtown San Dimas.” In suggesting the name, staff shared that other “San Dimas Stations” already exist within the City: a shopping center, a fire station and police station.

Community feedback, however, indicates that naming the station “San Dimas” for the single station within the city will not cause confusion for Metro users or the general public. Therefore, in keeping with the Station Naming Policy that states that “city name be used - if only one Metro property is located within a city,” Metro staff recommends the shorter name of “San Dimas” to be the official/operational station name.

The City of San Dimas sent Metro a letter in support of naming the station “Downtown San Dimas.”

La Verne/Fairplex

This future station is located within the City of La Verne. However, given that the station will be immediately adjacent to the Fairplex, Metro staff recommends this key destination also be noted in the station name. Additionally, community comments shared that adding “Fairplex” to this station makes sense as many people recognize the Fairplex an important destination within Los Angeles County. Additionally, other comments noted that given the Fairplex property is within the City of Pomona, transit users/general public might board at the Pomona station, rather than at the La Verne station, if the Fairplex is their destination.

The City of La Verne and the Fairplex both sent Metro letters in support of the “La Verne/Fairplex” station name.

Pomona North

This future station is located within the City of Pomona. The official/operational name of “Pomona North” is representative of the current Metrolink Station that will be co-located with the Gold Line Station. Naming the station “Pomona North” will avoid any confusion between the Metrolink and Gold Line services at the joint location.

Further, in October 2018, the Southern California Association of Governments (SCAG), in partnership with Metro and SBCTA, completed a study titled *“Los Angeles and San Bernardino Inter-County*

Transit and Rail Connectivity Study” that identifies two (2) Gold Line Light Rail Transit alternatives (that scored best out of eight alternatives studied) to potentially extend the line to Ontario International Airport. While the Final Report notes the financial constraints of these projects and concedes that neither Metro nor SBCTA can afford the capital costs of these transit projects at this time or in the near-future, it does identify the potential for a future station within the City of Pomona (around the Indian Hill/Holt area). Long-term, should the agencies pursue this feasibility study further, naming the station in Pomona as “Pomona North” allows for other future station names within the City. Please see Attachment E for a map of the proposed LRT Arterial Option.

The City of Pomona sent Metro a letter in support of the “Pomona North” Station name.

Claremont

This future station is located within the City of Claremont. The official/operational name also matches the current Metrolink Station name within the City. No alternate names have been suggested for this station. Therefore, Metro staff recommends “Claremont” as the official/operational name within the City.

The City of Claremont has mailed in a letter in support of the station name.

DETERMINATION OF SAFETY IMPACT

Adoption of these names does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval will have no impact on safety.

FINANCIAL IMPACT

Approval of this item will result in no financial impact to Metro.

Impact to Budget

Approval of this item will have no impact to Metro’s budget.

ALTERNATIVES CONSIDERED

The proposed names were developed as the result of community input and are consistent both with Metro’s naming policy and the names of other stations in the system. The Board may elect to substitute one or more of the alternate station names, as shown in Table 1, both of which are also consistent with Metro’s naming policy.

NEXT STEPS

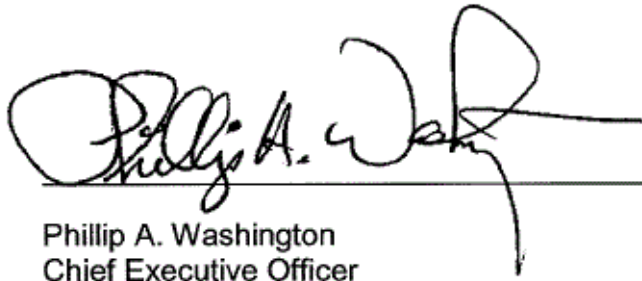
Staff will work with the Gold Line Foothill Construction Authority to ensure that the Board-adopted station names are implemented.

ATTACHMENTS

Attachment A - Property Naming Policy
Attachment B - Station Naming Community Outreach Activities
Attachment C - Foothill Gold Line Extension - Glendora to Montclair
Attachment D - Letters of Support
Attachment E - Map of Gold Line LRT Arterial Option

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Phillip A. Washington
Chief Executive Officer

PROPERTY NAMING POLICY

PURPOSE

Through implementation of this policy, Metro seeks to establish guidelines regarding the naming of Metro properties frequented by the public that will provide clear transit information to our customers – both frequent patrons as well as visitors and infrequent users. In addition, the policy is intended to ensure timely, cost-effective and rider-friendly property naming efforts.

Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward and unified way in order to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:

- ***Transit system context*** – Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.
- ***Property area context*** – Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.
- ***Neighborhood identity*** – Where appropriate, property naming will acknowledge that system stations and stops serve as entry points to the region's communities and neighborhoods.
- ***Simplicity*** – Names will be brief enough for quick recognition and retention by a passenger in a moving vehicle, and to fit within signage and mapping technical parameters.

NAMING POLICY POINTS

1. Property naming will identify transit facilities so as to provide immediate recognition and identification for daily riders as well as periodic users and visitors. Transit facilities include rail stations, bus stations, transit centers, bus stops and other properties frequented by the public. Property names will be identified based on the following:
 - Adjacent or nearby street or freeway

- Well-known destination or landmark
- Community or district name
- City name – if only one Metro property is located within a city

If space permits, property names can be a combination of street system location and well-known destination, particularly when the street system name may not be recognizable to transit riders and visitors. No business, product or personal names shall be used unless that name is part of a street name or well-known destination; or as part of a corporate sponsorship or cooperative advertising revenue contract.

2. The following criteria will ensure simple, succinct property names that are easily understood and retained by transit riders:

- Minimize the use of multiple names for a property. A single name identifiable by the general public is preferred, with a maximum of two distinct names separated by one slash. For example, Westlake/MacArthur Park Station.
- Minimize the length of property names to ensure comprehension and retention by system riders. The property name shall have a preferred maximum of 24 characters in order to ensure general public and ADA readability, and fit within Metro's signage system.
- Minimize the inclusion of unneeded words in property names such as ones that are inherently understood, or added when verbally stating the property's name. Avoid inclusion of unnecessary words that may describe the property's location, but are not part of that location's commonly known name.

3. In consideration of the various applications where the property name will be used and displayed, properties may have a Board-adopted official name as well as a shorter operational name. The official property name would be used for Board documents, contracts and legal documents and notices. The operational name would be used for station/stop announcements by vehicle operators, and on printed materials due to readability and size constraints. In addition, the property name may be further abbreviated for other operational uses such as vehicle headsigns and fare media.

NAMING PROCESS AND PROCEDURE

The property naming process will include the following steps:

1. Initial property names will be identified during the project planning process primarily based on geographic location.

2. When a project is approved by the Board to proceed into the preliminary engineering phase, a formal naming process will be initiated.
3. Staff will solicit input from cities, communities and other stakeholders on preferred property names based on the Board-adopted naming criteria.
4. The resulting property names will be reviewed by a focus group comprised of both transit system users and non-users for general public recognizability.
5. Staff will return to the appropriate Board committee and then to the full Board for adoption of the final set of official property names.
6. The adopted official property names will then be included in any final engineering bid documents and other agency materials.
7. Requests to rename properties after Board action and the release of project construction documents may be considered by the Board. Property name changes must be approved by a vote of two-thirds of the Board members. All costs associated with changing a property name, including any signage revisions and market research to determine if the proposed name is recognizable by the general public, will be paid for by the requestor unless otherwise determined by the Board.
8. If the Board wishes to bestow a special honor to a deceased individual, it may choose to dedicate a site to him/her. The act of dedicating a Metro property to an individual should be rare and reserved as a means to honor those of substantial historical, cultural, or civic significance. The Board may wish to bestow a similar honor upon an individual who demonstrated a unique and extraordinary degree of service yielding a distinguishable contribution to public transportation in Los Angeles County. Such dedications shall be viewed as secondary information with regard to signage and other identification issues. Properties/facilities frequented by the public may not be renamed for individuals.

Such dedications are made in the form of a motion presented by a Board Member to the appropriate committee of the Board for review and approval, and then forwarded to the full Board for final approval. With Board action, individuals will be honored with plaques where space is available.

ATTACHMENT B

Station Naming Community Outreach Activities

Community Meetings

September 10, 2018:	Claremont Station First/Last Mile Walk Audit
September 13, 2018:	Pomona Station First/Last Mile Walk Audit
September 17, 2018:	Glendora Station First/Last Mile Walk Audit
September 18, 2018:	La Verne Station First/Last Mile Walk Audit
September 19, 2018:	San Dimas Station First/Last Mile Walk Audit
November 15, 2018:	Claremont First/Last Mile Public Workshop
November 26, 2018:	Glendora First/Last Mile Public Workshop
November 27, 2018:	Pomona First/Last Mile Public Workshop
December 10, 2018:	San Dimas First/Last Mile Public Workshop

Community Events:

October 27, 2018:	Village Venture in Claremont
November 10, 2018:	Pomona Chalk Festival
November 16, 2018:	Glendora Holiday Stroll
December 1, 2018:	La Verne Holiday Extravaganza
December 1, 2018:	San Dimas Holiday Extravaganza

Community Presentations

December 3, 2018:	Claremont Traffic & Transportation Commission
December 4, 2018:	Glendora Planning and Community Services Commissions
December 5, 2018:	La Verne General Plan Advisory Committee
December 12, 2018:	Claremont Architectural Commission
December 18, 2018:	Claremont Planning Commission

Community Focus Groups

October 31, 2018:	Claremont Bike/Pedestrian Advisory Committee
November 6, 2018:	Pomona Valley Bike Coalition
November 14, 2018:	Cal Poly Pomona
November 14, 2018:	La Verne Bike Coalition
December 5, 2018:	Damien High School Road and Mountain Biking Team

Key Stakeholder Interviews

August 11, 2018:	Casa Colina, Pomona
August 13, 2018:	Gilead Sciences, San Dimas/La Verne
August 14, 2018:	Fuller Theological Seminary, Pomona
August 15, 2018:	University of La Verne, La Verne
August 17, 2018:	Cal Poly Pomona, Pomona
August 24, 2018:	Foothill Presbyterian Hospital, Glendora
September 4, 2018:	Pomona College, Claremont

ATTACHMENT C

Foothill Gold Line Extension - Glendora to Montclair



ATTACHMENT D

LETTERS OF SUPPORT

- 1. Glendora**
- 2. La Verne**
- 3. Fairplex**
- 4. Pomona**
- 5. San Dimas**
- 6. Claremont**

ATTACHMENT E

MAP OF GOLD LINE LRT ARTERIAL OPTION

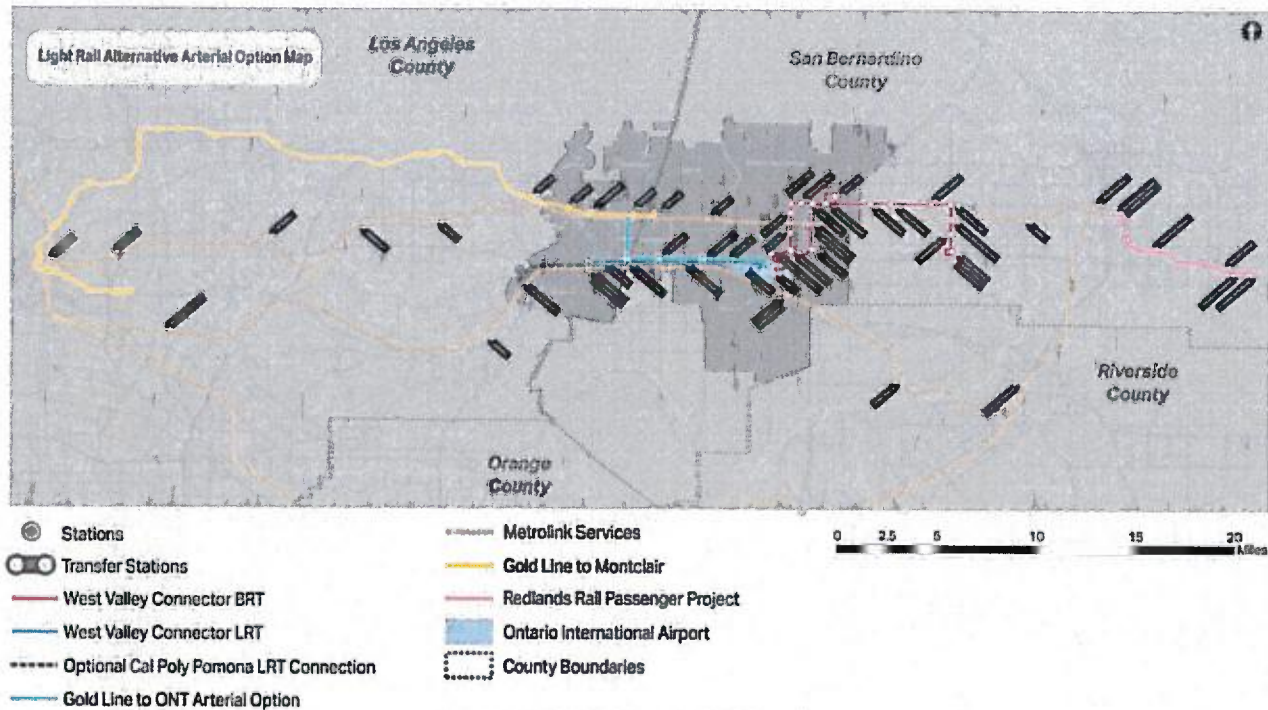


Figure 3 LRT Alternative Arterial Option²

² Indian Hill Boulevard and Holt Boulevard were assumed as example street-running alignments for technical analyses purposes only; the actual alignment selection requires further study.

Source: Southern California Association of Governments – *Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study*, October 2018.

http://www.scag.ca.gov/programs/Documents/SCAG_InterCountyStudyReport_Oct2018.pdf

**Board Report**

File #: 2018-0514, **File Type:** Contract**Agenda Number:** 5.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
MARCH 20, 2019****SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) FOR SR-91
ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT****ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) for the SR-91 Acacia Court to Central Avenue Improvement Project (the Project), subject to resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans District 7 and the Gateway Cities Council of Governments (GCCOG), is advancing the development and implementation of the State Route 91 improvements between Acacia Court and Central Avenue to reduce congestion and improve freeway and local interchange operations as part of the SR-91/I-605/I-405 Hot Spots Program funded by Measure R and Measure M. Attachment C shows the Project location.

BACKGROUND

The SR-91 freeway experiences significant congestion and operational deficiencies, which are forecasted to increase in the future absent any physical and operational improvements to the facility. Within the limits of this project, improvements are needed to resolve the current operational and safety-related deficiencies associated with the closely-spaced interchanges of Central Ave., Wilmington Ave., and Acacia Ct. These interchanges have created a vehicle weaving conflict at ramp locations due to congestion on the general purpose lanes and frontage road. Additionally, the off ramp intersections at Wilmington Ave and Central Ave converge onto a 3-phase intersection with deficient truck turning radii that impede left turn truck movements. The Project consists of improvements on the SR-91 mainline, on/off ramps, Artesia Blvd, Acacia Ct, Wilmington Ave, and Central Ave in the City of Compton. This project has been identified as a subregional priority project by Metro and the GCCOG.

DISCUSSION

The Metro Board designated \$590 million in Measure R funds for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study to identify congestion “Hot Spots” along those freeways and develop preliminary improvement concepts.

Metro continued with a Project Study Report-Project Development Support (PSR-PDS) for the SR-91 and I-710 Interchange (SR-91 Central Avenue to Paramount Boulevard PSR-PDS) that Caltrans approved in July 2017. The PSR-PDS is an initial scoping and resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the environmental and preliminary engineering phases. A total of eight independent Early Action Projects (EAP) were identified for SR-91 between Central Avenue and Paramount Boulevard including the Project.

Caltrans is the lead agency for NEPA/CEQA compliance. Metro will be responsible for managing completion of the PA&ED for the Project. Upon approval by Caltrans, the Project will be ready for final design and construction.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on the safety of Metro’s patrons, employees or users of these facilities.

FINANCIAL IMPACT

For FY19, \$300,000 has been budgeted in Highway Program Cost Center 4720, in SR-91 Acacia Court to Central Avenue Improvement Project 460350, Tasks 5.2.100, Professional Services Account 50316.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the SR-91.

Goal 4: Transform LA County through regional collaboration by partnering with the GCCOG and

Caltrans to identify the needed improvements and take the lead in development and implementation of the project.

ALTERNATIVES CONSIDERED

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the project is consistent with the goals of Measure R and Measure M.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for A&E services for completion of PA&ED for the SR-91 Acacia Court to Central Avenue Improvement Project.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Project Location Map

Prepared by: Julio Perucho, Principal Transportation Planner (213) 922-4387

Carlos Montez, Senior Manager (213) 418-3241

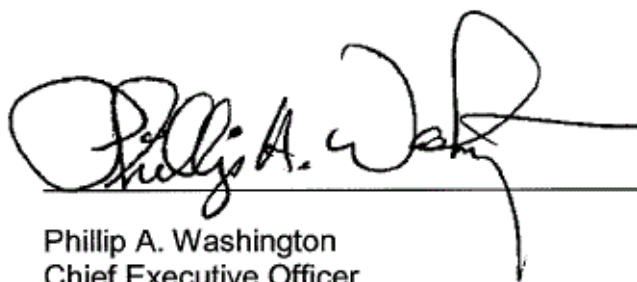
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Richard F. Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR SR91/ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT/AE57645000

1.	Contract Number: AE57645000	
2.	Recommended Vendor: HNTB Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/10/18	
	B. Advertised/Publicized: 10/12/18	
	C. Pre-Proposal Conference: 10/18/18	
	D. Proposals Due: 11/13/18	
	E. Pre-Qualification Completed: 3/5/19	
	F. Conflict of Interest Form Submitted to Ethics: 12/6/18	
	G. Protest Period End Date: 3/25/19	
5.	Solicitations Picked-up/Downloaded: 103	Proposals Received: 5
6.	Contract Administrator: Andrew Conriquez	Telephone Number: 213-922-3528
7.	Project Manager: Carlos Montez	Telephone Number: 213-418-3241

A. Procurement Background

This Board Action is to approve Contract No. AE57645000 issued to provide an improvement plan to address traffic issues that occur along SR91/Acacia Court to Central Avenue. Board approval of contract award is subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

A pre-proposal conference was held on October 18, 2018. There were 21 people from 18 companies who attended the pre-proposal meeting. There were 11 questions asked and responses were released prior to the proposal due date.

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

A total of 103 firms downloaded the RFP and were included in the planholders list. A total of five proposals were received on November 13, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Programs, and Caltrans District 7 was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Firm/Team Qualifications | 35 percent |
| • Project Manager, Key Staff & Subconsultants Qualifications | 35 percent |
| • Project Understanding and Approach | 15 percent |
| • Work Plan | 15 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the Firm/Team Qualifications and Project Manager, Key Staff & Subconsultants Qualifications.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

On November 19, 2018 the PET completed its independent evaluation of the proposals. All five firms were invited to be interviewed and are listed below in alphabetical order:

1. AECOM Technical Services, Inc.
2. HNTB Corporation
3. Mark Thomas & Company, Inc.
4. Parsons Transportation Group, Inc.
5. TranSystems Corporation

During the week of December 3, 2018, the evaluation committee met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, the firms elaborated on their experience, their approach to the Project, cost-effective project delivery solutions, and discussed their plan and ability to meet the project schedule.

In addition, each firms' presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience, and ability to coordinate between different public stakeholders.

Qualifications Summary of Recommended Firm:

HNTB Corporation

Founded in 1914, HNTB has been involved in planning, engineering, environmentally clearing and producing plans, specifications and estimates for highway and bridge structures in Southern California. HNTB Corporation has numerous offices across the United States and has designed many roads, airports bridges, tunnels, rail and transit systems.

In their oral presentation, HNTB Corporation described their experience with transportation projects including highway improvements. They demonstrated how they will create a management structure to assist Metro and Caltrans in engaging stakeholders. In addition, HNTB has worked on multiple Los Angeles County projects such as SR710/North Study Alternatives Analysis, I-605 /Beverly Boulevard Interchange Improvements, and I-105 Express Lanes PA/ED.

Final scoring determined that HNTB Cooptation is the highest qualified firm. Below is a summary of the scores in order of rank:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
1	HNTB Corporation				
2	Firm/Team Qualifications	89.05	35.00%	31.17	
3	Project Manager, Key Staff, Subconsultants Qualifications	86.66	35.00%	30.33	
4	Project Understanding & Approach	73.33	15.00%	11.00	
5	Work Plan	80.00	15.00%	12.00	
6	Total		100.00%	84.50	1
7	TranSystems Corporation				
8	Firm/Team Qualifications	80.00	35.00%	28.00	
9	Project Manager, Key Staff, Subconsultants Qualifications	78.37	35.00%	27.43	
10	Project Understanding & Approach	70.00	15.00%	10.50	
11	Work Plan	79.33	15.00%	11.90	
12	Total		100.00%	77.83	2
13	Parsons Transportation Group				

14	Firm/Team Qualifications	73.34	35.00%	25.67	
15	Project Manager, Key Staff, Subconsultants Qualifications	66.66	35.00%	23.33	
16	Project Understanding & Approach	76.46	15.00%	11.47	
17	Work Plan	79.80	15.00%	11.97	
18	Total		100.00%	72.44	3
19	AECOM Technical Services				
20	Firm/Team Qualifications	73.34	35.00%	25.67	
21	Project Manager, Key Staff, Subconsultants Qualifications	65.06	35.00%	22.77	
22	Project Understanding & Approach	76.67	15.00%	11.50	
23	Work Plan	78.47	15.00%	11.77	
24	Total		100.00%	71.71	4
25	Mark Thomas & Company				
26	Firm/Team Qualifications	63.34	35.00%	22.17	
27	Project Manager, Key Staff, Subconsultants Qualifications	61.71	35.00%	21.60	
28	Project Understanding & Approach	75.13	15.00%	11.27	
29	Work Plan	78.46	15.00%	11.77	
30	Total		100.00%	66.81	5

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Staff negotiated a cost savings of \$816,334 for the agency.

Proposer Name	Proposal Amount	Metro ICE	Negotiated
HNTB Corporation	\$5,823,233.76	\$5,619,170	\$5,006,899.68

D. Background on Recommended Contractor

The recommended firm, HNTB Corporation is an architecture, civil engineering consulting and construction management firm that was founded in 1914. The firm has

numerous offices across the United States, and has designed many roadways, airports, bridges, tunnels, and rail and transit systems across the United States and around the world. HNTB Corporation has 175 employees in the Southern California region.

The proposed project manager has over 17 years of project manager experience and 26 years working with Caltrans. The knowledge and experience the project manager brings will benefit Metro by providing expedited approvals to avoid costly rework and delays. In addition, the project manager has completed more than 30 projects for Metro, Caltrans and the City of Los Angeles. These projects include the SR-710 North Study Alternatives Analysis and PA/ED and the Sixth Street Viaduct Replacement Project for the City of Los Angeles.

Key personnel average over 20 years of experience. Project experience include SR-710 North Study Alternatives Analysis PA/ED, I-605/Beverly Boulevard Improvements PA/ED and PS&E, I-405 Sepulveda Pass Widening Design-Build, I-105 ExpressLanes PA/ED, and I-10/Jackson Street PA/ED for Riverside County Transportation Department.

DEOD SUMMARY

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR SR-91/ACACIA
COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT/AE57645000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) goal a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. HNTB Corporation exceeded the goals with a 21.83% SBE commitment and a 3.21% DVBE commitment.

Small Business Goal	21% SBE 3% DVBE	Small Business Commitment	21.83% SBE 3.21% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Committed
1.	FPL and Associates, Inc.	3.16%
2.	Geo-Advantec, Inc.	4.11%
3.	Galvin Preservation Associates Inc. dba GPA Consulting	7.66%
4.	Paleo Solutions, Inc.	0.37%
5.	Tatsumi and Partners, Inc.	0.85%
6.	Value Management Strategies, Inc.	0.70%
7.	Wagner Engineering & Survey, Inc.	4.98%
	Total SBE Commitment	21.83%

	DVBE Subcontractors	% Committed
1.	Calvada Surveying, Inc.	2.60%
2.	FMF Pandion	0.61%
	Total DVBE Commitment	3.21%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

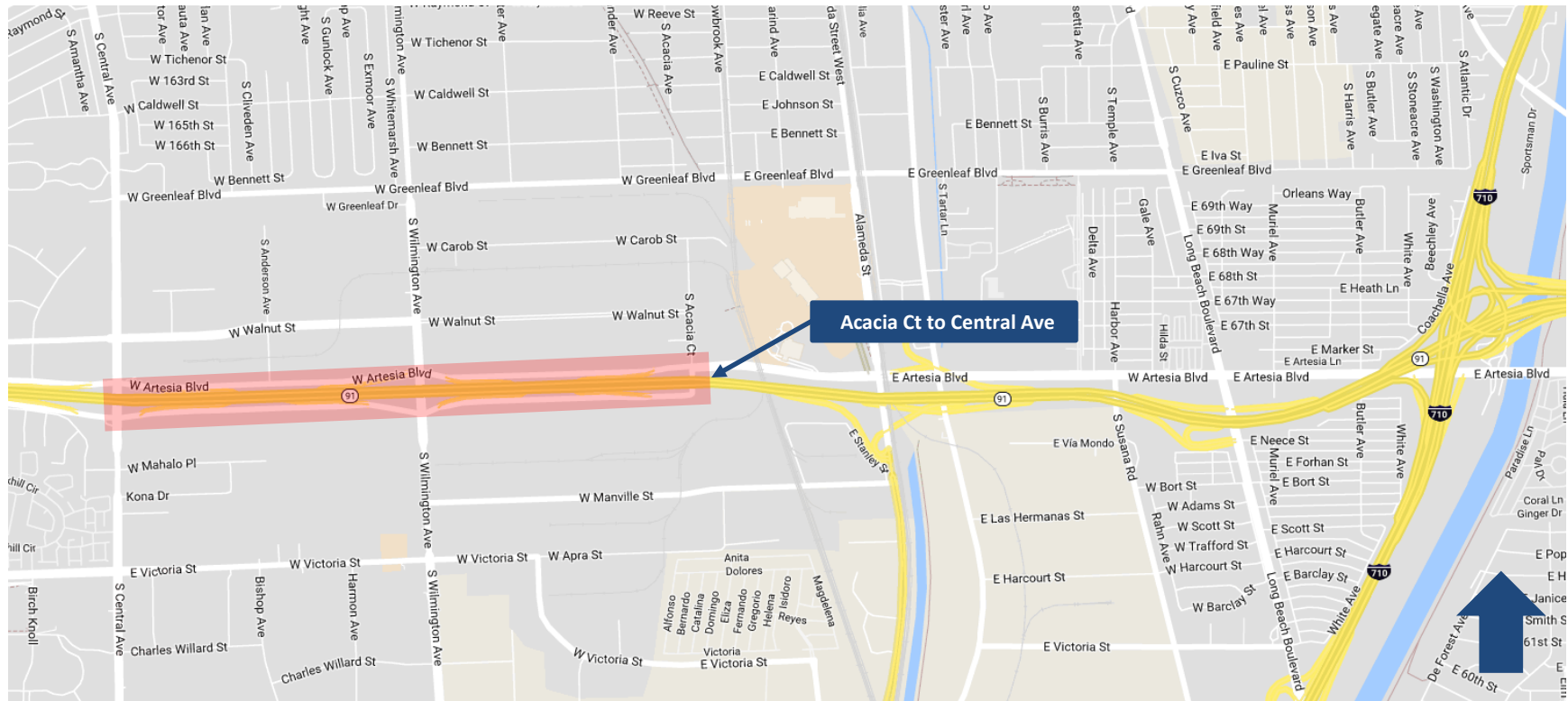
Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered

include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT C - PROJECT LOCATION MAP



**Board Report**

File #: 2018-0817, **File Type:** Project**Agenda Number:** 13.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 20, 2019****SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study; and
- B. APPROVING advancement of the two BRT concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review.

ISSUE

The Vermont Transit Corridor is a Measure M project with an expected opening date of Fiscal Year (FY) 2028. This project is also included in the Twenty-Eight by '28 Initiative adopted by the Board in January 2018. In order to meet the Measure M and Twenty-Eight by '28 schedule, a project for the corridor needs to be identified and environmentally cleared through an environmental review study. At the March 23, 2017 Board meeting, the Board approved a motion (Attachment A) directing staff to take a number of actions, including proceeding with the Vermont Bus Rapid Transit (BRT) project as a near-term transit improvement, while also initiating a study looking at future potential rail. This report addresses that motion. The study concluded that the BRT concepts recommended to advance into environmental review are not in conflict with future conversion to rail.

BACKGROUND

The existing Metro bus service along the Vermont Transit Corridor extends approximately 12.4 miles from Hollywood Boulevard south to 120th Street. The Vermont Transit Corridor is the second busiest bus corridor in Los Angeles County with approximately 45,000 daily boardings and connections to four Metro rail lines. The corridor serves numerous key activity centers including Koreatown, Kaiser Permanente Los Angeles Medical Center, University of Southern California, and Exposition Park. Attachment B shows a map of the corridor and study area, which includes one-half mile to either side of Vermont Avenue.

In February 2017, Metro completed the Vermont Bus Rapid Transit (BRT) Technical Study. The study evaluated the feasibility of implementing BRT, including bus lanes and other key BRT features. The study identified two promising BRT concepts, which would provide improved passenger travel times, faster bus speeds, and increased ridership. The two concepts are an end-to-end side-running BRT and a combination side- and center-running BRT.

At the March 23, 2017 Board meeting, staff presented the findings and recommendations from the Vermont BRT Technical Study (Legistar File No. 2016-0835). At that meeting, the Board approved a motion directing staff to proceed with the Vermont BRT project as a near-term transit improvement, while also initiating a study looking at rail, specifically focusing on connecting the Metro Wilshire/Vermont Red Line Station to the Exposition/Vermont Expo Line Station as a first phase. Based on ridership demand, future potential conversion to rail on the Vermont Corridor after FY 2067 is projected in Measure M.

In July 2017, staff provided the Board with an approach for augmenting the BRT Technical Study with an additional scope of work to conduct a rail conversion/feasibility study. The purpose of the rail conversion/feasibility study has been to re-evaluate the initial BRT concepts to ensure that their design would not preclude a future conversion to rail and to evaluate and compare multiple rail modes and/or alternatives, including an extension of the Metro Red Line along Vermont Avenue.

DISCUSSION

In December 2017, staff initiated work on the Vermont Transit Corridor - Rail Conversion/Feasibility Study (Attachment C-Executive Summary). In addition to re-evaluating the design of the initial BRT concepts to ensure they would not preclude a future conversion to rail, six preliminary rail concepts were identified. The initial rail concepts included evaluating and comparing multiple rail modes (Heavy Rail Transit (HRT), Light Rail Transit (LRT), and Streetcar/Tram), alignments, and configurations, including:

- 1) LRT High Floor, Center-Running
- 2) LRT Low-Floor, Side-Running
- 3) Streetcar/Tram, At-Grade Side-Running
- 4) HRT with Direct Connection to Purple Line
- 5) HRT with Direct Connection to Red Line
- 6) HRT Stand-Alone Alignment (beginning/ending at Vermont/Wilshire)

Screening criteria were then applied to these six (6) initial rail concepts to identify the three (3) most technically feasible concepts for further detailed analysis. The screening criteria included: customer experience; system connectivity; system operability and reliability; passenger capacity/person-throughput; capital costs; operating and maintenance costs; construction impacts; and transit service disruption. The three rail concepts determined to be the most technically feasible are: 1) LRT, Center-Running; 2) HRT with Direct Connection to Red Line; and, 3) HRT with Stand-Alone Alignment.

While the HRT connection to the Metro Red Line would provide a one-seat ride from 120th Street to North Hollywood, it would have significant construction and service impacts to the existing rail service for up to two years. The LRT and the HRT stand-alone options, which would not significantly impact

service during construction, would require passengers to transfer at the Wilshire/Vermont Station to either the Metro Red or Purple Line.

The table below shows a comparison of the capital and operating and maintenance cost estimates, as well as the projected corridor ridership, for each of the BRT and rail concepts.

	BRT Side-Running	BRT Combo Side-/Center-Running	LRT Center-Running	HRT Connecting to Red Line	HRT w/ Stand-Alone Alignment
Capital Costs (2018)	\$236 - \$310 M	\$241 - \$310 M	\$4.4 - \$5.2 B	\$7.1 - \$8.4 B	\$5.9 - \$6.9 B
Annual O & M Costs	13.4 M	13.4 M	\$28.8 to 53 M	\$53.8 to 80.5 M	\$35.1 to 70.0 M
Daily Corridor Ridership (2042)	82,000	82,000	91,000	116,000-144,000	103,000-131,000
At-Grade	12.4 miles	12.4 miles	4.6 miles	N/A	N/A
Grade Separated	N/A	N/A	5.2 miles	10.3 miles	9.8 miles

Currently, a total of \$522 million, including \$25 million in Measure M, \$5 million in Cap and Trade funds, and \$492 million in other local funds, are allocated for this BRT project.

Summary of Rail Concepts Feasibility

In developing the rail concepts, not only were the various technologies considered but also the vertical and horizontal configuration of each. The vertical profile of rail on the corridor included at-grade, at-grade with grade separations (below or above) at specific intersections, a fully elevated system, or a fully below-grade system. The biggest challenges associated with the at-grade options were the obvious ROW constraints on the corridor. The existing ROW is 50- to 55-feet wide (curb to curb) in the northern two-thirds of the corridor, while south of Gage Avenue, the ROW widens significantly to 180 to 200 feet. In considering Metro's LRT Grade Crossing & Safety Policy, it was determined that the LRT option would need to operate below grade north of Gage Avenue. South of Gage Avenue, where the ROW widens significantly, the LRT could operate at grade. The two remaining HRT options would be fully underground.

The study also looked at the feasibility of connecting the Metro Red Line at the Wilshire/Vermont Station to the Metro Expo Line at the Exposition/Vermont Station as a first segment. As part of the phasing analysis, potential Maintenance and Storage Facility (MSF) locations were also considered. However, given the challenges in locating, environmentally clearing and acquiring land for a suitable MSF in the northern segment of the corridor, which is predominately commercial and/or residential, a first segment, or minimum operable segment (MOS), along Vermont Avenue between the Red/Purple and Expo Lines was determined infeasible.

Staff also confirmed that none of the existing MSFs will be able to accommodate new rail vehicles as part of the Vermont Transit Corridor project in terms of storage and everyday maintenance. While Metro Division 20 is currently being expanded to accommodate the future Metro Purple Line extension, it will not be large enough to serve the Vermont Line even under the MOS scenario.

Therefore, the first segment would need to extend further south to Slauson Avenue or the I-105 Freeway to access potential MSF sites.

Implications for Future BRT Conversion to Rail

Since the LRT option would substantially be underground and the two HRT options fully underground, it was determined that the implementation of BRT along the Vermont Corridor would not preclude a future conversion to rail. The end-to-end side-running BRT would operate in a travel lane adjacent to a parking lane. The end-to-end combination side- and center-running BRT would do primarily the same with an exception south of Gage Avenue. South of Gage Avenue, the BRT would operate within the two center lanes. Should light rail be constructed in the future, the two center BRT lanes could be converted to rail.

Recommendation

Overall, the Rail Conversion/Feasibility Study found that: BRT continues to be feasible in the Vermont Corridor; BRT does not preclude conversion to rail transit in the future; BRT has the capacity to serve ridership demand until 2042 and beyond; several rail alternatives were determined feasible for future implementation; cost of rail alternatives far exceeds Measure M funding; and some useful rail features can be installed and used as part of BRT. Additionally, there are some unique urban design opportunities south of Gage Avenue, such as the reprogramming of the underutilized median to one side of the street in order to make the open space more useful and accessible to the community. The study also identified opportunities to integrate on-street amenities to improve first-last mile connectivity and help foster the creation of transit oriented communities.

Given the importance of the Vermont Transit Corridor and the need to improve the overall quality of transit service, staff recommends advancing the two BRT concepts into environmental review. With some minor engineering refinements, the refined BRT concepts will not preclude a future potential conversion to rail. These BRT improvements can be delivered more immediately and at a fraction of the cost of rail, while further building corridor ridership. This is necessary in order to address the March 23, 2017 Board motion, meet the Measure M opening date, and address the Twenty-Eight by '28 Initiative.

Stakeholder Outreach

In both spring and fall 2018, staff completed two sets of key targeted stakeholder meetings along the corridor. Invitees included businesses, religious institutions, schools, hospitals, major cultural centers, community/neighborhood groups, neighborhood councils, and Chambers of Commerce. Staff also provided individual project briefings to all affected City of Los Angeles Council Districts as well as at other community group meetings. The purpose of the outreach was to discuss and solicit further feedback on the two BRT concepts and any potential future rail concepts. There was overall broad support for BRT on Vermont, with a small group still in favor of rail being delivered much earlier.

Public and stakeholder engagement will continue and be broadened throughout the environmental process to solicit valuable feedback that will further inform and define the BRT concept for the corridor. A series of meetings, including public scoping and public hearings as well as individual briefings with key stakeholders and elected officials, will be conducted as part of the process.

Consistency with Metro's Equity Platform Framework

The Vermont Transit Corridor project will provide new benefits of enhanced mobility and improved regional access for transit-dependent, minority and/or low-income populations within the study area. Should the Board approve advancing the project into the environmental review phase, the project will be approached and designed for consistency with Metro's recently adopted Equity Platform Framework.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

Funding of \$400,000 is included in the FY20 budget request in Cost Center 4240, Project 471402 (Vermont Transit Corridor) to initiate the environmental review, pending budget adoption. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding source for the Vermont Transit Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the Vermont Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The purpose of the Vermont Transit Corridor project is to identify and implement strategies for improving bus service along Vermont Avenue. These strategies, including dedicated bus lanes, improved passenger amenities at stations, and enhanced lighting, will enhance the customer experience by reducing passenger travel times, improving service reliability, and enhancing passenger comfort and security. The Vermont Transit Corridor project supports the following Strategic Goals:

- #1: Provide high-quality mobility options that enable people to spend less time traveling.
- #2: Deliver outstanding trip experiences for all users of the transportation system.
- #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the Vermont Transit Corridor project to the environmental review phase. This is not recommended as this corridor is included and funded in Measure M and highlighted in the Twenty-Eight by '28 Initiative. Delaying the environmental analysis would jeopardize the ability to meet the Measure M ground breaking and opening dates.

NEXT STEPS

Should the Board choose to approve the recommendation, staff will proceed immediately to procure consultant services for environmental review of the corridor in accordance with the California Environmental Quality Act (CEQA). Staff will keep the Board apprised of the study and return to the Board at key project milestones.

ATTACHMENTS

Attachment A - March 23, 2017 Board Motion

Attachment B - Map of Vermont Corridor

Attachment C - Executive Summary - Vermont Transit Corridor Rail
Conversion/Feasibility Study

Prepared by: Annelle Albarran, Manager, (213) 922-4025

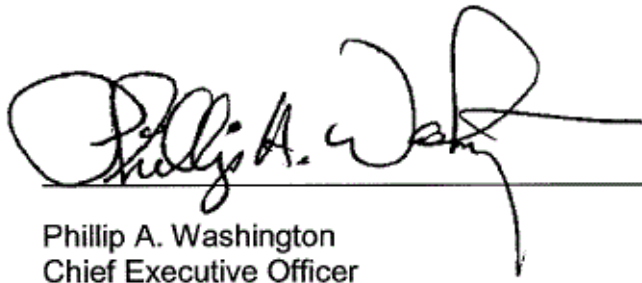
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Phillip A. Washington
Chief Executive Officer

Metro

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



Metro

Board Report

File #:2017-0213, File Type:Motion / Motion
Response

Agenda Number:

**REGULAR BOARD MEETING
MARCH 23, 2017**

Motion by:

Directors Garcetti, Ridley-Thomas and Dupont-Walker

March 23, 2017

Relating to Item 9, File ID 2016-0835; Vermont Transit Corridor

Vermont Avenue has the second-highest number of transit boardings of any corridor in Los Angeles County, behind only Wilshire Boulevard.

In February 2017, the Vermont Avenue Rapid and Local bus lines combined for over 43,000 average weekday boardings, higher than the Green, Orange, and Silver Lines.

Recognizing the need for additional transit investment along Vermont Avenue, the 2009 Long Range Transportation Plan included a "Vermont Corridor Subway" in the list of Strategic Unfunded projects.

Since then, MTA staff has worked diligently to advance transit on Vermont Avenue. Vermont was listed as the number-one corridor for Bus Rapid Transit investment in the 2013 Countywide Bus Rapid Transit Study.

In 2014, MTA initiated technical studies for a Vermont Avenue Bus Rapid Transit project and is proceeding with Alternatives Analysis, including providing for a future conversion to light rail.

Bus service improvements on Vermont Avenue are vital, and MTA should proceed with Bus Rapid Transit improvements as quickly as possible. However, the Measure M Expenditure Plan anticipated future conversion to light or heavy rail. Given Vermont Avenue's intense transit ridership, MTA needs to pursue a path now for future rail options to serve this corridor.

Motion by Garcetti, Ridley-Thomas and Dupont-Walker that the Board direct the CEO to:

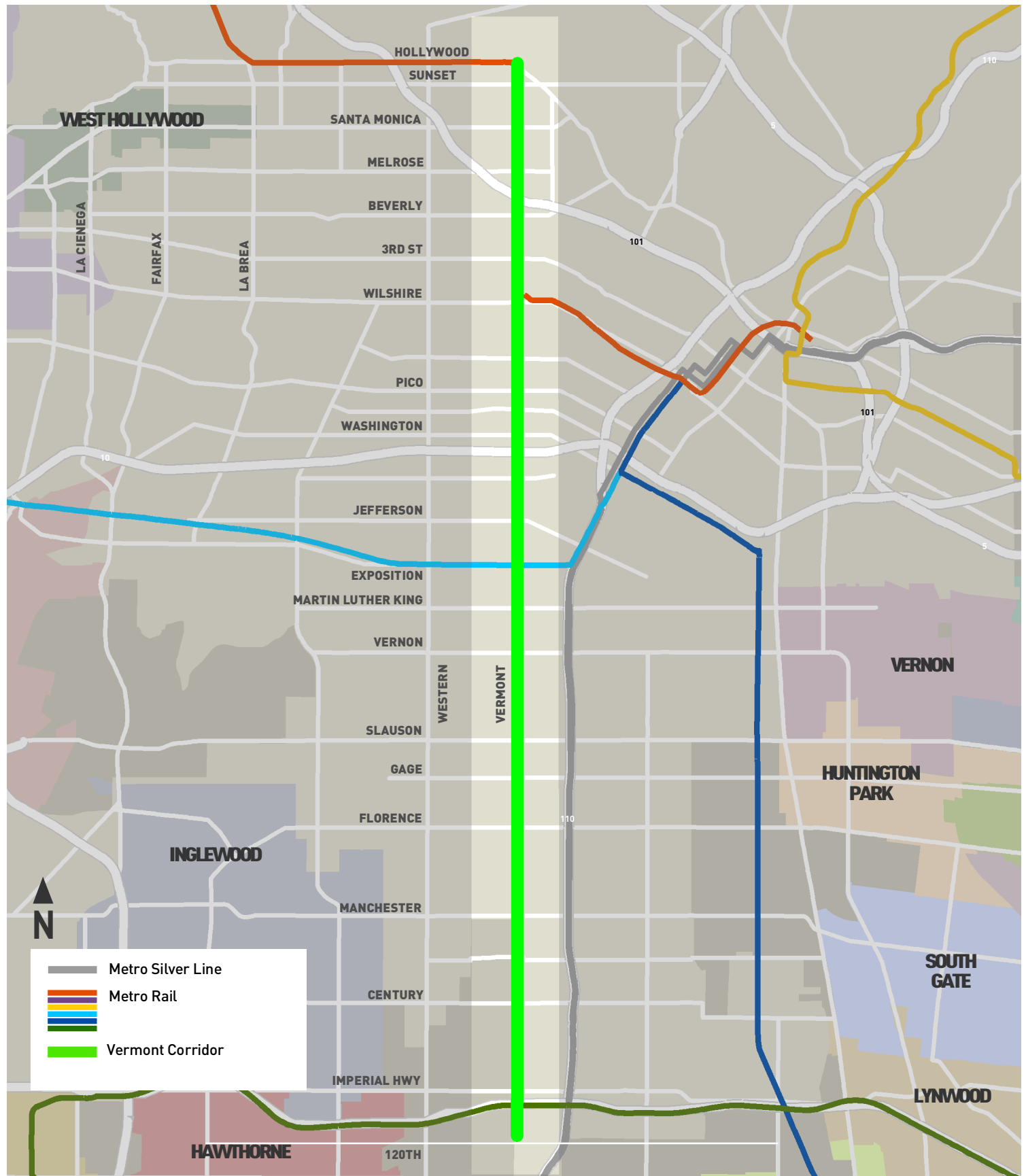
- A. Proceed with the Vermont Bus Rapid Transit project as a near-term "Phase 1" transit improvement along the Vermont Avenue Corridor;
- B. Initiate the study of extending the Red Line along Vermont Avenue to 125th Street, specifically

focusing on connecting the Wilshire/Vermont Red Line Station to the Expo/Vermont Expo Line Station as a "Section 1";

- C. Include a heavy rail alternative in the Alternative Analysis and Environmental Studies for the Measure M Vermont Transit Corridor; and
- D. Report back on all the above to the Planning and Programming Committee during the July 2017 Board cycle.

###

Map of Vermont Corridor



Vermont Transit Corridor – Rail Conversion/Feasibility Study

EXECUTIVE SUMMARY



Prepared by:

IBI Group
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Los Angeles County Metropolitan Transportation Authority

FEBRUARY, 2019

EXECUTIVE SUMMARY

Study Background

The funding for Bus Rapid Transit (BRT) on Vermont Avenue was put in place in November 2016 when voters of Los Angeles County passed Measure M, a half-cent sales tax initiative that funds a number of transportation projects and programs. The Vermont BRT Transit project is slated for a ground-breaking date of Fiscal Year (FY) 2024 and an opening date of FY 2028. Additionally, the expenditure plan for Measure M identifies a potential conversion of BRT service on Vermont to rail after FY 2067 based on ridership demand.

In March 2017, the Metro Board of Directors directed staff to proceed with the implementation of the Vermont BRT Transit project as a near term transit improvement along the corridor, and to initiate a study which identifies and evaluates rail alternatives for the Vermont corridor to ensure that the implementation of any BRT project on Vermont Avenue does not preclude a future conversion to rail. In response to the Metro Board's directive, staff conducted the Vermont Transit Corridor - Rail Conversion/ Feasibility Study.

Study Purpose

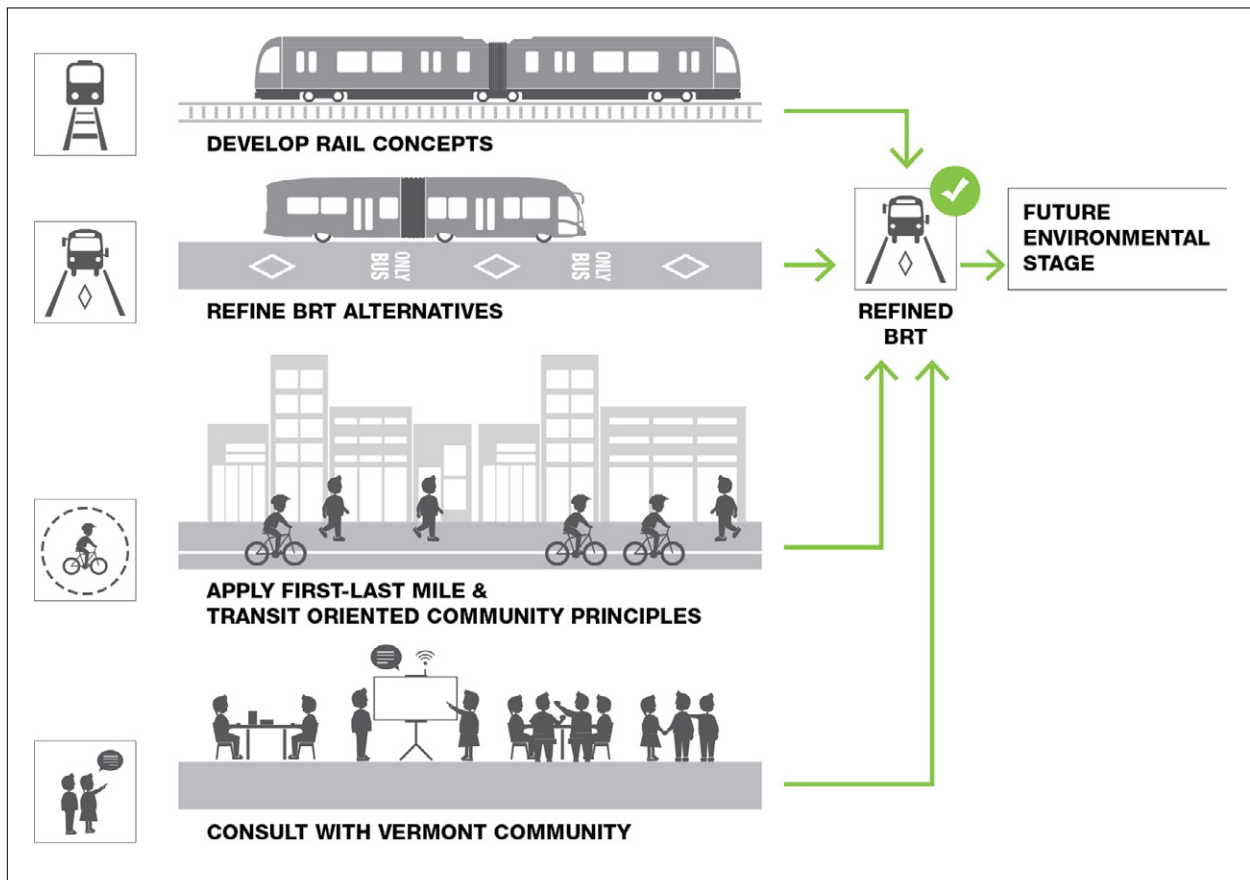
The purpose of the Vermont Transit Corridor - Rail Conversion/Feasibility Study was to further evaluate the two promising BRT concepts developed earlier as part of the Vermont BRT Technical Study (February 2017) to ensure that their implementation would not preclude a potential conversion to rail in the future. The study was to also look at and assess the feasibility of potential future rail alternatives for the Vermont corridor. To this end, there were six key study objectives:

- 1 Define a range of potential future rail transit options, including light rail, heavy rail, and streetcar/ tram, and a possible phased implementation (such as a potential rail connection between the Wilshire/Vermont Red/Purple Line Stations to the Expo/Vermont Expo Line Station);
- 2 Analyze the feasibility of the potential future rail options in terms of engineering feasibility, constructability, junction operability, cost effectiveness, environmental issues/concerns, and consistency with community goals and priorities;
- 3 Develop operating scenarios corresponding to each rail option to identify planning-level capital and operating costs;
- 4 Review and update the two recommended BRT concepts from the earlier BRT study and identify considerations that should be included in the design of BRT;
- 5 Reassess the project benefits and impacts of the two refined BRT concepts including ridership forecasts, cost estimates, preliminary traffic impacts, and parking loss; and
- 6 Evaluate opportunities to facilitate and promote Transit Oriented Community and First-Last Mile opportunities along corridor.

As shown below in Figure ES-1, the study was carried out along four parallel but connected streams:

1. Development of Rail Concepts;
2. Refinement of BRT Alternatives;
3. Application of First-Last Mile & Transit Oriented Communities Principles; and
4. Consulting with the Key Community Stakeholders

Figure ES-1: Vermont Transit Corridor - Rail Conversion Feasibility Study Process



Study Main Conclusions

Overall, the study found that:

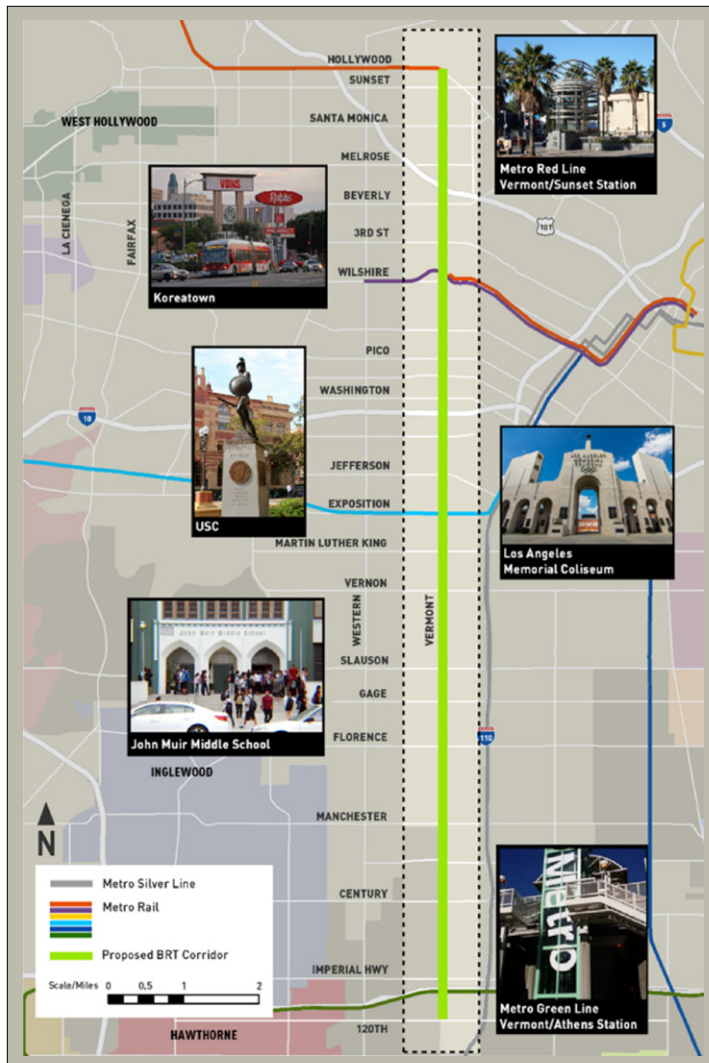
- BRT continues to be feasible in the Vermont Corridor;
- BRT does not preclude conversion to rail transit later;
- BRT can provide the needed people-carrying capacity until 2042 and beyond;
- Several rail alternatives are feasible for later implementation;
- Feasible rail alternatives have major costs; and
- Some useful rail features can be installed and used as part of BRT, and used in any later rail conversion.

Study Area

Figure ES-2 shows a map of the study area, which includes one half-mile to either side of Vermont Avenue. The Vermont Corridor is approximately 12.4 miles, extending from Hollywood Boulevard (near the Sunset/Vermont Metro Red Line Station in Hollywood) south to 120 Street (just south of the Vermont/Athens Metro Green Line Station). Most of the corridor falls within the City of Los Angeles with approximately 2.5 miles at the south end (west side of Vermont only) in the County of Los Angeles.

The corridor is one of the densest communities in Los Angeles County with approximately 150,777 residents. It is also the second busiest bus corridor in Los Angeles County carrying approximately 45,000 weekday boardings. It connects to dozens of other local bus and Metro Rapid lines, and four Metro Rail lines. It provides access to a number of major key activity centers, including the University of Southern California (USC), Exposition Park, Los Angeles City College and Children's Hospital Los Angeles. The majority of the corridor falls within the City of Los Angeles with approximately 2.5 miles on the south end (the west side of Vermont only) in the County of Los Angeles.

Figure ES-2: Vermont BRT Corridor Study Area



Right of Way

The right-of-way (ROW) along Vermont Avenue varies significantly between Hollywood Boulevard and 120th Street. In particular, the corridor's character changes completely near Gage Avenue. North of Gage Avenue, the corridor ranges between 80' and 90' in width, with pavement widths of 56'- 80' and sidewalks generally 10'- 15' wide. South of Gage Avenue, the corridor widens dramatically to between 150' and 200' wide, with pavement widths of 150'-160' and sidewalks generally 10'- 15' wide.

Initial BRT Concepts

The Rail Conversion/Feasibility Study builds upon the work undertaken in the 2017 Vermont BRT Technical Study. The purpose of the Vermont BRT Technical Study was to evaluate the feasibility of implementing BRT along Vermont Avenue, including bus lanes and other key BRT features. The study identified two promising BRT concepts, which would provide improved passenger travel times, faster bus speeds, and increased ridership. The two concepts included an end-to-end side running BRT and a combination side and center running BRT.

End-to-End Side-Running BRT

This concept features a dedicated bus lane along the entire 12.4 mile corridor within the existing ROW. Room for the bus lanes would be made available by converting the general purpose lane (one in each direction) adjacent to the curbside parking lanes to a dedicated bus lane. BRT stations with a number of passenger amenities including shelters, bus benches, trash cans, next bus information, and lighting, would be located on the sidewalks and, in most cases, far side of the intersections, as shown in Figure ES-3.

Figure ES-3: End-to-End Side-Running BRT



Combination Side and Center-Running BRT

This concept features 4.2 miles of center-running dedicated BRT lanes south of Gage Avenue, where the ROW widens significantly, and 8.2 miles of side-running dedicated BRT north of Gage Avenue. South of Gage Avenue, the corridor widens to three travel lanes in each direction and includes sufficient ROW to accommodate center-running BRT lanes. The center bus lanes would be accommodated by converting the two center traffic lanes to bus lanes as shown in Figure ES-4. Because the ROW is generally narrower north of Gage Avenue, center-running BRT lanes would require considerable ROW acquisition. Therefore, side-running dedicated bus lanes are proposed north of Gage Avenue.

Figure ES-4: Center-Running BRT



Development of Preliminary Rail Concepts

Four different rail technologies were considered for the Vermont Corridor. It is important to consider the various rail technologies to properly understand how to feasibly connect or integrate the technologies to the existing rail lines and to technologies on or near the corridor. The four different rail technologies are discussed briefly below:

- 1 Light Rail Transit (LRT) High-Floor** is Metro's standard and has been deployed on all Metro LRT lines to-date including the Metro Expo Line at Exposition Boulevard and Metro Green Line at I-105.

*Figure ES-5: LRT High-Floor
Example: Metro Gold Line*



- 3 Tram/Streetcars** are the most similar rail technology to BRT. These vehicles are low-floor, similar in length and have similar passenger capacities of approximately 100 people per vehicle.

*Figure ES-7: Tram/Streetcar
Example: Portland Streetcar*



- 2 LRT Low-Floor** is another form of LRT similar to Metro's current standards in terms of vehicle length and alignment characteristics, but it uses low-floor vehicles similar to the Trams/Streetcar alternative. This is not currently Metro's standard vehicle and the fleet (and associated maintenance facilities) would not be interoperable, meaning that a LRT Low-Floor vehicle on Vermont would not be able to operate on or share tracks for revenue service with the Metro Expo or Metro Green Line.

*Figure ES-6: LRT Low-Floor
Example: San Diego Trolley*



- 4 Heavy Rail Transit (HRT)** is the technology used on the Metro Red and Purple Lines and would be compatible with the existing HRT fleet and vehicle maintenance yards.

*Figure ES-8: HRT
Example: Metro Red Line*



In developing the preliminary rail concepts, the various technologies were paired with possible vertical and horizontal configuration options. When looking at the potential rail alignments, the vertical profile of rail on the corridor could be at-grade, at-grade with grade separations (below or above) at specific intersections, a fully elevated system, or a fully below-grade system. For at-grade systems, the guideway and stations may be positioned in the center of the street (center-running) or on both edges of the street (side-running). From all the possible combinations of technology, vertical and horizontal configurations, the study team selected an initial set of six combinations that represent a likely and reasonable sampling of the combinations that Metro might build within the Vermont Corridor.

Table ES-1: Preliminary Rail Concepts

Concepts	Rail Technology	Alignment Configuration
1	LRT High-Floor	<ul style="list-style-type: none"> • At-Grade and Grade-Separated • Center-Running
2	LRT Low-Floor	<ul style="list-style-type: none"> • Primarily At-Grade¹ • Side-Running
3	Tram/Streetcar	<ul style="list-style-type: none"> • Primarily At-Grade¹ • Side-Running
4	HRT Purple Line Connection	<ul style="list-style-type: none"> • Fully Below-Grade • Connect to Metro Purple Line
5	HRT Red Line Connection	<ul style="list-style-type: none"> • Fully Below-Grade • Connect to Metro Red Line
6	HRT – Stand-Alone Alignment	<ul style="list-style-type: none"> • Fully Below-Grade • No Connection to Existing Metro Lines

1. Metro Rail Design Criteria Section 10.3.3.1 does not allow two rail lines to intersect (“no face to face train meets shall be permissible in the normal direction”) and, therefore, a grade separation will be required at the Metro Expo Line.

Initial Screening of Preliminary Rail Concepts

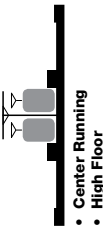














The six preliminary rail concepts were then analyzed against the key criteria included in Table ES-2, in order to arrive at a short-list of the three most promising and prototypical concepts. Based on the screening analysis, the following three concepts were selected as the most promising and representative of what a rail system along Vermont might be like:



- **Light Rail Transit, High-Floor, Center Running**, on Vermont Avenue from Wilshire Boulevard south to 120th Street. It is anticipated that the LRT line would not continue north along Vermont Avenue to Hollywood Boulevard, as it would for BRT, because the LRT would provide duplicate rail service to the existing Metro Red Line along this segment of the corridor. This concept would use high-floor vehicles, consistent with Metro's current LRT vehicle fleet. In the narrow portion of the corridor north of Gage Avenue, this concept would operate below-grade. South of Gage Avenue, an at-grade center-running system is proposed because there is sufficient right-of-way to operate at-grade here, and LRT systems operate more efficiently in the center of a roadway with two mainline tracks running near each other, allowing trains to easily transfer between tracks via closely spaced crossovers.
- **Heavy Rail Transit with Metro Red Line Connection**, fully grade-separated and connecting directly to the existing Metro Red Line near Vermont Avenue and 3rd Street. It would then continue south under Vermont Avenue to 120th Street. The existing Metro Red Line and the Vermont Line could run together between the Metro North Hollywood and Vermont/Beverly stations before branching off as two separate lines: one continuing into Downtown Los Angeles and into Union Station, and the other continuing along Vermont Avenue to South Los Angeles. This could provide passengers a one-seat ride between North Hollywood and South Los Angeles.
- **Heavy Rail Transit, Stand-Alone Alignment**, fully grade-separated and terminating at a new station near the existing Wilshire/Vermont station. This concept would serve the same alignment and stations as the HRT with Red Line Connection concept. A potential underground passenger connection could be constructed from the new station to the existing Wilshire/Vermont station for easy transfers to the existing Metro Red and Purple Lines.

Table ES-2: Preliminary Rail Concepts Screening Summary

	1 High Floor LRT	2 Low Floor LRT	3 Tram/ Streetcar	4 Heavy Rail - Purple Line Connection	5 Heavy Rail - Red Line Connection	6 Heavy Rail - Stand-alone		
Rail Technology								
Configuration	 <ul style="list-style-type: none">Center RunningHigh Floor	 <ul style="list-style-type: none">Side RunningLow Floor	 <ul style="list-style-type: none">Side RunningLow Floor	 <ul style="list-style-type: none">Connect to Purple Line	 <ul style="list-style-type: none">Connect to Red Line	 <ul style="list-style-type: none">Do Not Connect - Transfer Only		
Customer Experience	✓ <ul style="list-style-type: none">Fast and reliable service, subject to some disruption due to at-grade running	✓ <ul style="list-style-type: none">Reliability issues due to side-running (see System Operability below)	✓ <ul style="list-style-type: none">Slowest of the three rail technologiesReliability issues due to side-running (see System Operability below)	✓ <ul style="list-style-type: none">Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway	✓ <ul style="list-style-type: none">Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway	✓ <ul style="list-style-type: none">Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway		
System Connectivity	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services, except one-seat ride to/from the Westside	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services, except one-seat ride to/from North Hollywood	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services		
System Operability & Reliability	✓ <ul style="list-style-type: none">At-grade running is subject to service disruption due to traffic incidents and other events	✗ <ul style="list-style-type: none">Serious operational reliability issues due to lack of ability to route vehicles around incidents or other track-blocking eventsDoes not meet Metro reliability goals	✗ <ul style="list-style-type: none">Serious operational reliability issues due to lack of ability to route vehicles around incidents or other track-blocking eventsDoes not meet Metro reliability goals	✓ <ul style="list-style-type: none">Most reliable of Metro's rail servicesInterlining with the Purple Line poses considerable challenges to efficient operations and scheduling	✓ <ul style="list-style-type: none">Most reliable of Metro's rail servicesInterlining with the Red Line poses considerable challenges to efficient operations and scheduling	✓ <ul style="list-style-type: none">Most reliable of Metro's rail servicesLack of connections with Purple and Red Lines makes for efficient operations and scheduling		
Passenger Capacity	✓ <ul style="list-style-type: none">Second-highest capacity in Metro's rail fleet133 passengers/car	✓ <ul style="list-style-type: none">25% less passenger cabin space and capacity than high-floor LRT100 passengers/car	✗ <ul style="list-style-type: none">Capacity is severely limited by vehicle sizeCapacity is not sufficient for projected passenger demand100 passengers/car	✓ <ul style="list-style-type: none">Highest capacity in Metro's rail fleet180 passengers/car	✓ <ul style="list-style-type: none">Highest capacity in Metro's rail fleet180 passengers/car	✓ <ul style="list-style-type: none">Highest capacity in Metro's rail fleet180 passengers/car		
				✗ EXTREMELY LOW	✓ VERY LOW	✓ LOW	✓ MEDIUM	✓ HIGH

Table ES-2 (continued): Preliminary Rail Concepts Screening Summary

	Rail Technology	Configuration	Cost	Construction Impacts & Service Disruption
1	High Floor LRT 	 <ul style="list-style-type: none">Center RunningHigh Floor	  <ul style="list-style-type: none">Medium cost relative to other rail alternatives	  <ul style="list-style-type: none">Highest potential for community disruption during constructionNo or very limited service disruptions to other Metro rail lines during construction
2	Low Floor LRT 	 <ul style="list-style-type: none">Side RunningLow Floor	  <ul style="list-style-type: none">Medium cost relative to other rail alternatives	  <ul style="list-style-type: none">Highest potential for community disruption during constructionNo or very limited service disruptions to other Metro rail lines during construction
3	Tram/Streetcar 	 <ul style="list-style-type: none">Side RunningLow Floor	   <ul style="list-style-type: none">Lowest cost relative to other rail alternatives	 <ul style="list-style-type: none">Light infrastructure footprint coupled with limited need to relocate utilities results in a faster, less disruptive construction periodNo or very limited service disruptions to other Metro rail lines during construction
4	Heavy Rail - Purple Line Connection 	 <ul style="list-style-type: none">Connect to Purple Line	 <ul style="list-style-type: none">Highest cost relative to other rail alternatives	 <ul style="list-style-type: none">Significant and costly right-of-way needed to build the Purple Line connectionDuring construction, Purple Line frequency may be reduced to as little as 40 minutes for at least one year and potentially longerRequires taking property to construct under building(s)
5	Heavy Rail - Red Line Connection 	 <ul style="list-style-type: none">Connect to Red Line	 <ul style="list-style-type: none">Highest cost relative to other rail alternatives	 <ul style="list-style-type: none">Significant and costly right-of-way needed to build the Red Line connectionDuring construction, Red Line frequency may be reduced to as little as 40 minutes for at least one year and potentially longer
6	Heavy Rail - Stand-alone 	 <ul style="list-style-type: none">Do Not Connect - Transfer Only	 <ul style="list-style-type: none">Highest cost relative to other rail alternativesNeed to build standalone maintenance and control facility	  <ul style="list-style-type: none">No or very limited service disruptions to other Metro rail lines during construction

 EXTREMELY LOW
  VERY LOW
  LOW
  MEDIUM
  HIGH

Phasing Options for the Three Rail Concepts

The study also looked at the feasibility of connecting the Metro Red Line at the Wilshire/Vermont Station to the Metro Expo Line at the Exposition/Vermont Station as a first segment. Given the length of the corridor, and past Metro experience with constructing rail systems, it is likely that any rail constructed on Vermont Avenue would be built in phases.

As part of the phasing analysis, a Minimum Operating Segment (MOS) analysis was conducted for the three rail concepts. Consideration was given to cost effectiveness (identifying segments that generate the most new ridership per dollar invested), logical endpoints (terminal stations at points of connection to other Metro services and/or at high-activity centers), and the ability to find suitable land for a Maintenance and Storage Facility (MSF). Siting the MSF is the largest driving force for phasing due to the very limited industrial-zoned land within the corridor and lack of capacity at existing rail facilities.

The phasing analysis validated that Exposition Boulevard would be an appropriate location to terminate the first segment. This location is both a significant transfer point to the Expo Line and an important destination given that USC and Exposition Park are immediately adjacent. This segment also contains over half of the total corridor ridership. The analysis, however, also determined that it would be very challenging to locate and environmentally clear and acquire land for a suitable MSF in the northern segment of the corridor.

This northern segment of the corridor is predominately commercial and/or residential, therefore, the viability of building a MOS along Vermont between the Red/Purple and Expo Lines would be very challenging. Consequently, the project could either be extended further south to Slauson Avenue; this location is the third-highest ridership location on the corridor, or be built as a single phase in order to access the industrial lands available south of the I-105 Freeway.

Slauson also provides a multimodal connection to the future Rail to Rail Active Transportation Corridor. Additionally, the industrial properties located along the Metro-owned former rail corridor along Slauson Avenue may be candidates for the MSF.

Table ES-3 outlines the recommended phasing along with the capital costs associated with each.

Table ES-3: Recommended Phasing

	Segment 1	Segment 2
LRT High-Floor	Wilshire Blvd. to Exposition Blvd. * <i>Capital Cost (2018): \$2.7 – 3.2B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$1.7 – 2.0B</i>
HRT Red Line Connection	3rd St. to Exposition Blvd. * <i>Capital Cost (2018): \$3.7 – 4.4B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$3.4 – 4.0B</i>
HRT Stand-Alone Alignment	6th St./Wilshire Blvd. to Exposition Blvd. * <i>Capital Cost (2018): \$2.5 – 2.9B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$3.4 – 4.0B</i>

* Southern terminus may need shift south if no feasible MSF site can be found between Wilshire and Exposition. This is a higher risk for the HRT Metro Red Line Connection because it requires the largest fleet size and MSF site.

Assessment of the Three Rail Concepts

As shown in Table ES-4, the three rail concepts were further evaluated as to grade crossings and traffic impacts; junction feasibility; physical aspects of the corridor; potential maintenance and storage facilities; phasing options; environmental issues; ridership and cost.








Based on the analysis completed, all three concepts are physically and operationally feasible. With the three exceptions noted below, the Vermont Corridor does not pose unusually difficult or unique environmental or engineering conditions relative to other rail projects Metro has delivered in similar built-up urban areas. The three exceptions are as follows:

- **Potential Section 4(f) Resources (LRT High-Floor Concept):** From Gage Avenue to 120th Street, there are median park spaces which would potentially be affected by the LRT concept which would likely be at-grade and in the median in this segment.
- **Connection to the Red Line (HRT Red Line Connection Concept):** Creating a new underground junction with the Metro Red Line is a significant construction challenge that could pose significant property impacts adjacent to the junction, and would result in prolonged service interruptions on the Metro Red Line during construction.
- **Locating a Maintenance and Storage Facility (MSF) for a Minimum Operating Segment (All 3 Concepts):** The viability of building a Minimum Operating Segment along Vermont between the Metro Red/Purple and Metro Expo Lines will likely hinge on finding, environmentally clearing and acquiring land for the MSF in this predominately residential and commercial area. If this proves to be impractical, the project will need to extend further south to Slauson Avenue, or perhaps be built as a single phase in order to access the industrial lands available south of the I-105 Freeway.

These three concepts and doubtless other variations would be subjected to full technical and community review during future environmental phases. They serve to illustrate a reasonable range of feasible rail configurations for the Vermont Corridor, and have been used to review the BRT alternatives to ensure that neither BRT concept precludes a future potential conversion to rail.

Table ES-4: Preliminary Rail Concepts Comparative Evaluation









Rail Alternatives Screening Summary

		High Floor LRT 	Heavy Rail Red Line Connection 	Heavy Rail Stand-alone 
	Grade Crossings and Traffic Analysis	✓ <ul style="list-style-type: none"> All intersections feasible or possibly feasible at-grade per Metro Grade Crossing Safety Policy Required grade separation at Vermont/Expo due to MRDC requirements Possible impacts to left-turn movements on Vermont Avenue 	✓✓✓ NA – no at-grade crossings as the system would be completely below-grade	✓✓✓ NA – no at-grade crossings as the system would be completely below-grade
	Junction Constructability	✓✓✓ <ul style="list-style-type: none"> Feasible non-revenue track connection to the Metro Expo Line to allow access to existing maintenance facility for occasional heavy vehicle service 	✓ <ul style="list-style-type: none"> Feasible revenue connection to the Metro Red Line north of Wilshire Blvd. would impact adjacent properties for the junction construction. Pedestrian tunnel connecting the new and existing Wilshire/Vermont Stations could be constructed 	✓✓✓ <ul style="list-style-type: none"> No junction included in this alternative. Pedestrian tunnel connecting the new and existing Wilshire/Vermont Stations could be constructed.
	Corridor Fit & Constructability	✓✓ <ul style="list-style-type: none"> ROW widths are not sufficient for at-grade north of Slauson. Requires below-grade north of Slauson which would use twin bored tunnels between stations and cut-and-cover construction at stations in Phase 1 from Wilshire/Vermont to Slauson/Vermont. ROW widths are sufficient for the at-grade alignment between Slauson and 120th Street 	✓ <ul style="list-style-type: none"> Twin bored tunnels between stations and cut-and-cover construction at stations. If this alignment crosses below the existing Metro Red and Purple Lines, the depth could result in relatively higher station construction costs. Temporary closures of the northbound and southbound Metro Red Line tracks of at least one year would be required for construction. 	✓✓ <ul style="list-style-type: none"> Twin bored tunnels between stations and cut-and-cover construction at stations. The northern tail tracks of this alignment may need to be located below the existing Metro Red Line and the added depth could result in relatively higher construction costs.
	Vehicle MSF	✓✓ <ul style="list-style-type: none"> LRT Alternative would have access to existing facilities if a non-revenue connection is built to the Metro Expo Line. However, none of the existing MSFs have the capacity to fully serve a new LRT line. A new MSF would be required for the storage and maintenance of LRT vehicles. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 60 LRT vehicles. 	✓✓ <ul style="list-style-type: none"> A new maintenance facility would be required, but the Metro Red Line junction north of Wilshire/Vermont would allow for access to the existing Division 20 facility. However, even with the planned expansion, Division 20 would not have the capacity to serve a new HRT line. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 162 HRT vehicles. 	✓ <ul style="list-style-type: none"> With no physical access to existing heavy rail facilities; a new facility would be required. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 90 HRT vehicles.

✓ LOW ✓✓ MEDIUM ✓✓✓ HIGH

Table ES-4 (continued): Preliminary Rail Concepts Comparative Evaluation

Rail Alternatives Screening Summary

		High Floor LRT 	Heavy Rail Red Line Connection 	Heavy Rail Stand-alone 
	ROW Impacts	✓✓ <ul style="list-style-type: none"> Right-of-way required for maintenance facility and station footprints. 	✓ <ul style="list-style-type: none"> Right-of-way required for construction of the junction with the Metro Red Line, maintenance facility, and station footprints. 	✓✓ <ul style="list-style-type: none"> Right-of-way required for maintenance facility and station footprints.
	Phasing	✓✓ <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between Vermont/Wilshire to the Expo/Vermont station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would be the rest of the corridor. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue. 	✓✓ <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between Vermont/3rd Street to the Expo/Vermont Station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would be the rest of the corridor. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue or even to the ultimate terminus at 120th Street. 	✓✓ <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between West 6th Street and Wilshire Boulevard on Vermont Avenue and the Expo/Vermont Station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would extend south to 120th Street. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue.
	Environmental	✓✓ <ul style="list-style-type: none"> Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique resources relative to other Metro rail projects, however the landscaped median south of Gage Avenue could pose Section 4(f) parkland challenges. 	✓✓ <ul style="list-style-type: none"> Subterranean construction and operations would limit impacts to traffic and residents. Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique features relative to other Metro rail projects 	✓✓✓ <ul style="list-style-type: none"> Subterranean construction and operations would limit impacts to traffic and residents. Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique features relative to other Metro rail projects.
	Ridership	✓ <ul style="list-style-type: none"> Lowest boardings due to limited station stops and transfer time needed for at-grade rail to below-grade rail connection or connection to local bus Approx. 91,000 corridor boardings (2042) 	✓✓✓ <ul style="list-style-type: none"> Highest boardings due to one seat ride from north of Wilshire Approx. 116,000 - 144,000 corridor boardings (2042) 	✓✓ <ul style="list-style-type: none"> Low-medium boardings relative to the other concepts due to transfer time needed for rail-to-rail connection Approx. 103,000 - 131,000 corridor boardings (2042)
	Cost	✓✓✓ <ul style="list-style-type: none"> \$4.4 - \$5.2B (2018\$), Capital \$18 - \$21.1B (2067\$), Capital \$28.8 - \$53.0M (2018\$), Annual Operating & Maintenance Lowest cost relative to other concepts 	✓✓ <ul style="list-style-type: none"> \$7.1 - \$8.4B (2018\$), Capital \$29.4 - \$34.7B (2067\$), Capital \$53.8 - 80.5M (2018\$), Annual Operating and Maintenance Highest cost relative to other concepts 	✓ <ul style="list-style-type: none"> \$5.9 - \$6.9B (2018\$), Capital \$24.1 - \$28.4 (2067\$), Capital \$35.1 - \$70.0M (2018\$), Annual Operating & Maintenance Medium-high cost relative to other alternatives

✓ LOW ✓✓ MEDIUM ✓✓✓ HIGH

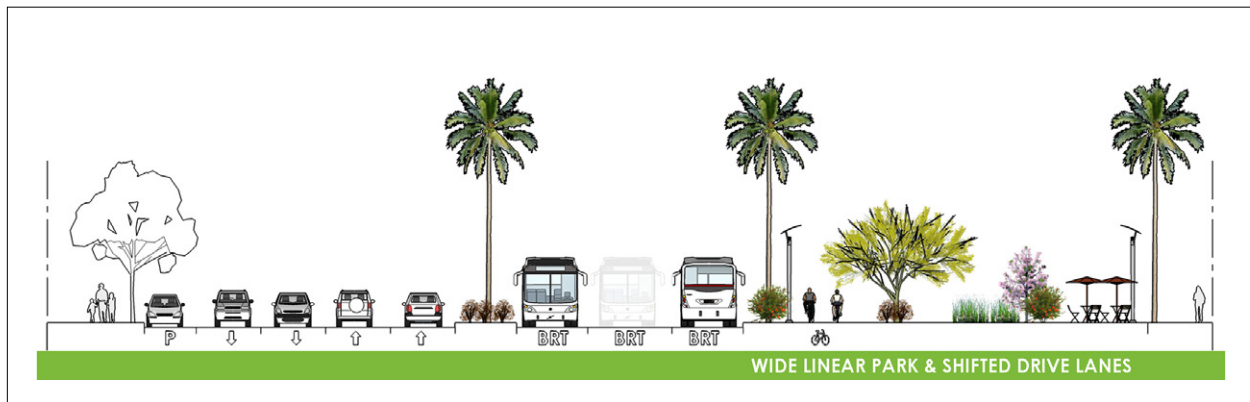
Refinements to BRT Concepts

Information gained from developing and assessing the rail alternatives, as well as current best-practices in BRT design and Metro's First-Last mile policies, were used to refine the conceptual engineering plans previously produced during the Vermont BRT Technical Study. This process led to refinements in three areas:

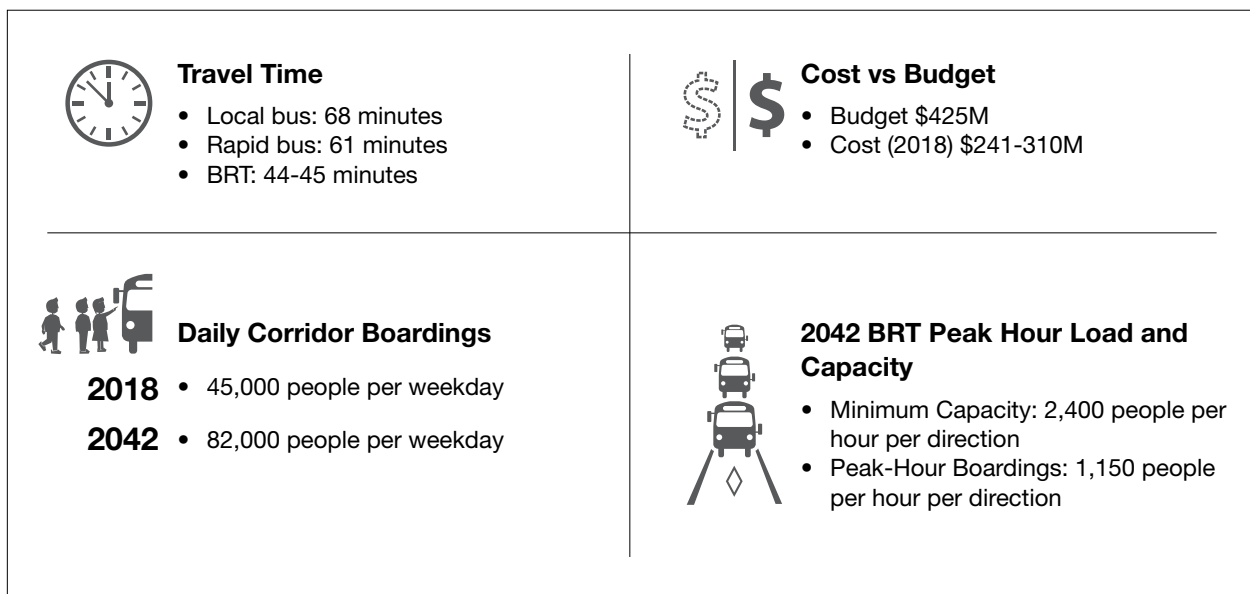
- Adjust the BRT running way per the Metro Rail Design Criteria to maximize the opportunities for the BRT alignment to be reused for future rail. This was done primarily by adjusting the horizontal curves of the BRT running way, and the position of left-turn lanes, to be more compatible with a future rail alignment. This also benefits BRT patrons by providing a smoother ride and potentially faster travel times;
- Reflect best-practices and lessons-learned from recent on-street BRT implementations in an effort to ensure the future Vermont BRT provides a high-quality, rail-like experience to Metro's patrons. This included adjustments to right-turn lanes to minimize conflicts with the BRT, reducing the degree of lane-shifting through intersections necessary to accommodate left-turn lanes, restricting u-turns at narrow intersections, and adding bulb-outs to sidewalks to reduce crossing distances for pedestrians; and
- Consider opportunities to integrate on-street amenities to improve First-Last Mile connectivity and help foster the creation of Transit Oriented Communities

With respect to the last point, a unique urban design opportunity exists in the wider portion of the corridor south of Gage Avenue. The refined BRT alternatives include either side or center-running configurations created by reusing an existing travel lane. In both cases, the collector roads to the outside and the landscaped median are mostly undisturbed except for some necessary reconfigurations at intersections. Some community members and agency representatives have noted that the median is an underutilized community resource, partly because it is in the middle of the street and access is a challenge. This provides an opportunity to "reprogram" the entire street width to focus the open space on one side where it is easier to access.

This concept would essentially create a linear park along one side of Vermont Avenue south of Gage Avenue, as seen in Figure ES-9. Such a concept would need significant community input and agency support beyond Metro to become a realization. It is recommended that this concept be further explored during the Environmental Phase of the Vermont BRT project, in partnership with City of Los Angeles, Los Angeles County and the Vermont Community.

Figure ES-9: Vermont Avenue South of Gage Avenue Potential Concept

The refinements made to the BRT concepts improve upon the prior conceptual design and provide for a significant and cost-effective contribution to transit service along Vermont Avenue, as shown in Figure ES-10.

Figure ES-10: Vermont BRT Project Benefits

STAKEHOLDER AND AGENCY INPUT

Metro initiated an early and sustained key stakeholder outreach process involving key public and partner agency stakeholders. Invitees included businesses, religious institutions, schools, hospitals, major cultural centers, community/neighborhood groups, neighborhood councils, and Chambers of Commerce. The purpose of the outreach was to discuss and solicit early feedback on the initial six rail concepts, discuss the screening criteria used in refining the rail concepts, and the refinements to the BRT concepts. The process included a wide range of opportunities for feedback, designed to be transparent and inclusive.

The study process included a Technical Working Group (TWG), which consisted of representatives from a number of Metro departments as well as staff from the City of Los Angeles and County of Los Angeles, who have jurisdiction over the corridor. This group met four times over the course of the project and was instrumental in providing critical technical support and input on both the rail concepts and the refined BRT alternatives.

In April/May 2018, Metro staff initiated the first set of project briefings and key stakeholder meetings. The purpose of these initial briefings and/or meetings was to provide a general overview and schedule of the study, solicit initial stakeholder input on the preliminary rail concepts, and to discuss next steps. In October 2018, a second set of project briefings and key stakeholder meetings were held. The purpose of this second round of briefings/meetings was to provide a study update and solicit further input on the refined rail and BRT concepts. The project team recorded all community feedback and concerns for each meeting.

The project team also offered other convenient means for the community to receive information about the project and provide comment. Online engagement included a special project e-mail box and project website. A total of 349 comments were collected via email, public comments, and comment cards from the meetings.

FINDINGS AND RECOMMENDATIONS

The objective of this study was to evaluate the feasibility of a variety of potential rail concepts for the Vermont Corridor and to further refine the two BRT concepts developed earlier as part of the Vermont BRT Technical Study to ensure that their implementation would not preclude a potential conversion to rail in the future. Initial opportunities to facilitate transit-oriented community outcomes and first last mile amenities were also evaluated. Figure ES-11 contains some key findings and recommendations from the study.

Figure ES-11: Key Findings and Recommendations

1

Improvements to Metro's 2nd busiest corridor are needed

Further work undertaken on transit needs in the corridor, new ridership forecasts, and further input from the Vermont Community all underscore the pressing need to improve services in this critical transit corridor.

2

BRT has community support, as does future rail

While technical concerns exist about specific means of implementation, there is community support for high-quality transit improvements in the corridor, both BRT and future rail.

3

BRT will in no way preclude rail

- For the two most likely rail technologies, there is very little physical overlap between the BRT project and the likely future rail footprint.
- HRT would be fully underground, with no physical conflict with the at-grade BRT.
- In the narrow portion north of Gage Avenue, LRT will also most likely be underground.
- In the wider portion south of Gage Avenue, there is an opportunity to reuse a median-running BRT running way for LRT, and the BRT alignment has been reconfigured to rail standards to facilitate this.

4

Potential opportunity to work with the Vermont Community, the County and the City of LA to revitalize the open-space median at south end of corridor

- While such a project falls outside Metro's mandate and would require financial and project implementation lead from the City, it should be explored with the community during the environmental clearance phase.

5

BRT has capacity to serve the Vermont Corridor to 2042 and beyond

- New ridership forecasting conducted for this study has verified that the Vermont BRT will have the people-carrying capacity to serve the Vermont Corridor into the 2040's and likely beyond.



Board Report

File #: 2019-0043, **File Type:** Contract

Agenda Number: 16.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MARCH 21, 2019

SUBJECT: P2550 LIGHT RAIL VEHICLE STATIC INVERTER APS/LVPS OVERHAUL

ACTION: CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract no. MA51966000 to AmePower, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS) Overhaul. This award is a not-to-exceed amount of \$2,714,220 subject to resolution of protest(s), if any.

ISSUE

In June 2017, the Board of Directors approved the implementation of a P2550 Component Overhaul Program. This procurement is for the professional services to complete the overhaul of the Static Inverter APS/LVPS equipment for the P2550 fleet as recommended by the Original Equipment Manufacturer (OEM) established guidelines. Execution of the overhaul will ensure that the fifty (50) rail car fleet remains in a constant State of Good Repair (SGR) while safeguarding passenger safety, vehicle performance and equipment longevity.

DISCUSSION

The Ansaldo Breda P2550 Light Rail Vehicle (LRV) fleet is in its 11th year of revenue operations. In order to ensure continued safety and reliability the Static Inverter requires overhaul at the eighth year or the six-hundred thousand (600,000) mileage interval as defined by the OEM. The Static Inverter equipment consists of low and high power electronics that drive the inverter modules, transduce voltages, and convert direct current voltages to power the various vehicle systems. The static inverter equipment consists of capacitors, resistors, relays, and circuit boards that degrade and drift over time. This is an integral component of the vehicle systems that provides regulated power to the vehicle inverter systems therefore it is critical to maintain the Static Inverter equipment in a constant state of good repair.

The P2550 Component Overhaul Program consists of a total of nine procurements for the overhaul of the major vehicle systems inclusive of propulsion, pantograph, battery, doors, couplers, high voltage and auxiliary power, friction brakes and truck systems. The power axle assembly, coupler, and friction brake contracts were awarded in December of 2017. Metro is requesting the approval of the Static

Inverter APS/LVPS overhaul contract which is the ninth and final component overhaul procurements requiring board approval for this project. This procurement is for the professional services to complete the overhaul of fifty kits in addition to five spare kits to support the maintenance activities.

Metro's Transit Asset Management and Operations staff conducted a condition assessment of the P2550 fleet in the fall of 2016. The P2550 fleet's overall State of Good Repair (SGR) rating is 3.7 out of 5.0 for an overall adequate rating. This represents an asset that has reached its mid-life and has some moderately defective or deteriorated components. The condition assessment suggested that by performing the recommended OEM mid-life overhauls and addressing the design and obsolescence issues on the P2550 fleet, it is expected that the vehicles can reach their intended 30-year life based on statistical condition decay models.

Rail Fleet Services (RFS) Engineering developed an equipment overhaul specification for the Static Inverter APS/LVPS overhaul based upon the OEM recommendations and with RFS maintenance experience. The contractor will perform overhaul services in accordance with a defined schedule and with Metro's technical specifications requirements.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro and, therefore, it is imperative to maintain the P2550 fleet. The Static Inverter overhaul supports the complete P2550 overhaul program, ensuring the fleet is overhauled in accordance with regulatory standards, according to the defined schedule and technical specifications requirements, and within Metro's internal standards, policies and procedures.

FINANCIAL IMPACT

The approved Life-of-Project (LOP) for the P2550 Fleet Component Overhaul Program under capital project number 214001 is for the amount of \$35,007,546.

Funding of \$357,356 for this Contract will be included and proposed in the FY20 budget in cost center 3944, Rail Fleet Services Maintenance, under project number 214001, line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year Contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is Transportation Development Act Article 4 (TDA). Use of this funding source currently maximizes project funding allocations within approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 2, Deliver outstanding trip experience for all users of the transportation system.

ALTERNATIVES CONSIDERED

Deferral of this program is not recommended as the OEM is out-of-business and parts obsolescence is a significant concern to keep the static inverter operational until such time it will be a candidate for replacement during the Modernization overhaul. The static inverter is a safety critical device that, if not properly maintained, could result in equipment failures and events due to loss of vehicle 'house power' to door systems, interior lighting, and battery charging. The static inverter provides control power to all vehicle systems and upon failure, poses a high risk to passenger safety, negative impact to vehicle availability and reliability.

NEXT STEPS

Overhaul of the P2550 Light Rail Vehicle Static Inverter APS/LVPS will continue in accordance with Rail Fleet Services' scheduled requirements. If approved, the project is scheduled to commence in August 2019.

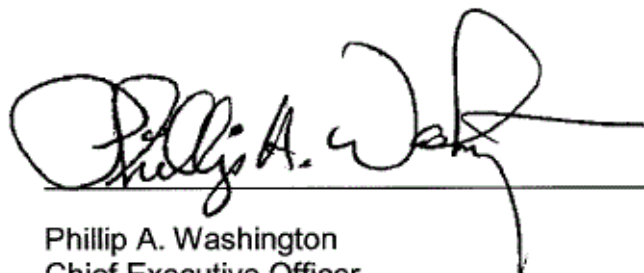
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Sr. Executive Officer, Rail Fleet Services
(213) 922-3144
Richard M. Lozano, Sr. Director, Rail Vehicle Maintenance,
(323) 224-4042

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer,
(213) 418-3051


Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS OVERHAUL
CONTRACT NO. MA51966000**

1.	Contract Number: MA51966000	
2.	Recommended Vendor:	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 17, 2018	
	B. Advertised/Publicized: April 23, 2018	
	C. Pre-Proposal Conference: May 1, 2018	
	D. Proposals Due: July 20, 2018	
	E. Pre-Qualification Completed: December 5, 2018	
	F. Conflict of Interest Form Submitted to Ethics: July 26, 2018	
	G. Protest Period End Date: March 25, 2019	
5.	Solicitations Picked up/Downloaded: 16	Bids/Proposals Received: 3 conforming proposals plus an alternate proposal
6.	Contract Administrator: Mona Ismail	Telephone Number: 213-922-7376
7.	Project Manager: Richard Lozano	Telephone Number: 323-224-4042

A. Procurement Background

This Board Action is to approve Contract No. MA51966000 issued to perform overhaul services for the Gold Line P2550 Light Rail Vehicle (LRV) Static Inverter APS/LVPS. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Quantity, Indefinite Delivery (IDIQ).

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 21, 2018 provided details from pre-proposal and job walk, clarified technical specification, and extended the due date;
- Amendment No. 2, issued on June 7, 2018 extended the due date;
- Amendment No. 3, issued on July 10, 2018 extended the due date.

A Pre-Proposal Conference and job walk was held on May 1, 2018 and 20 questions were received and answered by Metro. A total of three (3) proposals and one (1) alternate proposal were received on July 20, 2018.

B. Evaluation of Proposals

The procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a Technically Acceptable Lowest Price (TALP) competitive RFP procurement process. Three (3) proposals were received but the Proposal Evaluation Team (PET) deemed only two (2) proposals were technically acceptable to perform static inverter APS/LVPS overhaul. One (1) proposal was deemed technically unacceptable by the PET and was excluded from further consideration.

The alternate proposal received was not evaluated due to the proposer's conforming proposal was deemed technically unacceptable. Per the RFP, proposers submitting conforming proposals may submit alternate proposals to this RFP as complete separate offers, if the alternate proposals offer technical improvements or modifications that are to the overall benefit of Metro. The alternate proposal was returned unopened.

The two (2) technically acceptable proposals are listed below in alphabetical order:

	Proposer Name
1.	AmePower
2.	PSI Repair Services, Inc.

The PET evaluated each proposal to determine technical compliance and acceptability on a pass/fail basis against the evaluation criteria and posed questions that were answered by the proposers. Both firms met the technical acceptability requirements and the award recommendation was made to the lowest priced technically acceptable firm. AmePower was found to be the lowest price proposer in full compliance with the RFP and technical requirements.

C. Price Analysis

This procurement was a TALP. AmePower offered the lowest total price proposal. The recommended total price from AmePower has been determined to be fair and reasonable based upon Metro's review and adequate price competition, in accordance with TALP RFP requirements. AmePower's price proposal exceeded Metro's Independent Cost Estimate (ICE) due to unknown variables that Metro Engineering did not account for in their original ICE, such as Contractor efforts to obtain certain obsolete parts and updating other parts to extend life of the unit through the contractual warranty period; thus, causing a variance between the ICE and the lowest price proposal.

	Proposer Name	Proposal Amount	Metro ICE
1.	AmePower	\$2,714,220.00	\$1,365,000
2.	PSI Repair Services, Inc.	\$3,427,323.78	\$1,365,000

D. Background on Recommended Contractor

The recommended firm, AmeTrade, Inc., dba AmePower, located in Miami, FL, has been in business since 2002 and is a leader in the insulated-gate bipolar transistor (IGBT) system upgrades and custom converters for Light Rail Vehicles, including overhaul, retrofit and manufacturing services for rolling stock systems such as Complete Converters; Low Voltage Power Supplies (LVPS); Phase Modules; Auxiliary Power Supplies (APS); and Battery Chargers. Amepower evolved as a leading supplier of power electronic components in the South East, to a full Power Electronics solutions provider, primarily focused in the Mass Transportation Industry.

AmePower has contracts for rail component overhauls with New York Transit of New York City and ACI Herzog of Puerto Rico. The firm has completed contracts to provide upgrade services with MARC of Maryland and WMATA of Washington, DC in the past 3 years. Amepower has a current contract with Metro to repair the A650 GTO Phase Modules which will be completed in 2019. AmePower's contract performance with Metro has been satisfactory.

DEOD SUMMARY

**P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS OVERHAUL
CONTRACT NO. MA51966000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this procurement. While DEOD determined there was a lack of available SBE/DVBE certified firms to perform the specialized overhaul design and manufacturing work, staff continues to encourage eligible proposers to seek certification as SBEs. AMETRADE, Inc. responded accordingly, and was SBE certified prior to proposal due date. AMETRADE, Inc. made a 100% SBE commitment as a prime.

	SBE Contractors	SBE % Committed
1.	AMETRADE, Inc. (Prime)	100.00%
	Total Commitment	100.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2019-0078, File Type: Agreement

Agenda Number: 17.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MARCH 21, 2019

SUBJECT: GLENDALE BEELINE ROUTE 3 / LADOT DASH 601, DASH 602 AND COMMUTER EXPRESS 422, AND PVPTA LINE 225/226 TRANSIT SERVICE OPERATION AGREEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for a period of two years through June 30, 2021 for an amount up to \$1,328,980 which is inclusive of FY19 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Los Angeles Department of Transportation (LADOT) for Dash 601, Dash 602, and Commuter Express 422 for a period of two years for an amount up to \$8,900,520;
- C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of Line 225/226 for a period of two years for an amount up to \$503,385;
- D. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval;
- E. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the PVPTA for funding approval.

ISSUE

The current agreement between LACMTA and the City of Glendale, to fund a portion of Glendale Beeline Route 3 and Line 177, will expire on June 30, 2019. Staff is requesting Board authority to continue the agreement through June 30, 2021, as the service replaces

the former western extension of Metro's directly operated Line 177.

The current agreement between LACMTA and LADOT to fund a portion of Dash 601, Dash 602, and Commuter Express 422 will expire on June 30, 2019. Staff is requesting Board authority to continue the agreement through June 30, 2021.

The current agreement between LACMTA and PVPTA funds a portion of Line 225/226 and will expire on June 30, 2019. Staff is requesting Board authority to continue the agreement through June 30, 2021.

BACKGROUND

In FY98, Metro implemented a Consent Decree Pilot Program to improve mobility for the transit dependent. In July 1999, the Board of Directors approved the service modifications based on the Consent Decree Pilot Program and Public Hearing results. The term of the agreement was for one year from the initial date of operations with automatic one year renewals which include changes to service levels as needed.

DISCUSSION

City of Glendale

In February 2000, the LACMTA Board approved ten year agreement in which LACMTA would discontinue operating service on the western portion of MTA Route 177 between the Jet Propulsion Laboratory (JPL) and downtown Glendale. Line 177 is now a contract line operated for Metro via a private bus company. The service is considered a local, community service that is more suited to be integrated into the Beeline service operated by the City of Glendale.

The City of Glendale agreed to operate on the days of week, span of service, and frequencies of service equal to or better than that operated by the LACMTA. Expenditures in the amount of \$63K for local transit services rendered during 2018-2019 have been included in the current TSA value. Also, the rate will be indexed each year according to the Consumer Price Index (CPI) based on the prior year's rate for the Los Angeles-Long Beach-Anaheim Urbanized Area (not seasonally adjusted).

City of Los Angeles Department of Transportation

The Transit Service Operations Agreement between LACMTA and the City of Los Angeles has been effective since its implementation as part of the Consent Decree. The service has enabled both agencies to focus on operating services more appropriate to each agency's core mission. Currently, Line 422 averages 10.1 boardings per hour, Line 601 averages 40.7 boardings per hour and Line 602 averages 18.6 boardings per hour. These levels are all above the average boardings for community based transit services. In FY18, lines 422, 601 and 602 scheduled 113,718 RSH and reported approximately 3,590,201 annual passenger trips.

City of Palos Verdes Peninsula Transportation Authority

PVPTA began providing service to the Palos Verdes Peninsula in 1995. At the time of the Consent Decree Metro Line 225/226 was the only local bus line operated in this part of the County. In 2006, it was determined that Line 225/226 would be best, and most cost effectively, operated by PVPTA

via subsidy from LACMTA. In FY18, line 225/226 scheduled 6,371 RSH and reported approximately 28,807 annual passenger trips. Please refer to Attachments A, B, and C for additional ridership and service information relating to City of Glendale, LADOT and PVPTA service.

Performance Evaluation

During the coming months, Metro staff will continue to evaluate the performance of the lines to ensure that the service provided aligns with Metro's Transit Service Policy, efficiency standards, and meets the needs of our customers.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

The full value of the City of Glendale service agreement is up to \$1,328,980, LADOT is \$8,900,520, and PVPTA is \$503,385, for a complete total of \$10,732,885. Funding of \$5,383,509 will be included in the FY20 budget to provide the FY20 service levels. All funds for these transit service agreements are included in the FY20 budget cost center 3590, Account 54001 under project number 306006 (System-wide Bus Operations Management and Administration), task 01.001.

Since these are multi-year contracts, the cost center/project manager will be responsible for budgeting these costs in future fiscal years.

Impact to Budget

Funding for this action will come from the Enterprise Operating fund. The source of funds will be from Federal, State, and Local sources including sales tax and fares. These funding sources are eligible for Bus Operating Projects and will maximize fund use based on funding allocation provisions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 3) Enhance communities and lives through mobility and access to opportunity. Metro will continue work towards making Los Angeles County's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

NEXT STEPS

Staff will execute a renewal of the current Transit Service Operation Agreements between LACMTA and the City of Glendale for the Glendale Beeline Route 3 and Line 177; will execute an agreement between LACMTA and the City of Los Angeles for Lines 422, 601 and 602; and will execute an agreement between LACTMA and PVPTA for Line 225/226. During the next two years, Metro will utilize NextGen Bus Study data, findings and recommendations to evaluate the performance of all

bus service and transit market demand in Los Angeles County in an effort to modernize and reimagine our bus network.

ATTACHMENTS

Attachment A - Map of Glendale Service Area


Attachment B - Map of LADOT Service Area

Attachment C - Map of PVPTA Service Area

Prepared by:

Sandra Solis, Director, Finance & Admin (213) 922-6266
Diane Corral-Lopez, EO Admin & Finance (213) 922-7676

Reviewed by: James T. Gallagher, Chief Operations Officer (213) 418-3108
Nalini Ahuja, Chief Financial Officer (213) 922-3088

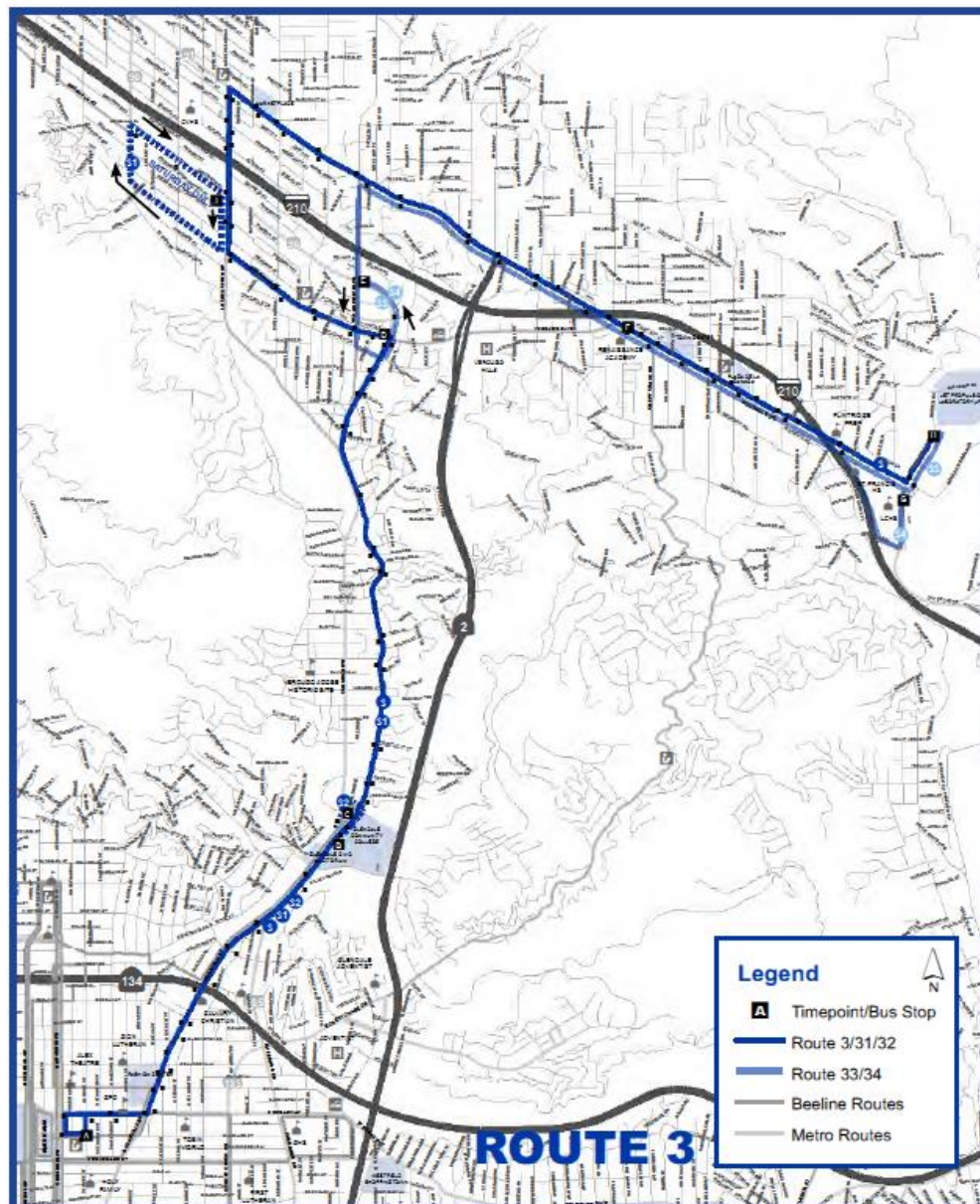


Phillip A. Washington
Chief Executive Officer

Attachment A

Glendale Service Area

	FY 17 Beeline Route 3	FY 17 Line 177 Equivalent	FY 18 Beeline Route 3	FY 18 Line 177 Equivalent
Annual Scheduled Revenue Hours	10,843.0	6,756.4	10,905.0	6,756.4
Annual Passenger Trips	327306	203948	235770	146076
Boardings per Hour	30.2	30.2	21.6	21.6
Cash Fare	\$1.00	\$1.00	\$1.00	\$1.00
Days of Operation	M-F		M-F	
Service Frequency	20-50 Minutes		20-50 Minutes	
Span of Service	5:15 AM - 9:09 PM		5:15 AM - 9:09 PM	



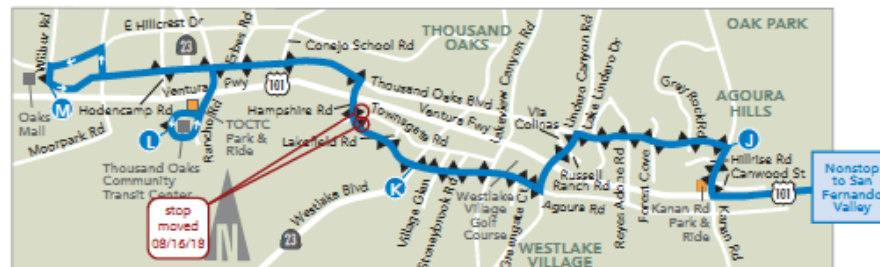
LADOT Service Area

	FY 17 Line 422	FY 17 Line 601	FY 17 Line 602	FY 18 Line 422	FY 18 Line 601	FY 18 Line 602
Annual Scheduled Revenue Hours	13,914	33,165	60,572	13,546	38,835	61,337
Days of Operation	M-F	365	365	M-F	365	365
Service Frequency	30 Minutes	10-25 Minutes	10 - 16 Minutes	30 Minutes	10 - 16 Minutes	10-25 Minutes
Span of Service	AM: 4:55 - 9:30 PM: 1:55 - 8:17	M-F: 5:35am - 9:58pm S-S: 6:00 am - 9:58pm	M-F: 5:00am - 10:30pm S-S: 5:00 am - 10:30pm	AM: 4:55 - 9:30 PM: 1:55 - 8:17	M-F: 5:00am - 10:30pm S-S: 5:00 am - 10:30pm	M-F: 5:35am - 9:58pm S-S: 6:00am - 9:58pm
Annual Passenger Trips	138,987	683,759	2,449,745	157,240	2,655,360	777,601
Boardings per Hour	10.3	21.0	40.9	10.1	40.7	18.6
Cash Fare	\$1.50-\$3.00	\$0.50	\$0.50	\$1.50-\$3.00	\$0.50	\$0.50

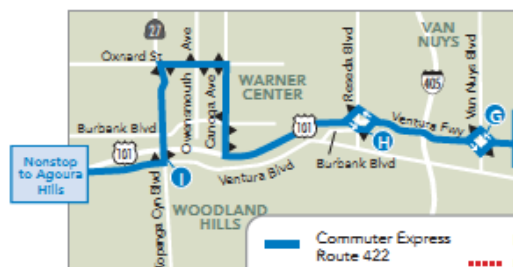
COMMUTER EXPRESS 422

 EFFECTIVE JULY 1, 2017
 EFECTIVO 1 JULIO, 2017

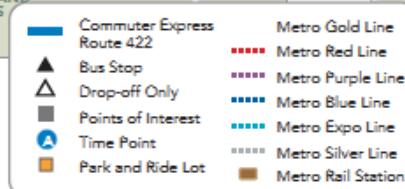
THOUSAND OAKS/AGOURA HILLS



SAN FERNANDO VALLEY



DOWNTOWN LOS ANGELES



PARK & RIDE LOCATIONS

 Thousand Oaks Community Transportation
 Center (TOCTC) Park & Ride
 265 S. Rancho Road, Thousand Oaks

 Caltrans Park & Ride
 (NW) Canwood and Kanan, Agoura Hills

 City of Los Angeles
 Department of Transportation

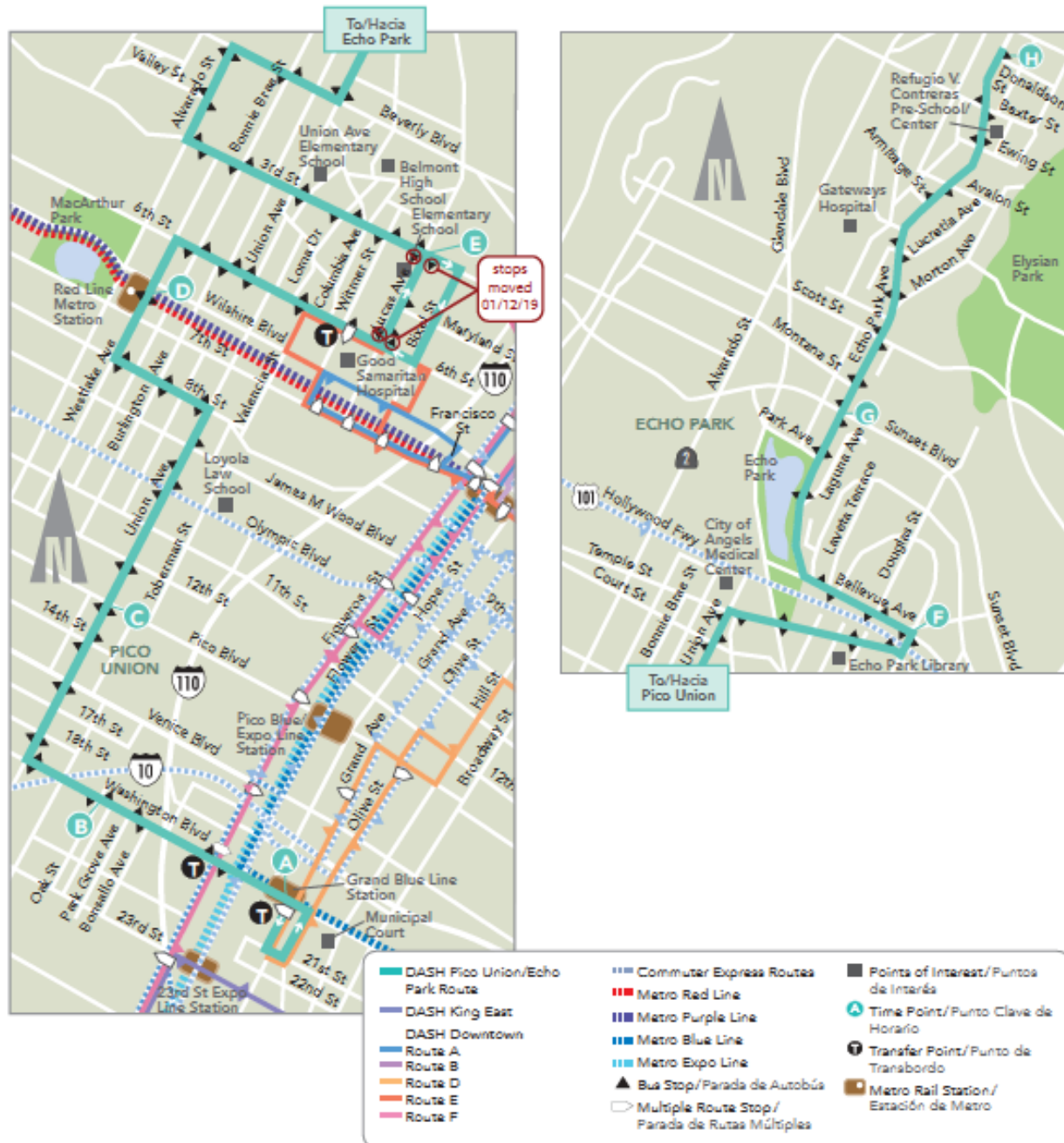
 (213, 310, 323 or/c 818) 808-2273
 www.ladottransit.com

LADOT Service Area



PICO UNION/ECHO PARK

EFFECTIVE JANUARY 12, 2019
A PARTIR DEL 12 DE ENERO, 2019

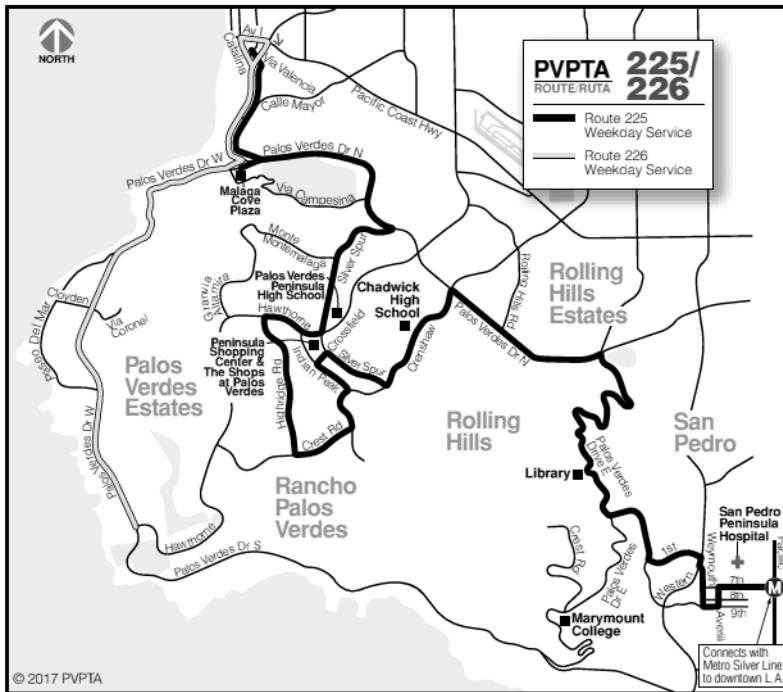


City of Los Angeles
Department of Transportation

(213, 310, 323 or/ó 818) 808-2273
www.ladottransit.com

PVPTA Service Area

	FY 17 225/226	FY 18 225/226
Annual Scheduled Revenue Hours	6,511	6,370
Annual Passenger Trips	31,382	28,807
Boardings per Hour	4.82	4.52
Cash Fare	\$2.50	
Days of Operation	M-F	
Service Frequency	30 - 60 Minutes	
Span of Service	6:00 AM - 7:24 PM	



The Palos Verdes Peninsula Transit Authority (PVPTA) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with PVPTA. For more information on PVPTA's civil rights program and the procedures to file a complaint, please contact 310-544-7108; email pvtransit@palosverdes.com or visit our administrative office at 38 Crest Road West, Rolling Hills, CA 90274. For more information about PVPTA programs and services, visit www.palosverdes.com/pvtransit. If information is needed in another language, please contact 310-544-7108.

Effective Aug. 28, 2017

225/ 226

North/South
Local Bus Service

Service is funded by the Cities of Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills Estates, Los Angeles County, and METRO

Now Connects with Metro's Silver Line!

Palos Verdes Peninsula
PVPTA
TRANSIT AUTHORITY

transit@pvtransit.net



Board Report

File #: 2019-0065, File Type: Contract

Agenda Number: 19.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019****SUBJECT: WIRELESS ROUTERS****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity Contract No. MA58692 to LA Mobile Computing for purchase of wireless mobile routers. The Contract has a first-year amount of \$1,314,197, inclusive of sales tax, and a second-year amount of \$929,754, inclusive of sales tax, for a total contract value of \$2,243,950.65, subject to resolution of protest(s), if any.

ISSUE

This contract is for the acquisition of wireless mobile routers which are a foundational element needed to enhance the customer service experience on the bus fleet. The installation of wireless routers on Metro's fleet has already begun with 1398 of 2348 vehicles completed as of February 2019. The contracted service bus fleet has been fully installed. Additionally, all new bus fleet vehicles include the required specifications to arrive pre-installed with the wireless router kits. The recommended contract award will provide the capability to purchase the wireless routers through Metro's inventory process. This process allows Metro to install the wireless routers on the existing fleet by internal staff that can pull the hardware from inventory and replace/reorder as needed instead of all at once under the contract terms as the installations are completed. The fixed unit price reduces price variation and allows for a faster hardware delivery rate, expediting router installations with the goal of completing the bus fleet installations in early 2020 (about 45 weeks at a rate of 16/week, plus or minus). The award of this contract will allow Metro to develop new fleet functionality with the intention of improving customer service and ridership quality.

BACKGROUND

In March 2017, the Metro Board approved the Connected Bus capital project (CP 207152) and subsequent \$7.8M life-of-project budget to support the implementation of cellular and Wi-Fi technologies on Metro's bus fleet. Now economically feasible, this has advanced the ability to connect transit buses to the Internet. Connecting Metro buses through the public cellular network creates many opportunities. The riding public benefits from internet access to online information while on the bus. Metro Operations can remotely connect to onboard systems, allowing for remote video on

-demand of security cameras by law enforcement and bus/rail operations as well as improved access to vehicle diagnostic systems for increased maintenance efficiency through continuous fleet health monitoring. This technology will also provide improved vehicle location information, advancing the prediction accuracy of next bus arrival times and providing an additional measure of safety and security for both passengers and Metro fleet operators.

DISCUSSION

The contract to be awarded is a “requirements type” agreement in which Metro commits to order only from the awardee, up to 482 units in year 1 and 341 units in year 2 (38 units minimum per year), but there is no obligation or commitment for Metro to order all the wireless routers that may be currently anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal since this procurement was performed under a Set-Aside. The proposed contractor is an approved SBE contractor.

DETERMINATION OF SAFETY IMPACT

Award of the contract will ensure that all operating divisions and the Central Maintenance Facility (CMF) have an adequate inventory to maintain the equipment according to Metro Maintenance standards.

FINANCIAL IMPACT

The funding of \$1,480,000 for these wireless mobile routers is included in the FY19 budget under account 53102, Acquisition of Equipment, in cost center 9230 in project 207152, Connected Buses.

Since this is a multi-year contract, the cost center manager and Chief Information and Technology Officer will be accountable for budgeting the cost in future fiscal years including any option exercised.

Impact to Budget

The current source of funds for this action is Transportation Development Act, Article 4 (TDA). Use of this funding source currently maximizes current funding allocation within approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended contract award supports Metro Vision 2028 Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The mobile routers will ensure that Metro’s focus on improving the customer experience is realized with notable tools that will enhance safety,

security, customer service and Metro's daily operation.

ALTERNATIVES CONSIDERED

The alternative is to not award the contract and procure mobile routers on the open market on an as-needed basis. This approach is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for wireless mobile routers will be fulfilled under the provisions of the contract. A separate but complementary life-of-project will be included in the FY20 Capital Program request so that wireless mobile routers will be extended to the Rail Fleet as well.

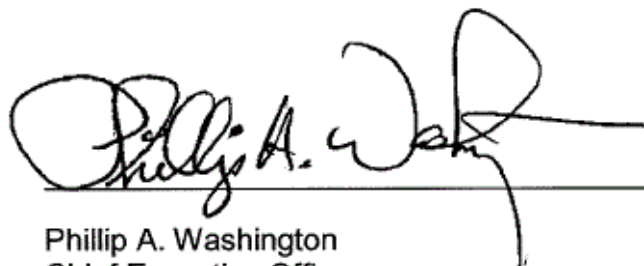
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Al Martinez, Senior Director, ITS (213) 922-2956

Reviewed by: Debra Avila, Chief, Vendor/Contract Management (213) 418-3051
James T. Gallagher, Chief Operations Officer (213) 418-3108
Bryan Sastokas, Chief Information Technology Officer (213) 922- 5510



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PURCHASE OF WIRELESS ROUTERS
CONTRACT NO. MA58692

1.	Contract Number: MA58692	
2.	Recommended Vendor: LA Mobile Computing	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: November 13, 2018	
	B. Advertised/Publicized: November 20, 2018	
	C. Pre-proposal/Pre-Bid Conference: November 20, 2018	
	D. Proposals/Bids Due: December 28, 2018	
	E. Pre-Qualification Completed: February 5, 2019	
	F. Conflict of Interest Form Submitted to Ethics: January 25, 2019	
	G. Protest Period End Date: : January 12, 2019	
5.	Solicitations Picked up/Downloaded: 22	Bids/Proposals Received: 4
6.	Contract Administrator: Juelene Close	Telephone Number: 213/922-1066
7.	Project Manager: Al Martinez	Telephone Number: 213/922-2956

A. Procurement Background

This Board Action is to approve Contract No. MA58692 for the procurement of Wireless Routers. Board approval of contract award is subject to resolution of any properly submitted protest.

Invitation for Bid (IFB) No. MA58692 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

One amendment was issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on December 5, 2018, approved product equal date was extended.

Twenty-two potential bidders downloaded the solicitation. A Pre-Bid Conference was held on November 20, 2018. A total of four bids were received on December 28, 2018.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The four bids are listed below in alphabetical order:

1. Atlas Technology Group
2. Globe Electric

3. JWL Supplies
4. LA Mobile Computing

Globe Electric, JWL Supplies and LA Mobile Computing were determined to be fully responsive and responsible to the IFB requirements. Atlas Technology offered an alternate product that was technically reviewed and determined to not be an equal product. Thus Atlas Technology offer was deemed unacceptable.

C. Price Analysis

The recommended bid price from LA Mobile Computing has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Low Bidder Name	Bid Amount	Metro ICE
Globe Electric	\$2,735,419.83	\$2,998,800
JWL Supplies	\$2,388,735.03	
LA Mobile Computing	\$2,243,950.65	

D. Background on Recommended Contractor

The recommended firm, LA Mobile Computing (LAMC), is located in Los Angeles, California and has been in business since 2017. LAMC has provided similar products related to Metro's Connected Bus project. They have furnished and installed mobile routers for Metro. LAMC has provided satisfactory services and products to Metro in the past.

DEOD SUMMARY

PURCHASE OF WIRELESS ROUTERS
CONTRACT NO. MA58692**A. Small Business Participation**

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

LA Mobile Computing, an SBE Prime, is performing 100% of the work with its own workforce.

SMALL BUSINESS PRIME (SET-ASIDE)

	SBE Prime Contractor	SBE % Committed
1.	LA Mobile Computing (Prime)	100.00%
	Total Commitment	100.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.



Metro

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

Board Report

File #: 2018-0745, **File Type:** Oral Report / Presentation

Agenda Number: 21.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019**

**SUBJECT: ORAL REPORT ON NEXTGEN REGIONAL SERVICE CONCEPT AND NEW BLUE
UPDATE.**

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

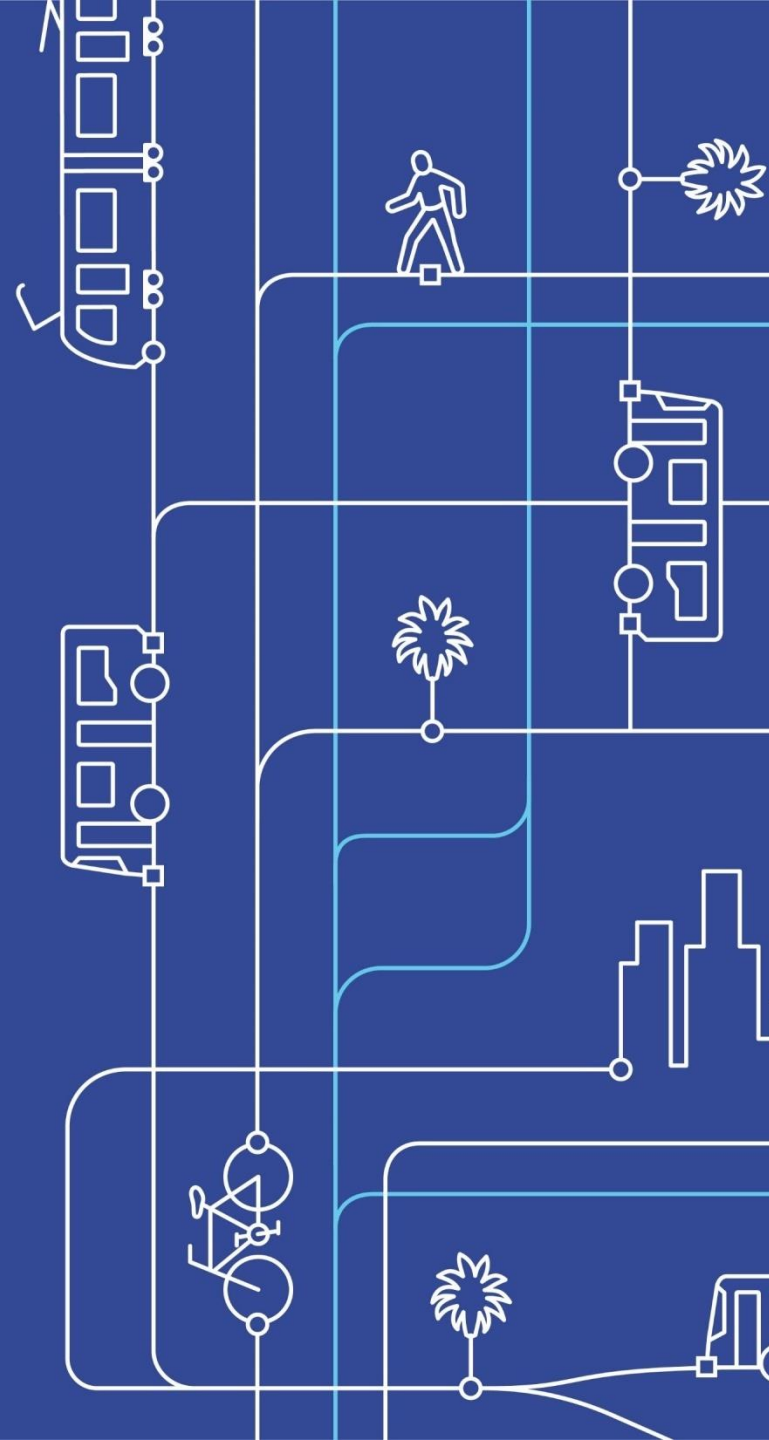
RECEIVE oral report on NextGen Regional Service Concept and New Blue Update.

NEXTGEN Bus Study

Update on New Blue Project
and the Development of a
Regional Service Concept

COO Report

March 21, 2019



New Blue Monthly Update

March 2019

- Metro continues modernization efforts to improve the operation and safety of the Metro Blue Line (MBL).
- The Southern Segment has been closed for approximately four (4) weeks and is scheduled to be out of service through late May 2019.

Service

- Bus shuttle service adjustments implemented March 3, 2019 provide enhanced Line 860 (Express) midday/weekend service and Line 861 (Select) off peak/weekend service.
- Bus shuttle service levels during peak periods remain as follows: Lines 860 (Express) and 862 (Local) are every 6 minutes, with Line 861 (Select) every 20 minutes.

Express Service (DTLB-DTLA)

- Metro reviewed boardings relative to Line 860 (Express) service and determined that the requested level of service is integrated in current Line 860 (Express) service and stops.
- Metro is currently retaining 64% of southern Blue Line ridership - Blue Line shuttle ridership (Lines 860, 861 & 862): 21,600 and FY18 Blue Line Rail ridership: 33,100
- Line 862 (Local) ridership comprises 70% of Blue Line bus shuttle ridership.
- Northbound Blue Line shuttle boarding analysis reveals that additional selective service (DTLB to DTLA) would result in the underutilization of buses and imbalanced service for the majority of Long Beach customers.

New Blue Monthly Update

Signage & Partner Agency Coordination

- Updated wayfinding and overhead destination signs were installed at 103rd St/Watts Towers, with additional stations scheduled in the next weeks.
- Stakeholder outreach is underway for the installation of a temporary/pop-up PM peak bus lane between Flower St. and 28th St.
- Metro continues to work with Director Garcetti's Office, City of LA and Council Districts 9 & 14 to implement this temporary bus lane by June 2019 (Phase 2 of the New Blue Project).

New Blue Improvement Work

- All construction work is proceeding per schedule despite recent inclement weather.
- Construction activities continue including: Willowbrook/Rosa Parks (W/RP) platform and overhead catenary demolition, storm drain installation, Compton new interlocking track work, and Long Beach Loop landscaping and fence work.
- Metro personnel continue to tamp track, pressure wash, paint benches and columns, replace track feeder cables, and support the installation of fiber and power cables for the digital map cases.

Regional Service Concept

Set of policy choices that define how the bus network should be designed & a framework for allocating service levels among various markets

- Network goals and objectives
- Process for redesigning the network
- Framework for balancing tradeoffs
- Measures of success

Public Workshop Series

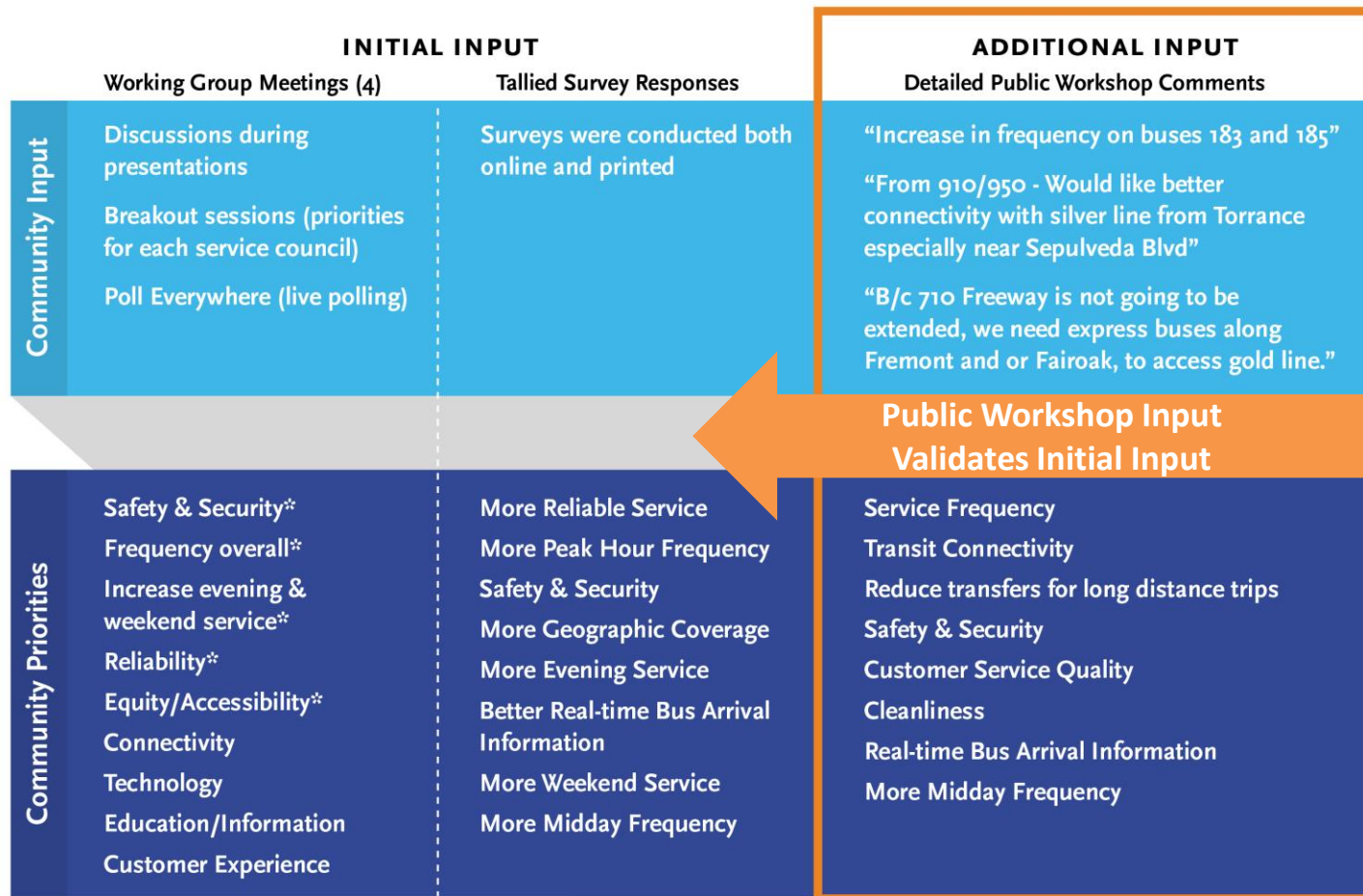
18+ public workshops, over 900 attendees & 1,500+ comments*

- *Round 1:* 10 meetings organized by Service Council area
- *Round 2:* 8 additional targeted stakeholder meetings (including 1 ADA-focused meeting; 3 meetings left to host 3/12, 3/13 and 3/19)
- 1,500+ comments on service, operations, and personal needs/experiences
- Forum for dialogue with over 800 customers and residents
- Utilized interactive stations designed to guide attendees through the complex process of redesigning Metro's bus system
- Included other service departments and project teams



*Number of attendees and comments are projected due to upcoming remaining meetings

Recurring Themes and Priorities



**Working Group identified these issues as equal priority*

Bus Service Concepts & Policy

Bus Network Goals and Objectives

Provide high quality mobility options that enable people to spend less time traveling (Metro Vision 2028)

- Target infrastructure & service investments towards those with the greatest mobility needs
- Invest in a world class bus system that is reliable, convenient, & attractive to more users for more trips
- Endorse travel speed, service frequency, & system reliability as the highest priority service design objectives for the NextGen Bus Study (Motion 38.1)
- Optimize system performance to maximize benefit to the public

Measures of Success

Balance system efficiency/productivity indicators with measures of customer benefit



Network Development Process



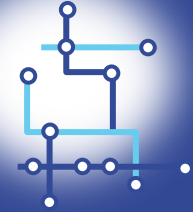
**Market
Demand**



**Service
Performance**



**Built
Environment**



**Network
Design**

Transit Orientation

Fixed route bus service succeeds when:

- There is a high concentration of travel where transit can be competitive, AND
- Current transit service is well aligned with the demand, AND
- The built environment & other external factors favor transit use.

Design Considerations

Bus service must be designed to the specifications of individual markets based on:

- Time of day/day of week, AND
- Trip distance, AND
- Demographics served, AND
- External factors impacting transit competitiveness

Network Design Considerations

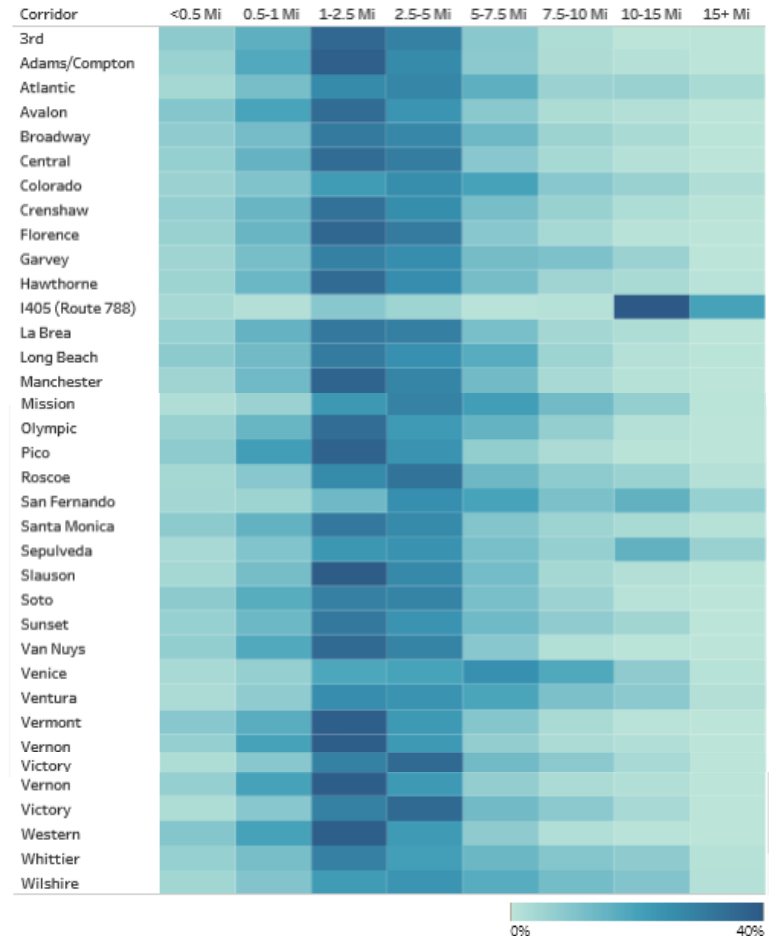
There is no “one size fits all” solution.
Tradeoffs will be made at the corridor and subarea level for:

- Routing
- Stop spacing
- Frequency
- Span of Service

Customer Comments by Area

	System	Central	GWC	SFV	SGV	SBC	WSC
Better real-time bus arrival information	18%	21%	16%	18%	16%	20%	17%
More reliable service	18%	16%	16%	17%	17%	16%	23%
More geographic coverage	12%	9%	11%	12%	13%	14%	13%
More peak hour frequency	11%	11%	11%	10%	12%	8%	11%
More midday frequency	11%	13%	12%	13%	8%	9%	14%
More evening service	14%	13%	14%	12%	16%	19%	12%
More weekend service	16%	17%	20%	18%	17%	14%	10%
Total	100%	100%	100%	100%	100%	100%	100%

Corridor Ridership by Distance

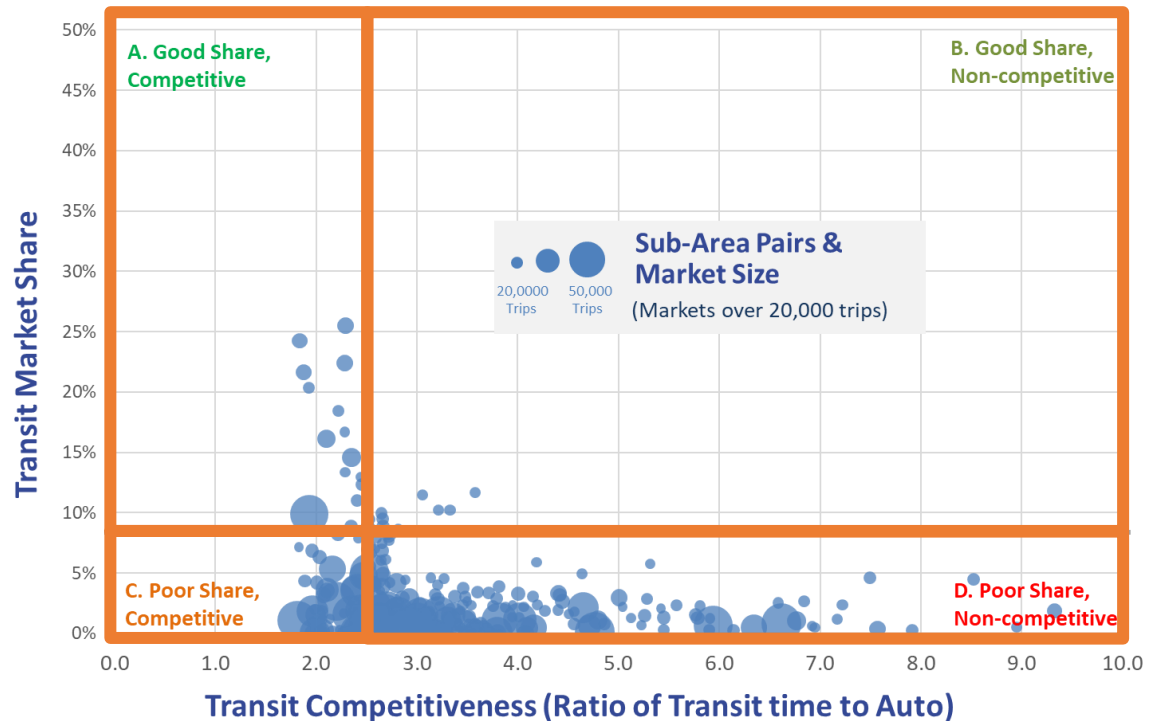


Market Demand



Diagnose the transit competitiveness of each origin to destination trip pair within LA County

- A. Succeeding where we should be (can we optimize?)
- B. Succeeding where we should not be (can we apply elsewhere?)
- C. Not succeeding where we should be (how do we fix it?)
- D. Not succeeding where we should not be (these areas are likely more suitable to other modes such as microtransit)

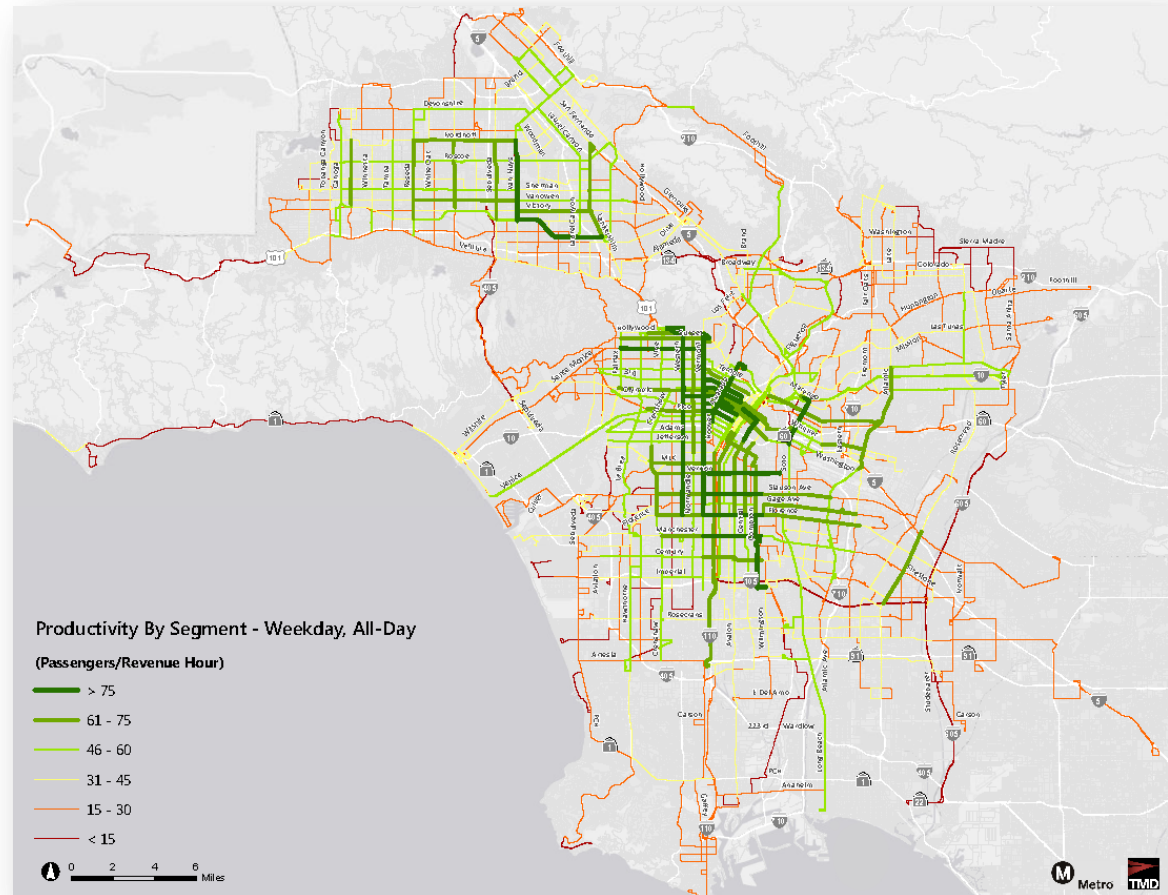


Service Performance



Where is transit performing well & where is it not?

- Identify top performing line segments for optimization & improvement based on travel pattern, trip length, demand by time of day
- Evaluate areas with underperforming line segments for restructuring, replacement with other modes, or elimination

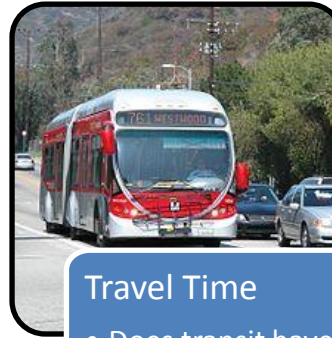


Built Environment



Pay particular attention to transit friendly environments that promote transit use

- Allocate more resources to serve areas that exhibit several external factors that “push” people to use transit
- Allocate less resources to serve areas that show moderate to few characteristics of transit orientation
- Do not allocate fixed route bus resources in areas with little or no transit friendly characteristics
- Work with City and County partners to improve transit friendliness in areas with strong propensity



Travel Time

- Does transit have priority over cars?



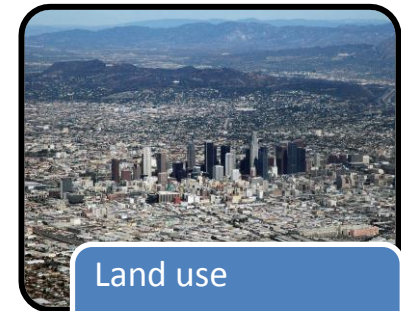
Parking supply

- Is there too much free parking?



Demographics / population

- Are households transit dependent ?



Land use

- Is the built environment transit friendly?

Network Design Principles

Identify market demands with most potential

System is easier to understand & more convenient

More people ride transit

Metro has more fare revenue

Apply service & infrastructure treatments

Buses are used more efficiently

Takes fewer resources to provide same service

Metro has lower operating expenses

Metro can reinvest in more service



Next Steps

April 2019

- External Working Group Meeting #5
- Board Staff Workshop

May 2019

- Board approval of Regional Service Concept



Thank You



Board Report

File #: 2019-0042, File Type: Contract

Agenda Number: 22.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019****SUBJECT: P2550 LIGHT RAIL VEHICLE PROPULSION INVERTER PHASE MODULE
OVERHAUL AND UPGRADE****ACTION: CONTRACT AWARD****RECOMMENDATION**

AWARD a 40-month, indefinite delivery/indefinite quantity Contract No. MA53984000 to AmePower, Incorporated to overhaul and upgrade up to four-hundred-thirty-seven (437) P2550 Light Rail Vehicle Propulsion Inverter Phase Modules for a not-to-exceed amount of \$6,065,920 subject to resolution of protest(s), if any.

ISSUE

In June 2017, the Board of Directors approved the implementation of a P2550 Component Overhaul Program. This procurement is for the professional services to complete the overhaul and upgrade of Propulsion Inverter Phase Module equipment for the P2550 fleet as recommended by the Original Equipment Manufacturer (OEM) established guidelines. Execution of the overhaul will ensure that the fifty (50) rail car fleet remains in a constant State of Good Repair (SGR) while safeguarding passenger safety, vehicle performance and equipment longevity.

DISCUSSION

The Ansaldo Breda P2550 Light Rail Vehicle (LRV) fleet is in its 11th year of revenue operations. In order to ensure continued safety and reliability, the Propulsion Inverter requires an overhaul at the eighth year or 600,000 mileage interval as defined by the OEM. The propulsion inverter phase module equipment consists of high power electrical components such as capacitors, resistors, relays, and circuit boards that wear out and are of parts obsolescence concern. The propulsion equipment is an integral vehicle system that provides the regulated power to the vehicles traction motors, gearbox, and wheels; therefore, it is critical to maintain the propulsion inverter systems in a constant State of Good Repair.

The P2550 Component Overhaul Program consists of a total of nine procurements for the overhaul of the major vehicle systems inclusive of propulsion, pantograph, battery, doors, couplers, high voltage and auxiliary power, friction brakes and truck systems. The power axle assembly, coupler, and friction brake contracts were awarded in 2017. Metro is requesting the approval of the propulsion module overhaul contract which will be the 8th in succession of the nine component overhaul procurements

requiring board approval. This procurement is for the professional services to complete the overhaul of fifty (50) kits in addition to five spare kits to support the maintenance activities.

Metro's Transit Asset Management and Operations staff conducted a condition assessment of the P2550 fleet in the fall of 2016. The P2550 fleet's overall State of Good Repair (SGR) rating is 3.7 out of 5.0 for an overall adequate rating. This represents an asset that has reached its mid-life and has some moderately defective or deteriorated components. The condition assessment suggested that performing the recommended OEM mid-life overhauls and addressing the design and obsolescence issues on the P2550 fleet, will result in vehicles reaching their intended 30-year life based on statistical condition decay models.

Rail Fleet Services (RFS) Engineering developed an equipment overhaul specification for the propulsion inverter phase module overhaul and upgrade based upon both the OEM recommendations and RFS maintenance experience. The contractor will perform overhaul services and equipment upgrades in accordance with a defined schedule and with Metro's technical specifications requirements.

DETERMINATION OF SAFETY IMPACT

Approval of this will have a positive safety impact which is of the utmost importance to Metro and, is therefore, imperative in the maintenance of the P2550 fleet. The propulsion inverter phase module overhaul and component upgrade is in support of the complete P2550 overhaul program, ensuring the fleet is overhauled in accordance with regulatory standards, according to the defined schedule and technical specifications requirements, and within Metro's internal standards, policies and procedures.

FINANCIAL IMPACT

The approved Life-of-Project (LOP) for the P2550 Fleet Component Overhaul Program under capital project number 214001 is for the amount of \$35,007,546. Funding of \$400,000 for this contract will be included and proposed in the FY20 budget in cost center 3948, Rail Fleet Services Maintenance, under project number 214001, line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year Contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is Transportation Development Act Article 4 (TDA). Use of this funding source currently maximizes current project funding allocations within approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 2) Deliver outstanding trip experience for all users of the transportation system.

ALTERNATIVES CONSIDERED

Deferral of this program is not recommended as the OEM is out-of-business and parts obsolescence is a significant concern to keep the propulsion inverter operational until such time it will be a candidate for replacement during the Modernization overhaul. The propulsion inverter is a safety critical device that, if not properly maintained, could result in catastrophic events due to loss of traction effort, train won't move, loss of regenerative braking, and/or fire from high power component shorting out, all of which impact vehicle safety and reliability. Should the propulsion inverter overhaul be deferred there would be a high risk to passenger safety, negative impact to vehicle availability and reliability. Such deferment is not recommended.

NEXT STEPS

Overhaul of the P2550 Light Rail Vehicle Propulsion Inverter will continue in accordance with Rail Fleet Services' scheduled requirements. If approved, the project is scheduled to commence in August 2019.

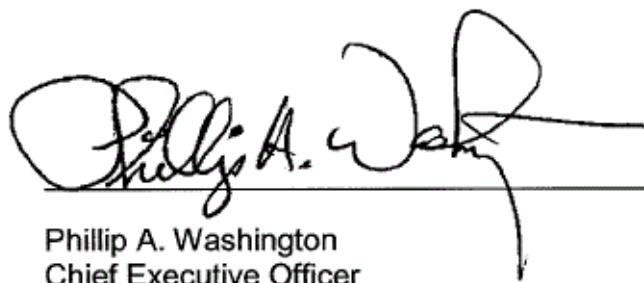
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Sr. Executive Officer, Rail Fleet Services
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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**P2550 PROPULSION INVERTER PHASE MODULE OVERHAUL & UPGRADE
CONTRACT NO. MA53984000**

1.	Contract Number: MA53984000	
2.	Recommended Vendor: AmePower	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 19, 2018	
	B. Advertised/Publicized: June 25, 2018	
	C. Pre-Proposal Conference: July 11, 2018	
	D. Proposals Due: October 16, 2018	
	E. Pre-Qualification Completed: January 17, 2019	
	F. Conflict of Interest Form Submitted to Ethics: December 1, 2018	
	G. Protest Period End Date: March 25, 2019	
5.	Solicitations Picked up/Downloaded: 19	Proposals Received: 3
6.	Contract Administrator: Jean Davis	Telephone Number: 213/922-1041
7.	Project Manager: Richard Lozano	Telephone Number: 323/224-4042

A. Procurement Background

This Board Action is to approve Contract No. MA53984000 issued in support of Metro's P2550 Light Rail Vehicle (LRV) to procure services required for the overhaul and upgrade of the Propulsion Inverter Phase Modules Assemblies. Board approval of contract award is subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery, Indefinite Quantity (IDIQ).

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

- Amendment No. 1, issued on July 16, 2018 revised the proposal due date.
- Amendment No. 2, issued on September 4, 2018 revised the proposal due date and offered potential responders a Job Walk.
- Amendment No. 3, issued on September 10, 2018 provided changes to the RFP and Statement of Work.
- Amendment No. 4, issued on September 28, 2018 revised the proposal due date from October 1 to October 16, 2018.

A pre-proposal conference was held on July 11, 2018 and was attended by seven participants. During the procurement process, Metro provided formal responses to a total of 66 questions from potential proposers. Three (3) proposals were received on October 16, 2018.

B. Evaluation of Proposals

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for an explicit factors best value, competitive RFP procurement process. The RFP instructions required proposers to submit proposals for two distinct scopes of work scenarios: Scenario #1 - to provide all services and equipment for overhaul and upgrade of the propulsion inverter phase modules; and/or Scenario #2 - to provide complete replacement of propulsion inverters.

A Proposal Evaluation Team (PET), consisting of Metro staff members from Rail Fleet Services and Rail Vehicle Engineering departments, convened and conducted the evaluation based on the proposals received.

The proposals were evaluated based on the following evaluation criteria:

- | | |
|-------------------------|-----|
| 1. Proposed Design | 30% |
| 2. Technical Capability | 20% |
| 3. Past Performance | 15% |
| 4. Project Management | 15% |
| 5. Cost | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for similar Metro rail component overhaul services procurements. Several factors were considered when developing these weights, giving the greatest importance to the Proposed Design.

Three (3) firms submitted proposals for both scope of work scenarios. AmePower and PSI Repair Services, Inc. were both deemed to be fully responsive and responsible to the RFP requirements. Alstom Transportation, Inc. (Alstom) proposed material changes to Metro's technical specification and standard contract terms and conditions. After extensive discussions with Alstom, Metro's PET determined their requested changes materially altered Metro's technical and contract requirements; thus, the proposer was eliminated from further award consideration.

The three proposers are listed in alphabetical order below:

No.	Proposer Name
1.	Alstom Transportation, Inc.*
2.	AmePower
3.	PSI Repair Services, Inc. (PSI)

*This Firm was eliminated from award consideration due to their requests for material changes to RFP's technical requirements and to the RFP's standard contract terms & conditions.

Based on Metro's PET comprehensive reviews and evaluation of all proposals, the PET elected to proceed with Scope of Work Scenario #1, for the potential awardee to provide all services and equipment for overhaul and upgrade to the propulsion inverter phase modules.

The PET concluded that two (2) of the three (3) proposers were deemed fully responsive and responsible to the RFP requirements.

Qualifications Summary of Firms within the Competitive Range:

AmePower

AmePower's proposal, through discussions with their technical team, determined they had the technical capability to perform the required overhauls and upgrade services. Amepower possesses the required experience, equipment, tools, and personnel to handle the overhaul/upgrade or the replacement of the propulsion inverter per the technical specification.

Amepower provided a detailed narrative and test plan which demonstrated an in depth knowledge of the Statement of Work. Amepower has a past history of successful performance with projects similar to the project Metro is currently seeking. Amepower exhibited extensive rail overhaul experience and technical knowledge. Amepower offered the lowest price proposal.

PSI

PSI Repair Services, Inc. ("PSI") was deemed by the PET to have the necessary facilities and equipment and technical capability and past performance experience to meet the RFP requirements. PSI proposed upgrades with service proven technologies and products and a test plan sufficient to test and commission the inverters. However, PSI has not performed design or vehicle performance testing services and planned to subcontract these services. The PET expressed concerns regarding PSI's ability to provide corrective actions related to specific past performance issues. PSI's cost proposal is 47.447% percent higher than the ICE and the second highest rated proposer.

The following is a summary of the PET evaluation scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	AMEPOWER				1
3	Proposed Design	96.70	30.00%	29.01	
4	Technical Capability	100.00	20.00%	20.00	
5	Past Performance	93.33	15.00%	14.00	
6	Project Management	93.33	15.00%	14.00	
5	Cost Proposal	100.00	20.00%	20.00	
7	Total		100.00%	97.01	

8	PSI REPAIR SERVICES INC.				2
9	Proposed Design	93.33	30.00%	28.00	
10	Technical Capability	70.00	20.00%	14.00	
11	Past Performance	76.70	15.00%	11.51	
12	Project Management	80.00	15.00%	12.00	
13	Cost Proposal	49.89	20.00%	9.98	
14	Total		100.00%	75.49	

C. Price Analysis

This formal procurement resulted in an open procurement with price competition. The recommended price has been determined fair and reasonable based on adequate price competition, Independent Cost Estimate (ICE), and engineer's technical review. Metro received two (2) qualified price proposals with the lowest price offered being deemed as fair and reasonable.

Proposer Name	Proposal Amount	Metro ICE
AmePower, Inc.	\$6,065,920	\$5,768,400
PSI Repair, Inc.	\$12,157,452	

D. Background on Recommended Contractor

AmePower is located in Miami, Florida and has been in business over 20 years. Amepower is a certified engineering company whose expertise includes: Insulated-Gate Bipolar Transistor (IGBT) to IGBT and Gate Turn-Off (GTO) Thyristor to IGBT technology conversions; overhaul, retrofit and manufacturing services for rolling stock systems including: Complete Converters; Low Voltage Power Supplies (LVPS); Phase Modules; Auxiliary Power Supplies (APS); and Battery Chargers. Amepower evolved as leading suppliers of power electronics components in the South East, to a full Power Electronics solutions provider, primarily focused in the Mass Transportation Industry.

Amepower has contracts for rail component overhauls with New York Transit of New York City and ACI Herzog of Puerto Rico. The firm has completed contracts to provide upgrade services with MARC of Maryland and WMATA of Washington, DC in the past 3 years. Amepower has a current contract with Metro to repair the A650 GTO Phase Modules which will be completed in 2019. Amepower's contract performance with Metro has been satisfactory.

DEOD SUMMARY

**P2550 PROPULSION INVERTER PHASE MODULE OVERHAUL & UPGRADE
CONTRACT NO. MA53984000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this procurement. While DEOD determined there was a lack of available SBE/DVBE certified firms to perform the specialized overhaul design and manufacturing work, staff continues to encourage eligible proposers to seek certification as SBEs. AMETRADE, Inc. responded accordingly, and was SBE certified prior to proposal due date. AMETRADE, Inc. made a 100% SBE commitment as a prime.

	SBE Contractors	SBE % Committed
1.	AMETRADE, Inc. (Prime)	100.00%
	Total Commitment	100.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2019-0079, File Type: Contract

Agenda Number: 24.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MARCH 21, 2019

SUBJECT: LEXRAY SOFTWARE MAINTENANCE SERVICE CONTRACT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. RATIFY AND EXECUTE Contract No. PS126167000-30896 with MobilPrise, Inc. dba LexRay (LexRay) for software maintenance services for costs incurred from January 1, 2015 through March 31, 2019 in the amount of \$1,226,863;
- B. EXECUTE Contract Modification No. 1 to Contract No. PS126167000-30896 with LexRay for software maintenance services for the term April 1, 2019 ending December 31, 2020, increasing the total authorized amount by \$531,136 for a revised total contract amount of \$1,757,999; and

ISSUE

In February 2013, Metro entered into a sole source procurement with LexRay to begin the development of a mobile data platform by purchasing proprietary software licenses. This allowed Metro to migrate closed-circuit television feeds from Metro's rail stations onto a mobile platform for viewing on smart phones. This migration resulted in enhancements of situational awareness for Metro staff and law enforcement during an incident or emergency. At that time, Metro had knowledge that these services were only available from LexRay due to their patent on this software technology.

DISCUSSION

The software provided by LexRay to Metro was originally purchased in 2013. This software is used by Metro's System Security and Law Enforcement Department to facilitate viewing closed circuit television cameras (CCTV) on mobile devices like smartphones and tablets. This ability to view CCTV images on mobile devices gives Metro and law enforcement immediate situational awareness.

Following the 2013 procurement, staff at the project level failed to adhere to contracting protocols, and, among other irregularities, obligated the Agency to pay software maintenance fees for calendar years 2015 through 2018. In late 2018, LexRay advised Metro that there were invoices in the amount of \$1,138,432 for maintenance services from 2015, 2016, 2017 and 2018 that were unpaid. In addition, maintenance services for January, February and March 2019 total \$88,431. Executive staff

in Security and Vendor Contract Management consulted with the Office of the Inspector General and County Counsel as to the best way to resolve this matter. Staff negotiated a resolution with LexRay and their legal counsel. Staff concurs that the amount due LexRay is accurate. Staff is requesting the Board ratify the contract for these maintenance services.

Going forward and as part of lessons learned, Metro is seeking to acquire one video management system with a mobile viewing inclusion. Therefore, a separate mobile viewing provider will no longer be necessary.

DETERMINATION OF SAFETY IMPACT

The LexRay Mobile Operations Platform has enhanced situational awareness at rail stations and other critical Metro locations, and increased incident and emergency response time of Metro staff and law enforcement officers.

FINANCIAL IMPACT

There will be no impact to the FY19 Budget, the amount due LexRay will be paid with FY19 cost savings from security contracts.

IMPACT TO BUDGET

The source of funds for this action will be a mix of operations eligible funds including fares, sales tax and federal/state grants as it supports the safe operation of the rail system.

ALTERNATIVES CONSIDERED

Withhold payment for the software maintenance services provided to Metro. This is not recommended because LexRay performed in good faith and provided Metro ongoing software maintenance.

NEXT STEPS


Upon Board approval of the requested recommendations, staff will execute a Contract and Contract Modification No 1. with LexRay for software maintenance services through December 31, 2020 and pay all outstanding invoices.

ATTACHMENTS

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

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Reviewed by: Alex Z. Wiggins, Chief, System Security & Law Enforcement (213) 922-4433
Debra Avila, Chief, Vendor Contract Management
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LEXRAY SOFTWARE MAINTENANCE SERVICE/PS126167000-30896

1.	Contract Number: PS126167000-30896	
2.	Recommended Vendor: MobilPrise, Inc. dba LexRay	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input checked="" type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: N/A	
	E. Pre-Qualification Completed: March 5, 2019	
	F. Conflict of Interest Form Submitted to Ethics: February 19, 2019	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: N/A	Bids/Proposals Received: N/A
6.	Contract Administrator: Aielyn Dumaua	Telephone Number: (213) 922-7320
7.	Project Manager: Susan Walker	Telephone Number: (213) 922-7464

A. Procurement Background

This Board Action is to:

- a) Ratify and execute Contract No. PS126167000-30896 for software maintenance services incurred from January 1, 2015 through March 31, 2019 in the amount of \$1,226,863; and
- b) Execute Contract Modification No. 1 to Contract No. PS126167000-30896 in the amount of \$531,136, for continued software maintenance services for the period April 1, 2019 through December 31, 2020

Total contract amount, including modification, will be \$1,757,999. This is a single source procurement issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

In February 2013, Metro entered into a sole-source procurement with LexRay for the development of Mobile Operations Platform, which included hardware equipment, customized software applications and licenses. However, Metro inadvertently failed to pay software maintenance fees since calendar year 2015. In addition, continued LexRay maintenance service is required through December 31, 2020.

The LexRay Mobile Operations Platform is a proprietary technology used by Metro to enhance situational awareness at rail stations and other critical Metro locations, and increase incident and emergency response time of Metro staff and law enforcement officers.

B. Cost/Price Analysis

The recommended contract price has been found to be fair and reasonable based upon price analysis, including the review of invoices submitted for services rendered during January 1, 2015 through March 31, 2019 and price proposal for continued services during April 1, 2019 through December 31, 2020. Based on the price analysis, technical analysis, fact-finding, and clarifications, the total agreed to price of \$1,757,999, including Modification No. 1, has been determined to be fair and reasonable.

	Proposer Name	Proposal Amount	Metro ICE	Final Amount
1.	MobilPrise, Inc. dba LexRay			
	Original Contract	\$1,226,863	\$1,226,863	\$1,226,863
	Modification No. 1	\$ 531,136	\$ 531,136	\$ 531,136
	Total	\$1,757,999	\$1,757,999	\$1,757,999

C. Background on Recommended Contractor

The recommended firm, MobilPrise, Inc. dba LexRay, is headquartered in Downers Grove, Illinois. It has been in business since 2008 and is a mobility technical company that provides applications, video and systems interfaces on mobiles.

LexRay's patented technologies allow integration of enterprise solutions in the fields of biometrics, facial recognition, artificial intelligence, Internet of Things (IoT) technologies, mobile emergency operations centers, object recognition, person of interest, threat detection, real-time alerts, multi-location intelligence, gender detection, ethnicity detection, age detection, emotion detection, heat maps, forensic video, deep learning, gesture recognition, access control, drone connectors, computer dispatching system, predictive analytics, continuity of operations planning and all types of mobile applications.

The LexRay Mobile Operations Platform allows seamless integration with a wide variety of IoT products and systems. It has been implemented within industries such as government, law enforcement, ID management, smart cities, energy sector, airports, harbors and ports, NFL and MLB, casinos and hotels, stadiums and events, mobile carriers, online-to-offline, manufacturing, education and retail. Clients include the Los Angeles County Sheriff Department, Santa Ana Police, Regional Transportation Transit and StubHub in support of the LA Chargers and LA Galaxy games.

LexRay has been providing Metro with software maintenance service on the LexRay Mobile Operations Platform, including licenses, hardware equipment and software customization upgrade, since 2013 and performance has been satisfactory.

ATTACHMENT B**CONTRACT MODIFICATION/CHANGE ORDER LOG****LEXRAY SOFTWARE MAINTENANCE SERVICE/PS126167000-30896**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	LexRay Software Maintenance Service for the period 4/1/19 through 12/31/20	Pending	3/28/19	\$531,136
	Modification Total:			\$531,136
	Original Contract:	Pending	3/28/19	\$1,226,863
	Total:			\$1,757,999

DEOD SUMMARY

LEXRAY SOFTWARE MAINTENANCE SERVICE/PS126167000-30896

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this sole-source procurement as the MobilPrise, Inc. dba LexRay's software license and technology is proprietary. It is expected that LexRay will perform the work with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2019-0119, File Type: Contract

Agenda Number: 32.

REVISED
CONSTRUCTION COMMITTEE
MARCH 21, 2019

SUBJECT: METRO GOLD LINE INTERSTATE 210 BARRIER REPLACEMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. INCREASING Design Life-of-Project (LOP) Budget for Metro Gold Line Interstate 210 Barrier Replacement, (CP Number 405581) by \$11,463,026, increasing the LOP budget from \$11,078,366 to \$22,541,392; and
- B. AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services Contract Nos. AE30673000, AE30673001, AE30673002 with AECOM, CH2M Hill, and Parsons Transportation Group, respectively, in the amount not-to exceed \$11,000,000 increasing the total contract value from \$30,000,000 to \$41,000,000.

ISSUE

Since the opening of the Metro Gold Line, there have been ten accidents in which mostly high profile vehicles, traveling on the 210 Freeway, have entered into Metro's operating Right-of-Way. The latest incident occurred on Thursday, November 22, 2018. During the incident, a tractor trailer breached the existing concrete barrier causing damage to the Gold Line system and resulting in a major disruption. Staff has been working on developing a design for barrier improvements for the Pasadena Gold Line to effectively mitigate the risks of future breaches into Metro's Gold Line Right-of-Way. Once the barrier improvements design is completed and approved by Caltrans, Metro will procure a construction contract for installation of the improvements.

The Design LOP budget was approved at the May 2016 board for an amount of \$11,078,366. The original design contract was awarded to CH2M Hill Inc. (now a part of Jacobs) for an initial value of \$4,799,967. Two modifications to this contract were made that brought the total value of the contract

to \$5,233,277.

The environmental impact and disruption to Metro Gold Line operations during construction of this project are much larger than initially anticipated. To effectively address all the environmental issues and provide a complete design that accounts for Metro rail operation, an adjustment to the initial LOP funding needs to be made to cover the increased costs through final design.

BACKGROUND

The original project was initially scoped and considered as a relatively simple and straightforward barrier replacement project. It was assumed that this project would be easily cleared environmentally because all the anticipated work was going to be within the prism of the roadway on State or public right-of-way. Also, no significant impacts or resource agency permits were expected. However, as the design development phase proceeded, information from the field began to greatly complicate the project.

For the majority of the project limits, the tight spatial constraint of the project site will require the closure of the HOV lane on the I-210 freeway and single tracking of the Gold Line during the removal and replacement of the existing median barrier. The non-standard features of the existing freeway had to be reviewed and current mitigation measures needed to be reevaluated to determine if they were still effective. For example, some portions of the I-210 freeway currently do not meet the standard stopping site distance requirement. This non-standard feature is currently being mitigated by tail light requirements (a requirement that following vehicles can observe the tail lights on a preceding vehicle to ensure adequate braking distance). By increasing the height of the median barrier, the project would no longer meet the current tail light requirement and a new mitigation measure for stopping site distance must be studied and implemented. Also, the design was obliged to comply with some of the new code requirements and where possible add new features such as lighting at each HOV egress and ingress locations.

Since the HOV lane of the I-210 freeway will be closed for a significant length of time during construction of this project, traffic diverting from I-210 mainline onto local streets is expected. To better understand the traffic and environmental impacts imposed by this project, a specialized microsimulation traffic analysis and a focused air quality study during construction were added to the project's scope of work. The tight spatial constraints and the need to design the barriers for the highest crash worthiness required the development of more complicated non-standard barrier details which will require Caltrans' approval.

DISCUSSION

We have presented a Board Box dated November 16, 2018 detailing the project progress. In that progress report, we also outlined the next steps necessary to successfully complete the project.

There are various factors that contributed to contract changes and increased costs and the need to increase the design LOP. The project was initially scoped for somewhat simple barrier replacement. The scope of design and environmental studies were well coordinated with Caltrans prior to establishing a LOP.

Neither Metro nor Caltrans foresaw the environmental issues and design difficulties that the project is currently facing. These difficulties include, large freeway traffic disruptions during construction that give rise to delays beyond acceptable limits, resulting in diversion of traffic onto the local streets which causes issues with air quality and noise, addressing existing non-standard freeway features, obtaining approval for use of stronger non-standard barriers, and impacting Metro's operations during construction of the project.

Metro and Caltrans have agreed to divide the project into two pieces. This will allow the portion with lesser environmental issues to move forward at a faster pace towards final design while the environmental issues on the other portion are being addressed. Due to the urgency of the project, the design has been moving forward at risk, meaning that the environmental studies and the final design are being done concurrently. Therefore, now that the project is divided into two pieces, some of the work that has already been done needs to be revised, impacting the cost of the project.

Currently about \$3.9 million is still remaining from the original LOP. This contract was awarded to CH2M as an on-call contract (Contract No. PS4730-3070) and has since expired. No additional change orders can be issued to CH2M through this contract. Staff recommends utilizing the On-Call Highway Program Project Delivery Support Services contract (Contract No. AE30673001) approved by the Board on 06/27/2017. CH2M is one of the consultants that competed and was selected to perform engineering services under that contract. In order to be responsive to this high priority and urgent project and provide continuity to the project, we elected to use this Metro contract with CH2M to continue the design.

DETERMINATION OF SAFETY IMPACT

This Board's decision to approve this Project is paramount to ensuring public safety along the Metro Gold Line I-210 corridor.

Completion of this project will be an important step in improving safety and reducing the likelihood of future breaches into Metro's Gold Line Operational Right-of- Way. The improvements described in this project are necessary for public safety.

FINANCIAL IMPACT

The funds for FY19 is included in cost center 8510 - Construction Procurement, under project number 405581 - I-210 Barrier Replacement. Since this is a multi-year project, the Project Manager, the cost center manager and Chief Program Management Officer will be accountable for budgeting

the cost in future years.

Impact to Budget

The funding source for this action will come from Proposition C 25% (PC25%) as a result of work scope aligned with highway related improvements. This fund source is not eligible for operating or capital improvements on bus and rail. No other fund sources were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By supporting the recommendation to increase the LOP budget of the I-210 Barrier Replacement Project, the Board is supporting Metro's strategic plan goal 1 which promotes trip reliability, reduces trip disruptions as well as delivery of world-class transit service by ensuring our transit assets are in a state of good repair. Each time the median barrier was breached, Metro's Gold Line operations and ridership were affected. The I-210 Barrier Replacement Project will eliminate the likelihood of a freeway vehicle breaching the median barrier and affecting Gold Line operations in the future.

ALTERNATIVES CONSIDERED

The following alternatives were considered:

1. Keeping the value of LOP at current level will not provide the necessary funds to complete the design of this project. The existing barrier, which does not prevent intrusion of high profile vehicles, will remain in place. This alternative is not recommended since, on an average basis, we experience two vehicle intrusions per year into Metro operating right of way.
2. Awarding the remaining portion of the work to a firm other than CH2M/Jacob or issuance of a new contract other than the Highway Program On-Call Services Contract. This will require procurement of a new contract. This alternative is not recommended because it will delay the project considerably either because of the time that it will take to procure a new contract or the time it would take for a new team to learn about the project before continuing with the current design.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services contracts with CH2M Hill, AECOM and Parsons Transportation Group and issue a Task Order to CH2M Hill to continue design of the project and obtain Caltrans approval for the replacement the existing barrier along the median of I-210. Staff will report monthly project progress to the Board.

ATTACHMENTS


Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Funding/Expenditure Plan

Prepared by:

Androush Danielians, Executive Officer (213) 922-7598

Reviewed by:

Richard Clarke, Chief Program Management Officer (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ON-CALL HIGHWAY PROGRAM PROJECT DELIVERY SUPPORT SERVICES

AE30673000/AE30673001/AE30673002

1.	Contract Number: AE30673000/AE30673001/AE30673002			
2.	Contractor: AECOM, CH2M Hill Inc., Parsons Transportation Group			
3.	Mod. Work Description: Replace existing I-210 non-standard barriers with taller barriers capable to withstanding crash loads equivalent to TL-5 load rated barriers.			
4.	Contract Work Description: On-Call Highway Program Project Delivery Support Services			
5.	The following data is current as of: March 7, 2019			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	June 27, 2017	Contract Award Amount:	\$30,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$0.00
	Original Complete Date:	June 21, 2020	Pending Modifications (including this action):	\$11,000,000
	Current Est. Complete Date:	June 21, 2020	Current Contract Value (with this action):	\$41,000,000
7.	Contract Administrator: Mark T. Penn		Telephone Number: 213.922.1455	
8.	Project Manager: Androush Danielians		Telephone Number: 213.922.7598	

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services contracts issued in support of the I-210 Barrier Replacement Program.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a task order based firm fixed price.

On June 27, 2017, the Board awarded three contracts where work will be authorized through the issuance of separate FFP task orders. The Board approved cumulative total value of the three contracts combined is not-to-exceed \$30,000,000. The contracts were awarded to AECOM Technical Services Inc. (Contract No.

AE30673000), CH2M Hill Inc./Jacobs (Contract No. AE30673001), and Parsons Transportation Group, Inc. (Contract No. AE30673002). CH2M Hill Inc. was the prime contractor on the I-210 Barrier Replacement Program and has, to date, provided a 60% complete design drawing package on the project.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

(Refer to Attachment B – Contract Modification/Change Order Log)

CONTRACT MODIFICATION/CHANGE ORDER LOG
ON-CALL HIGHWAY PROGRAM PROJECT DELIVERY SUPPORT SERVICES
AE30673000/AE30673001/AE30673002

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Replace existing I-210 non-standard barriers with taller barriers capable of withstanding crash loads equivalent to TL-5 load rated barriers.	Pending	03/28/19	\$11,000,000
	Modification Total:			\$11,000,000
	Original Contract(s):			\$30,000,000
	Total:			\$41,000,000

DEOD SUMMARY

I-210 Barrier Replacement/AE30673000/AE30673001/AE30673002

A. Small Business Participation

CH2M Hill Inc./Jacobs made a 27% SBE and 3% DVBE commitment. The project is 17% complete and CH2M Hill Inc./Jacobs current SBE/DVBE participation is 0%. CH2M Hill Inc./Jacobs has a current shortfall of 27% SBE and 3% DVBE. CH2M Hill Inc./Jacobs explained that their shortfall is due to only receiving three small task orders to date. CH2M Hill Inc./Jacobs projects that the task order currently being processed will increase their SBE/DVBE participation. The value of these task orders is approximately 3.5% of the total potential value of this overall contract, and CH2M Hill Inc./Jacobs indicated that they would be able to meet the SBE/DVBE commitment with future work. The value of these task orders is approximately 3.5% of the total potential value of this overall contract. CH2M Hill Inc./Jacobs has made a 36.31% SBE and 3.10% DVBE commitment on the pending modification which is projected to increase their SBE/DVBE participation. CH2M Hill Inc./Jacobs indicated that they will meet their SBE/DVBE commitment.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that CH2M Hill Inc./Jacobs is on schedule to meet or exceed its DBE commitment. If CH2M Hill Inc./Jacobs is not on track to meet its small business commitment, Metro staff will ensure that CH2M Hill Inc./Jacobs submits an updated mitigation plan. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	27% SBE 3% DVBE	Small Business Participation	0% SBE 0% DVBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	ACT Consulting Engineers, Inc.	TBD	0.00%
2.	AP Engineering & Testing, Inc.	TBD	0.00%
3.	Arrellano Associates, LLC	TBD	0.00%
4.	Epic Land Solutions, Inc.	TBD	0.00%
5.	Geo- Advantec, Inc.	TBD	0.00%
6.	Hout Construction Services, Inc.	TBD	0.00%
7.	Martini Drilling Corporation	TBD	0.00%
8.	Minagar & Associates, Inc.	TBD	0.00%
9.	Pac Rim Engineering, Inc.	TBD	0.00%
10.	Rincon Consultants, Inc.	TBD	0.00%
11.	System Metrics Group, Inc.	TBD	0.00%

12.	Tatsumi & Partners, Inc.	TBD	0.00%
13.	Wagner Engineering & Survey, Inc.	TBD	0.00%
	Total	27.00%	0.00%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Virtek Company	3.00%	0.00%
	Total	3.00%	0.00%

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

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

FUNDING/EXPENDITURE PLAN

Project 405581 – Metro Gold Line Interstate 210 Median Barrier Replacement

Use of Funds	Expended Through FY18	FY19	FY20	Total	Total
Professional Services:					
Final Design Consultant	\$ 4,503,600	\$ 6,676,000	\$ 5,088,700	\$ 16,268,300	72%
Reviews/Coordination (Caltrans)	\$ 962,000	\$ 700,000	\$ 1,030,500	\$ 2,692,500	12%
CMA	\$ -	\$ 700,000	\$ 456,000	\$ 1,156,000	5%
Total Professional Services	\$ 5,465,600	\$ 8,076,000	\$ 6,575,200	\$ 20,116,800	89%
Metro Engineering & Administration	\$ 379,300	\$ 400,000	\$ 670,392	\$ 1,449,692	6%
Contingency	\$ -	\$ 600,000	\$ 450,900	\$ 1,050,900	5%
Total Project Cost	\$ 5,844,900	\$ 9,076,000	\$ 7,696,492	\$ 22,617,392	100%
Sources of Funds	Funded Through FY18	FY19	FY20	Total	Total
Prop C 25%	\$ 5,844,900	\$ 9,076,000	\$ 7,696,492	\$ 22,617,392	100%
Total Project Funding	\$ 5,844,900	\$ 9,076,000	\$ 7,696,492	\$ 22,617,392	100%

Los Angeles County Metropolitan Transportation Authority



Gold Line I-210 Barrier Replacement Project

March 28, 2019 Board Presentation



Gold Line I-210 Barrier Replacement - Project Limits

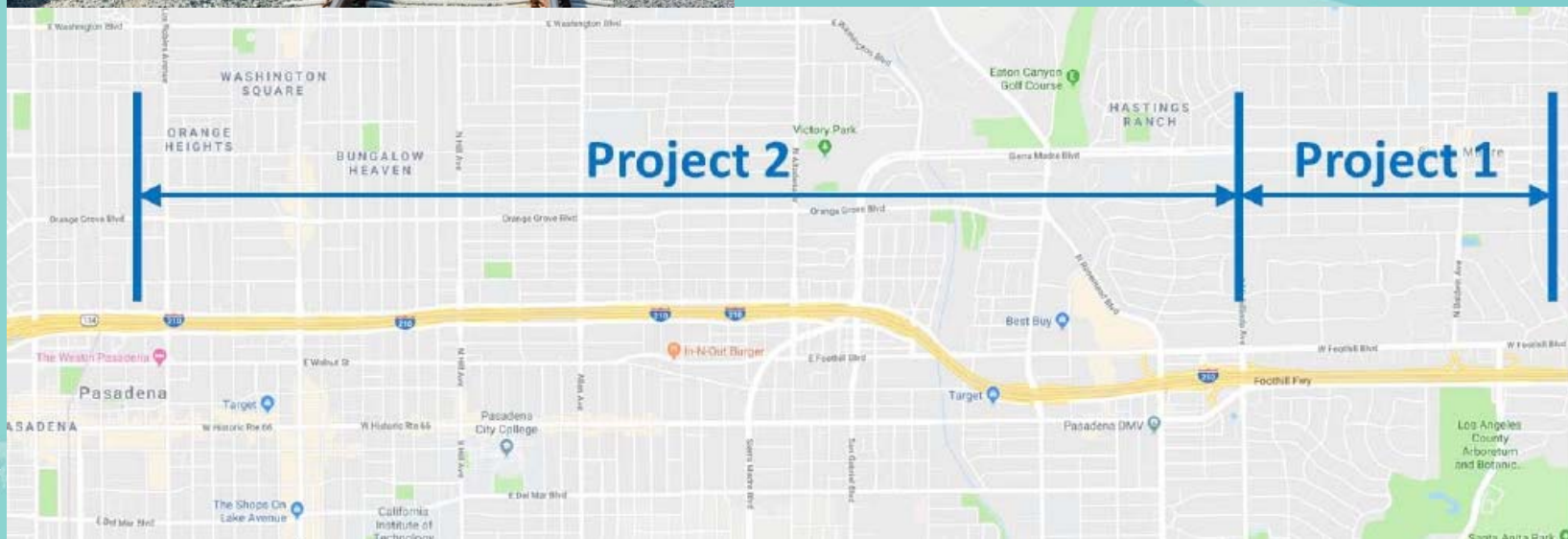


Split into 2 Projects for Expediency

Total Project: Marengo Tunnel to Iconic Bridge

Project 1: Michillinda Avenue to Iconic Bridge

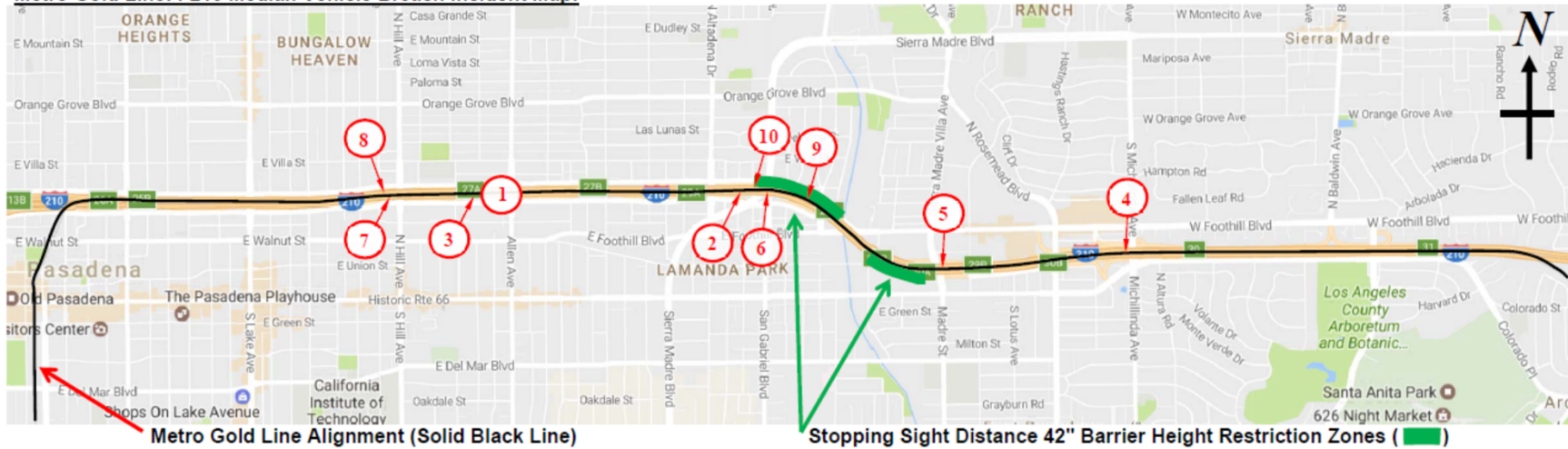
Project 2: Marengo Tunnel to Michillinda Ave.



Gold Line I-210 Barrier Replacement - A Safety Project

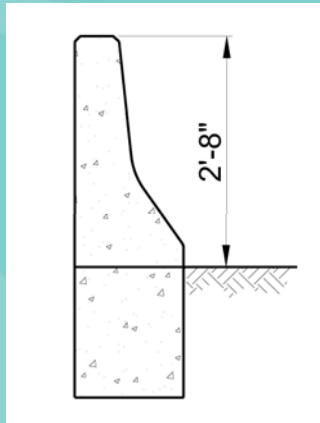


Metro Gold Line: I-210 Median Vehicle Breach Incident Map:

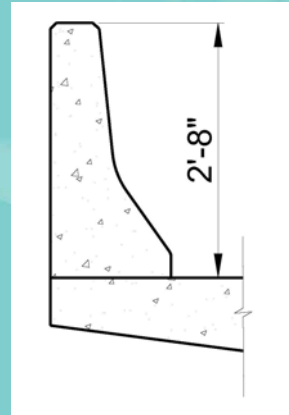


Gold Line I-210 barriers are being replaced to prevent this from occurring in the future.

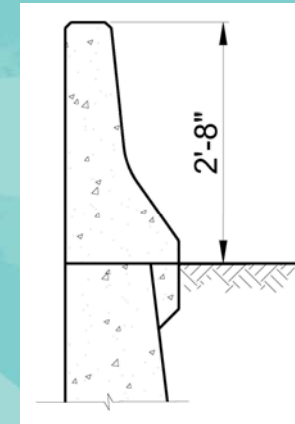
Gold Line I-210 Barrier Replacement – Existing and Proposed Barrier Configurations



On Ground

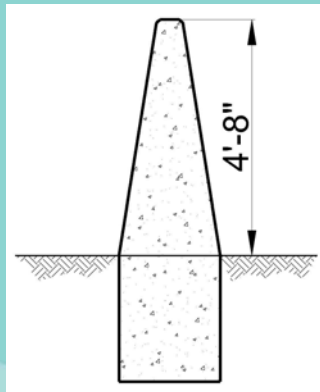


On Bridge

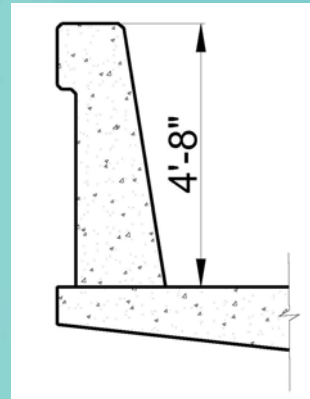


On Retaining Wall

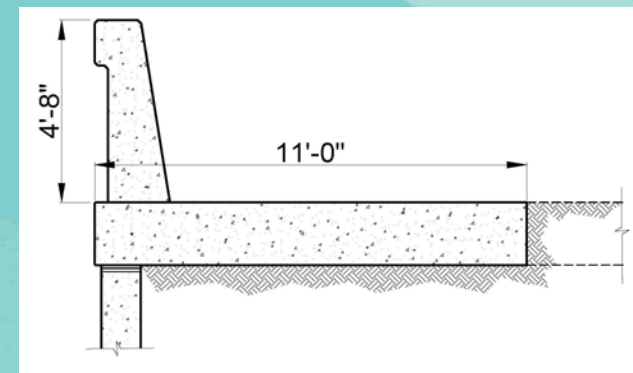
Existing Barrier Configurations



On Ground



On Bridge



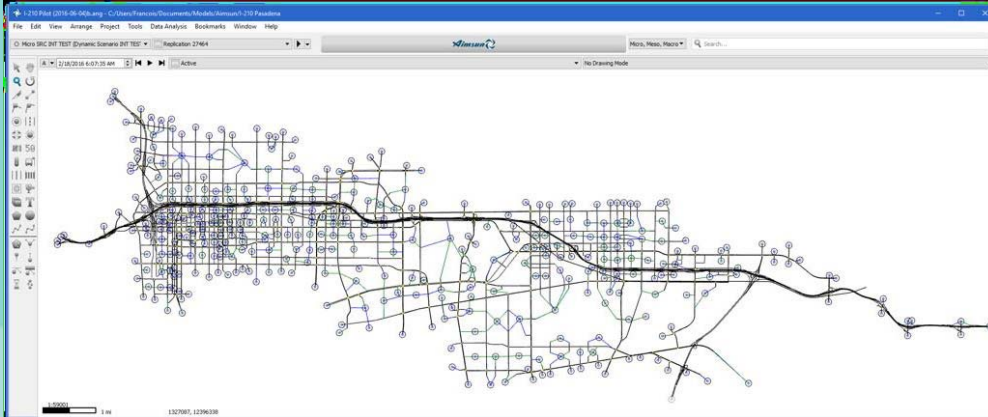
On Retaining Wall



Metro

Proposed Barrier Configurations

Gold Line I-210 Barrier Replacement – Addressing the Challenges



Metro

Optimized Solutions:

- Extremely tight workspace causing HOV lane closure and single tracking for the construction of Project 2; complicating environmental clearance
- Complex traffic study underway to quantify traffic impacts to the freeway and city streets



Thank you



Board Report

File #: 2019-0155, File Type: Policy

Agenda Number: 34.

REGULAR BOARD MEETING MARCH 28, 2019

SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

ACTION: ADOPT RESOLUTION OF NECESSITY

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel RM-16 located at 14330 Marquardt Avenue, Santa Fe Springs, CA, (APN 8069-007-043), consisting of the fee simple interest and the Improvements Pertaining to the Realty in the property identified (hereinafter the "Property" as identified in Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

BACKGROUND

Fee simple acquisition of the above-referenced parcel, referred to herein as the "Property", is required for the construction of and operation of the Rosecrans/Marquardt Grade Separation Project (Project). The acquisition is required in order to improve the safety and traffic flow of the Rosecrans Avenue and Marquardt Avenue intersection.

A written offer to purchase was delivered to the Owner of Record ("Owner") of the Property, as required by California Government Code Section 7267.2. The Owner has not accepted the offer of just compensation made by the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not reached a negotiated settlement as of this date. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain to maintain the Project schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the Owner informing it of its right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least

private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received by LACMTA from all interested parties at the hearing, LACMTA must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property by eminent domain. In order to adopt the resolution, LACMTA must, based on the evidence before it, and by a vote of two-thirds of all the members of its governing body, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolution that has been approved by counsel, and which sets forth the required findings (Attachment A).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

Funding for the final settlement of the acquisition is included in the adopted FY19 budget, under Measure R 20% Highway Capital for the Rosecrans/Marquardt Grade Separation Project number 460066 and Cost Center 2415.

Impact to Budget

The approved FY19 budget is designated for the Rosecrans/Marquardt Grade Separation Project and does not have an impact to operations funding sources. The funds were assumed in the Long Range Transportation Plan for the Project. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Equity Platform Framework Consistency

Equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

Strategic Plan Consistency

The Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Acquisition of property is a required step for the ultimate construction and operation of the Rosecrans Marquardt Grade Separation Project, which will provide an additional mobility option.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property by eminent domain. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of California Eminent Domain Law.

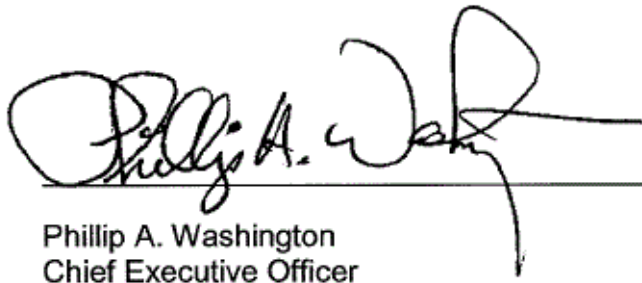
ATTACHMENTS

Attachment A - Staff Report

Attachment B - Resolution of Necessity

Prepared by: Craig Justesen Director of Real Property Management & Development, (213) 922-7051

Reviewed by: Velma C. Marshall, Deputy Executive Officer - Real Estate, (213) 922-2415
Holly Rockwell, Senior Executive Officer - Real Property
Management & Development, (213) 922-5585
Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF PROPERTY FOR THE ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT- RM-16

BACKGROUND

The Property is required by the Los Angeles County Metropolitan Transportation Authority for the construction and operation of the Rosecrans/Marquardt Grade Separation ("Project"). The address, record owner (as indicated by a title report) ("Owner"), physical description, and nature of the property interest sought to be acquired for the Project are summarized on the table below.

Assessor's Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest Sought	LACMTA Parcel#
8069-007-043	14330 Marquardt Avenue, Santa Fe Springs, CA	The Dedeoglu 2010 Living Trust dated June 18, 2010. Artin Dedeoglu and Gulhatun Dedeoglu, are the Co-Trustees of the Trust	Rosecrans/ Marquardt Grade Separation Project	Fee Simple and Improvements Pertaining to Reality	RM-16

A written offer to acquire the Property consisting of Parcel RM-16 was mailed to the Owner's Representative by letter dated October 22, 2018 for acquisition of the Real Property. To date, the Owner has not accepted the offer to purchase.

A. The public interest and necessity require the Project.

The purpose of the Project is to:

- 1) Improve safety;
- 2) Maintain access to the railroad for emergency responders;
- 3) Maintain existing railroad facilities and operations; and
- 4) Accommodate future High-Speed Rail in the corridor

The Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection experiences an average of 45,000 vehicles and 112 trains traveling through the intersection within each 24-hour period, as estimated, using Los Angeles County Department of Public Works traffic data from 2011 (Los Angeles County Department of Public Works, 2015). The BNSF line serves approximately 55 long distance and local freight trains, as well as

up to 57 passenger trains for both Metrolink commuter and Amtrak within a 24-hour time period (Los Angeles County Metropolitan Transportation Authority, 2016). The existing BNSF railroad tracks and roadway are at the same grade. This causes a high volume of vehicle conflicts at the intersection. In addition, the railroad crossing traverses the intersection diagonally, which results in poor sight distance between roadway and railroad vehicles.

The combination of these factors has caused the intersection to experience a higher proportion of traffic incidents than average, including fatalities. The ongoing danger has prompted the CPUC under Section 190 to rate this intersection as the most hazardous at-grade railroad crossing in the state. The completion of this Project would alleviate the existing vehicle conflicts and safety hazards at the intersection.

Motorist, cyclist, bus, and emergency vehicle access will need to be maintained at all times during construction of the Project. In addition, train volume in the BNSF corridor is anticipated to increase in the future. Additionally, a third BNSF track is planned for this corridor. The Project would facilitate continued access to and around the project area, including access to the railroad.

The intersection of railroad and roadway infrastructure poses competing interests, which lead to collisions and accidents in the project area. To accommodate existing and planned railroad facilities and operations, the Project would elevate Rosecrans Avenue to an overpass, which would allow critical improvements along the roadway and BNSF ROW to occur.

The project area does not currently accommodate for future HSR planned in the BNSF railroad corridor. At the conclusion of the California High-Speed Train System Tier 1 EIR/EIS, FRA and CHSRA identified the BNSF corridor as the proposed corridor for the HSR Los Angeles to Anaheim project section. FRA and CHSRA are currently conducting further Tier 2 environmental analysis and this Project would be designed to accommodate and not preclude future HSR infrastructure, minimizing time and costs between both projects.

B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Environmental Assessment evaluates the proposed action and the Project alternatives that were developed to meet the identified purpose and need of the Project. When developing alternatives, the following criteria were considered:

- Traffic impacts during construction;
- Required utility relocations;
- Access to businesses during construction;
- ROW impacts;
- Impacts to railroad operations; and

- Project costs.

Several build alternatives were considered, but only one build alternative was recognized as feasible, Alternative 2: Offset Overpass with Connector Road. The Build Alternative was identified as a suitable alternative using the criteria above. Therefore, the alternatives considered for the Project are the Alternative 1 (No Build Alternative) and one Build Alternative (Alternative 2). Resource areas evaluated for each alternative include land use, community impacts, utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, visual/aesthetics, cultural resources, water quality and storm water runoff, hazardous waste/materials, air quality, and noise. In addition, the potential cumulative impact of past, present, and reasonably foreseeable future projects in the project region are evaluated with respect to these resources.

Under Alternative 1 (No Build Alternative), the current configuration of the Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection would be maintained, and the at-grade railroad crossing would remain. This alternative would not improve safety because each user (trains, vehicles, and pedestrians) would continue sharing the Rosecrans/Marquardt intersection crossing, which would not address the risk of collision. Additionally, the segment of BNSF corridor in the project area has been planned for a third set of BNSF tracks, which would require changes in roadway geometry in the project area. Existing conditions are not conducive to accommodate future HSR infrastructure. Under the No Build Alternative, construction activities would not be completed. However, this alternative would not help to achieve the desired safety or circulation improvements, and would therefore not meet the Project purpose and need.

Under Alternative 2 (Build Alternative), Rosecrans Avenue would be realigned to the south, and an overpass would be constructed to raise Rosecrans Avenue over Marquardt Avenue, the BNSF ROW, and Stage Road. The southern leg of Marquardt Avenue would be extended under the overpass and connected to Rosecrans Avenue. The northern leg of Marquardt Avenue would be connected to Stage Road. A frontage road would also be constructed to connect Anson Avenue to the northern leg of Marquardt Avenue and Stage Road.

Traffic signals would be installed along Rosecrans Avenue: one at the intersection with Marquardt Avenue to the west, and one to the east of the overpass at the intersection with Iseli Road. Other improvements include sidewalk construction, street lighting installation, landscape installation/replacement, parking lot reconfiguration, and utility relocations. Alternative 2 would require full acquisition of eight properties, including six industrial properties and two commercial properties (Sierra Plaza and Animal Hospital), and various partial and temporary easements, including seven roadway easements, one footing easement, one utility easement, and 15 temporary construction easements (TCEs). Construction would be completed over an approximately 24-month period.

Improvements considered under Alternative 2 would meet the purpose and need of the Project. Connectivity between Rosecrans Avenue, Marquardt Avenue, Stage Road, and Anson Avenue would be maintained through the use of signalized intersections. Utilities in the existing roadway would remain in their existing alignment, minimizing the duration

of construction. Proposed transportation structures would be located outside of the BNSF ROW, so that a third set of BNSF tracks and future HSR tracks would be accommodated. The majority of construction activities under this alternative would be completed outside of the existing Rosecrans Avenue footprint in order to meet the purpose and need element, “maintain access to the railroad for emergency responders”, which includes access during Project construction. Access disruptions to residents, businesses, and the community during construction would be minimized to the maximum extent feasible. Operation of Alternative 2 would enhance mobility and quality of life for the community. Therefore, the Project would help achieve the desired safety and circulation improvements, and would meet the Project purpose and need.

C. The Property is necessary for the Project.

The Property is required for the construction of the overhead pass over Marquardt Avenue and realigning Rosecrans Avenue to the south. The selected alignment is critical in connecting Rosecrans Avenue, Marquardt Avenue, Stage Road, and Anson Avenue. This property is part of the full acquisition of eight properties needed to complete this project.

Staff recommends that the Board find that the acquisition of the Property is necessary for the Project.

D. The offer was made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Retained an independent appraiser to determine the fair market value of the Property;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the Property;
3. Determined the Owners of the Property by examining the County assessor's records, preliminary title reports, and occupancy of the Property;

4. Made a written offer to purchase to the Owner for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owner with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above actions, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner.

E. Metro has fulfilled the necessary statutory prerequisites.

Metro is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. Metro has complied with the California Environmental Quality Act (CEQA)

As per Section 21080.13 of CEQA, all railroad grade separation projects are exempt under CEQA; as such this project has been statutory exempted from CEQA. The Notice of Exemption was given February 29, 2016 from the Governor's Office of Planning & Research. The Draft Environmental Assessment report was issued by the Federal Railroad Administration (FRA) in April 2018, pursuant to 42 USC § 4332, 49 USC § 303 and 64 FR 28545.

Accordingly, Metro has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
THE ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT PARCEL-RM-16**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2
of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for
public transportation purposes and all uses necessary, incidental or convenient thereto,
and for all public purposes pursuant to the authority conferred upon the Board to acquire
property by eminent domain by California Public Utilities Code Sections 30000-33027,
inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive,
and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections
1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and
Article I, Section 19 of the California Constitution.

Section 3.

The property interest to be acquired is a fee simple interest, as described more
specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), and
the Improvements Pertaining to Realty (Exhibit C) attached hereto (hereinafter, the
"Property"), and incorporated herein by this reference.

Section 4.

(a.) The acquisition of the above-described Property is necessary for the
development, construction, operation, and maintenance of the
Rosecrans/Marquardt Project ("Project").

(b.) As per Section 21080.13 of CEQA, all railroad grade separation projects
are exempt under CEQA; as such this project has been statutory exempted from
CEQA. The Notice of Exemption was given February 29, 2016 from the
Governor's Office of Planning & Research. The Draft Environmental Assessment
report was issued by the Federal Railroad Administration (FRA) in April 2018,
pursuant to 42 USC § 4332, 49 USC § 303 and 64 FR 28545.

Accordingly, Metro has fulfilled the necessary prerequisites to acquire the Property
by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) The California Environmental Quality Act does not apply to railroad grade separation projects which eliminate an existing grade crossing, and therefore no environmental document is required for this Project.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the County Treasury. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are

deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 28th day of March, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")
- 3 – Improvements Pertaining to Realty (Exhibit "C")

EXHIBIT A
LEGAL DESCRIPTION

EXHIBIT "A"

LEGAL DESCRIPTION

(A.P.N. 8069-007-043)

PARCEL 1:

PARCEL 1 IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES; STATE OF CALIFORNIA, AS SHOWN UPON PARCEL MAP 6673 FILED IN BOOK 68, PAGE 5 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM, ALL OIL, GAS AND OTHER HYDROCARBON AND MINERAL SUBSTANCES LYING NOT LESS THAN 100 FEET BELOW THE SURFACE OF SAID REAL PROPERTY, PROVIDED THAT GRANTOR, ITS SUCCESSORS AND ASSIGNS, SHALL NOT HAVE THE RIGHT TO GO UPON THE SURFACE OF SAID REAL PROPERTY FOR THE PURPOSE OF EXTRACTING SAID OIL, GAS, OR OTHER HYDROCARBON AND MINERAL SUBSTANCES, NOR FOR ANY PURPOSE IN CONNECTION THEREWITH, BUT SHALL HAVE THE RIGHT TO EXTRACT AND REMOVE SAID OIL, GAS AND OTHER HYDROCARBON AND MINERAL SUBSTANCES BY MEANS OF SLANT-DRILLING WELLS LOCATED ON ADJACENT OR NEARBY LAND, OR BY ANY OTHER MEANS WHICH SHALL NOT REQUIRE ENTRY UPON THAT THE SURFACE OF SAID REAL PROPERTY, AS RESERVED TO THE GRANTOR IN DEED EXECUTED BY SANTA FE LAND IMPROVEMENT COMPANY, A CALIFORNIA CORPORATION, RECORDED JULY 1, 1976 AS INSTRUMENT NO.584.

PARCEL 2:

AN EASEMENT FOR RAILROAD PURPOSES OVER THAT PORTION OF PARCEL 2 OF PARCEL MAP 6673 IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECORDED AS DOCUMENT NO. 4569 OF MAY 25, 1976 IN BOOK 68, PAGE 5 OF PARCEL MAPS, DESCRIBED AS FOLLOWS:

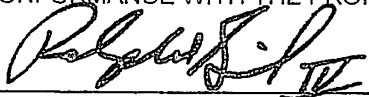
BEGINNING AT THE MOST NORTHWESTERLY CORNER OF SAID PARCEL 2; THENCE ALONG THE NORTHERLY LINE OF SAID PARCEL NORTH 89 DEGREES 31 MINUTES 55 SECONDS EAST 226.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 31 MINUTES 55 SECONDS EAST TO THE NORTHEAST CORNER OF SAID PARCEL; THENCE SOUTH ALONG THE EASTERLY CURVED PROPERTY LINE OF SAID PARCEL, 40.18 FEET WITH A CENTRAL ANGLE OF 6 DEGREES 00 MINUTES 40 SECONDS; THENCE NORTH IN A STRAIGHT LINE TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 49,049 SQUARE FEET OR 1.126 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE RECORD PER SAID PARCEL MAP NO. 6673.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN
CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.



RALPH W. GUIDA, IV, P.L.S. 7076

2/24/2016

DATE

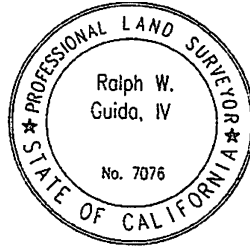


EXHIBIT B
PLAT MAP

EXHIBIT B

Plat Map of the Required Parcel - Fee Simple

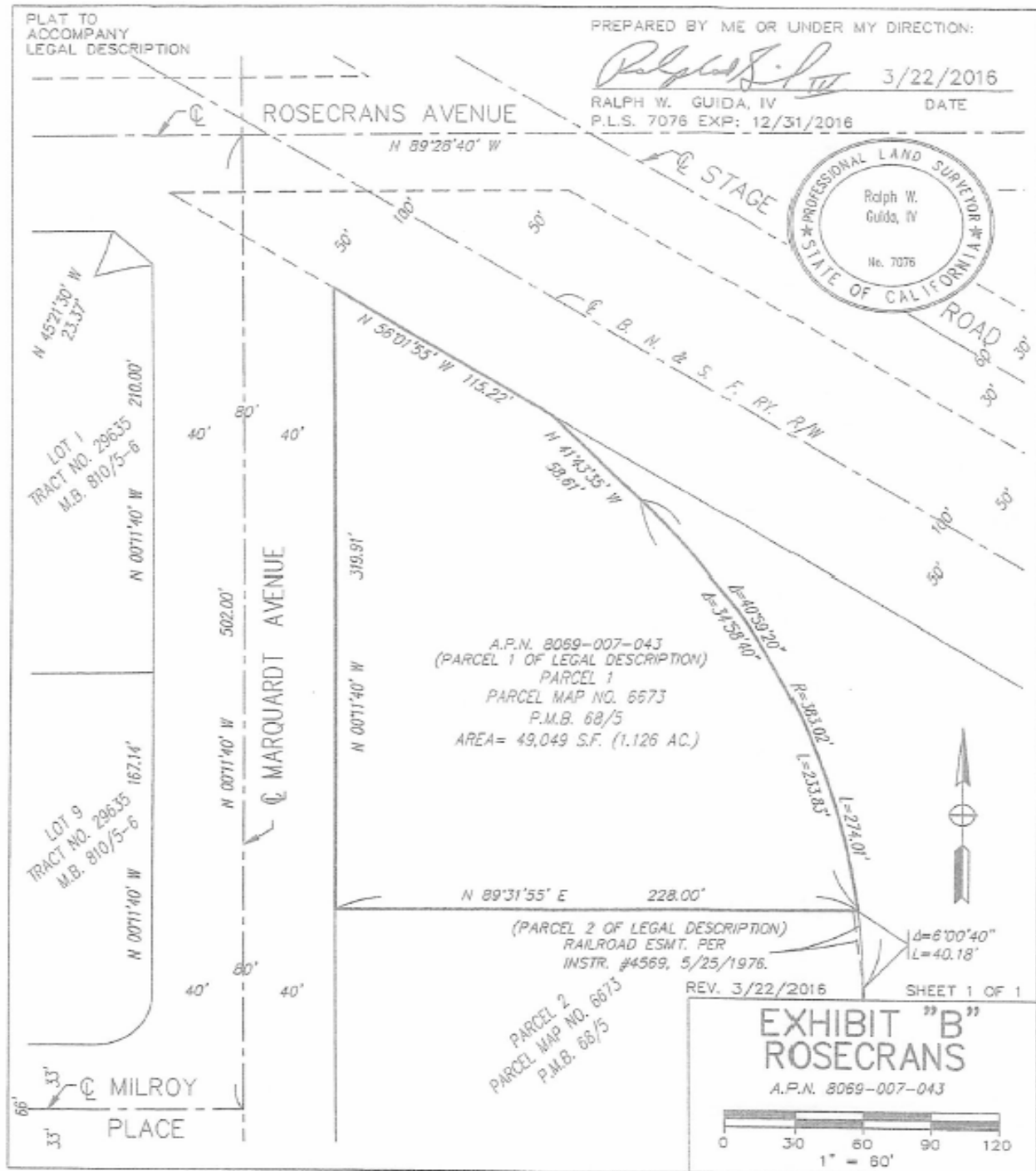


EXHIBIT C
NON-MOVABLE IMPROVEMENT PERTAINING TO REALTY
(FIXTURES AND EQUIPMENT)

EXHIBIT C

ARI'S WHOLESALE LLC
14330 MARQUARDT AVENUE, SANTA FE SPRINGS, CA 90670
NON-MOVABLE ASSETS –IMPROVEMENTS PERTAINING TO REALTY

Item		
No.	Qty.	Description
1	1	Walk-in cooler/freezer, 20' x 43' x 55'; freezer 8' x 18' x 10', motors, wiring and controls
2	1	Security system, consisting of 8 camaras, LG monitor, recorder



Board Report

File #: 2019-0157, File Type: Policy

Agenda Number: 35.

REGULAR BOARD MEETING MARCH 28, 2019

SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

ACTION: ADOPT RESOLUTION OF NECESSITY

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel RM-27 located at 13840-13848 Rosecrans Avenue, Santa Fe Springs, CA, (APN: 8069-005-001) consisting of the fee simple interest and the Improvements Pertaining to the Realty in the property identified (hereinafter the "Property" as identified in Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

BACKGROUND

Fee simple acquisition of the above-referenced parcel, referred to herein as the "Property", is required for the construction and operation of the Rosecrans/Marquardt Grade Separation Project ("Project"). The acquisition is required in order to improve the safety and traffic flow of the Rosecrans Avenue and Marquardt Avenue intersection.

A written offer to purchase was delivered to the Owner of Record ("Owner") of the Property, as required by California Government Code Section 7267.2. The Owner has not accepted the offer of just compensation made by the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not reached negotiated settlement as of this date. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain to maintain the Project schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has timely prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and be heard on

the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received by LACMTA's Board from all interested parties at the hearing, LACMTA's Board must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property by eminent domain. In order to adopt the resolutions, LACMTA's Board must, based on the evidence before it, and by a vote of two-thirds of all of its members, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolution that has been approved by counsel, and which sets forth the required findings (Attachment A).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

Funding for the acquisition is included in the adopted FY19 budget, under Measure R 20% Highway Capital for the Rosecrans/Marquardt Grade Separation Project number 460066 and Cost Center 2415.

Impact to Budget

The approved FY19 budget is designated for the Rosecrans/Marquardt Grade Separation Project and does not have an impact to operations funding sources. The funds were assumed in the Long Range Transportation Plan for the Project. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Equity Platform Framework Consistency

Equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

Strategic Plan Consistency

The recommended Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Acquisition of property is a required step for the ultimate construction and operation of the Rosecrans Marquardt Grade Separation Project which will provide an additional mobility option.

NEXT STEPS

If this action is approved by the Board, Metro's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the property interest by eminent domain. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law, as necessary.

ATTACHMENTS

Attachment A - Staff Report

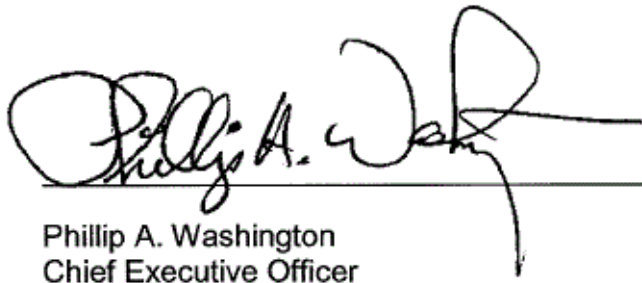
Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Director of Real Property Management & Development, (213) 922-7051

Reviewed by: Velma C. Marshall, Deputy Executive Officer - Real Estate
(213) 922-2415

Holly Rockwell, Senior Executive Officer, Real Property
Management & Development, (213) 922-5585

Laurie Lombardi, Interim Chief Planning Officer (213) 418-3251


Phillip A. Washington
Chief Executive Officer

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF
PROPERTY FOR THE ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT –
RM-27**

BACKGROUND

The Property is required by the Los Angeles County Transportation Authority for the construction and operation of the Rosecrans/Marquardt Grade Separation ("Project"). The address, record owners (as indicated by a title report) ("Owners"), physical description, and nature of the property interest sought to be acquired for the Project are summarized on the table below.

Assessor's Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest Sought	Metro Parcel Number
8069-005-001	13840 -13848 Rosecrans Avenue, Santa Fe Springs	Basilio A. Sierra and Lisa A. Sierra, husband and wife as joint tenants	Rosecrans/ Marquardt Grade Separation Project	Fee Simple and Improvements Pertaining to Reality	RM-27

A written offer to acquire the Property consisting of Parcel RM-27 was mailed to the Owner's Representative by letter dated October 21, 2018 for acquisition of the Real Property. To date, the Owners have not accepted the offer to purchase.

A. The public interest and necessity require the Project.

The purpose of the Project is to:

- 1) Improve safety;
- 2) Maintain access to the railroad for emergency responders;
- 3) Maintain existing railroad facilities and operations; and
- 4) Accommodate future High-Speed Rail in the corridor.

The Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection experiences an average of 45,000 vehicles and 112 trains traveling through the intersection within each 24-hour period, as estimated using Los Angeles County Department of Public Works traffic data from 2011 (Los Angeles County Department of Public Works, 2015). The BNSF line serves approximately 55 long distance and local freight trains, as well as

up to 57 passenger trains for both Metrolink commuter and Amtrak within a 24-hour time period (Los Angeles County Metropolitan Transportation Authority, 2016). The existing BNSF railroad tracks and roadway are at the same grade. This causes a high volume of vehicle conflicts at the intersection. In addition, the railroad crossing traverses the intersection diagonally, which results in poor sight distance between roadway and railroad vehicles.

The combination of these factors has caused the intersection to experience a higher proportion of traffic incidents than average, including fatalities. The ongoing danger has prompted the CPUC under Section 190 to rate this intersection as the most hazardous at-grade railroad crossing in the state. The completion of this Project would alleviate the existing vehicle conflicts and safety hazards at the intersection.

Motorist, cyclist, bus, and emergency vehicle access will need to be maintained at all times during construction of the Project. In addition, train volume in the BNSF corridor is anticipated to increase in the future. Additionally, a third BNSF track is planned for this corridor. The Project would facilitate continued access to and around the project area, including access to the railroad.

The intersection of railroad and roadway infrastructure poses competing interests, which lead to collisions and accidents in the project area. To accommodate existing and planned railroad facilities and operations, the Project would elevate Rosecrans Avenue to an overpass, which would allow critical improvements along the roadway and BNSF right of way to occur.

The project area does not currently accommodate for future HSR planned in the BNSF railroad corridor. At the conclusion of the California High-Speed Train System Tier 1 EIR/EIS, FRA and CHSRA identified the BNSF corridor as the proposed corridor for the HSR Los Angeles to Anaheim project section. FRA and CHSRA are currently conducting further Tier 2 environmental analysis and this Project would be designed to accommodate and not preclude future HSR infrastructure, minimizing time and costs between both projects.

B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Environmental Assessment evaluates the proposed action and the Project alternatives that were developed to meet the identified purpose and need of the Project. When developing alternatives, the following criteria were considered:

- Traffic impacts during construction;
- Required utility relocations;
- Access to businesses during construction;
- ROW impacts;

- Impacts to railroad operations; and
- Project costs.

Several build alternatives were considered, but only one build alternative was recognized as feasible, Alternative 2: Offset Overpass with Connector Road. The Build Alternative was identified as a suitable alternative using the criteria above. Therefore, the alternatives considered for the Project are the Alternative 1 (No Build Alternative) and one Build Alternative (Alternative 2). Resource areas evaluated for each alternative include land use, community impacts, utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, visual/aesthetics, cultural resources, water quality and storm water runoff, hazardous waste/materials, air quality, and noise. In addition, the potential cumulative impact of past, present, and reasonably foreseeable future projects in the project region are evaluated with respect to these resources.

Under Alternative 1 (No Build Alternative), the current configuration of the Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection would be maintained, and the at-grade railroad crossing would remain. This alternative would not improve safety because each user (trains, vehicles, and pedestrians) would continue sharing the Rosecrans/Marquardt intersection crossing, which would not address the risk of collision. Additionally, the segment of BNSF corridor in the project area has been planned for a third set of BNSF tracks, which would require changes in roadway geometry in the project area. Existing conditions are not conducive to accommodate future HSR infrastructure. Under the No Build Alternative, construction activities would not be completed. However, this alternative would not help to achieve the desired safety or circulation improvements, and would therefore not meet the Project purpose and need.

Under Alternative 2 (Build Alternative), Rosecrans Avenue would be realigned to the south, and an overpass would be constructed to raise Rosecrans Avenue over Marquardt Avenue, the BNSF ROW, and Stage Road. The southern leg of Marquardt Avenue would be extended under the overpass and connected to Rosecrans Avenue. The northern leg of Marquardt Avenue would be connected to Stage Road. A frontage road would also be constructed to connect Anson Avenue to the northern leg of Marquardt Avenue and Stage Road.

Traffic signals would be installed along Rosecrans Avenue: one at the intersection with Marquardt Avenue to the west, and one to the east of the overpass at the intersection with Iseli Road. Other improvements include sidewalk construction, street lighting installation, landscape installation/replacement, parking lot reconfiguration, and utility relocations. Alternative 2 would require full acquisition of eight properties, including six industrial properties and two commercial properties (Sierra Plaza and VCA Animal Hospital), and various partial and temporary easements, including seven roadway easements, one footing easement, one utility easement, and 15 temporary construction easements (TCEs). Construction would be completed over an approximately 24-month period.

Improvements considered under Alternative 2 would meet the purpose and need of the Project. Connectivity between Rosecrans Avenue, Marquardt Avenue, Stage Road, and Anson Avenue would be maintained through the use of signalized intersections. Utilities in the existing roadway would remain in their existing alignment, minimizing the duration of construction. Proposed transportation structures would be located outside of the BNSF ROW, so that a third set of BNSF tracks and future HSR tracks would be accommodated. The majority of construction activities under this alternative would be completed outside of the existing Rosecrans Avenue footprint in order to meet the purpose and need element, “maintain access to the railroad for emergency responders”, which includes access during Project construction. Access disruptions to residents, businesses, and the community during construction would be minimized to the maximum extent feasible. Operation of Alternative 2 would enhance mobility and quality of life for the community. Therefore, the Project would help achieve the desired safety and circulation improvements, and would meet the Project purpose and need.

C. The Property is Necessary for the Project.

The Property is required for the construction of the overhead pass over Marquardt Avenue and realigning Rosecrans Avenue to the south. The selected alignment is critical in connecting Rosecrans Avenue, Marquardt Avenue, Stage Road, and Anson Avenue. This property is part of the full acquisition of eight properties needed to complete this project.

Staff recommends that the Board find that the acquisition of the Property is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the owner(s) of record, or the offer has not been made because the owner(s) cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the owner or to the owner(s) of record and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the owner(s) with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Obtained an appraisal to determine the fair market value of the Property, which

included consideration of any immovable fixtures and equipment as appropriate;

2. Reviewed and approved the appraisal, and established the amount it believes to be just compensation;
3. Determined the owner(s) of the Property by examining the county assessor's record and the title report;
4. Made a written offer to the Owner for the full amount of just compensation - which was not less than the approved appraised value; and
5. Provided the Owner with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the owner(s) of record.

E. Metro has fulfilled the necessary statutory prerequisites.

Metro is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. CEQA/NEPA Compliance

As per Section 21080.13 of CEQA, all railroad grade separation projects are exempt under CEQA; as such this project has been statutory exempted from CEQA. The Notice of Exemption was given February 29, 2016 from the Governor's Office of Planning & Research. The Draft Environmental Assessment report was issued by the Federal Railroad Administration (FRA) in April 2018, pursuant to 42 USC § 4332, 49 USC § 303 and 64 FR 28545.

Accordingly, Metro has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT PARCEL-RM-27**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY ("Metro") is a public entity organized and existing pursuant to Chapter 2 of
Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for
the Rosecrans/Marquardt Project ("Project") and for public transportation purposes and all
uses necessary, incidental or convenient thereto, and for all public purposes pursuant to
the authority conferred upon the Board to acquire property by eminent domain by
California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section
30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections
130051.13, 130220.5, and 132610, Code of Civil Procedure Sections 1230.010-1273.050,
inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the
California Constitution.

Section 3.

The property interest consists of the acquisition of fee simple, as described more
specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), and
the Improvements Pertaining to Realty (Exhibit C) attached hereto (hereinafter, the
"Property"), incorporated herein by this reference.

Section 4.

(a) The acquisition of the above-described Property is necessary for the
development, construction, operation, and maintenance of the Project;

(b) As per Section 21080.13 of CQA, all railroad grade separation projects are
exempt under CEQA. The Notice of Exemption was given February 29, 2016 from
the Governor's Office of Planning & Research. The Draft Environmental
Assessment report was issued by the Federal Railroad Administration (FRA) in
April 2018, pursuant to 42 USC § 4332, 49 USC § 303 and 64 FR 28545.

Accordingly, Metro has fulfilled the necessary prerequisites to acquire the Property
by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a) The public interest and necessity require the proposed Project;
- (b) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e) The California Environmental Quality does not apply to railroad grade separation projects which eliminate an existing grade crossing, and therefore no environmental document is required for this Project.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court.

Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 1st day of December, 2016.

MICHELLE JACKSON
METRO Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")
- 3 – Improvements Pertaining to Realty (Exhibit "C")

EXHIBIT A
LEGAL DESCRIPTION

EXHIBIT "A"
LEGAL DESCRIPTION

(A.P.N. 8069-005-001)

THAT PORTION OF LOT 4 OF TRACT NO. 2151, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 34 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF SAID LOT 4, DISTANT NORTH 89° 28' 40" EAST THEREON, 277.44 FEET FROM THE MOST WESTERLY CORNER OF SAID LOT 4; THENCE SOUTH 89° 28' 40" WEST, ALONG SAID NORTHERLY LINE, 277.44 FEET, TO SAID MOST WESTERLY CORNER OF SAID LOT 4; THENCE SOUTH 56° 02' 00" EAST, ALONG THE SOUTHWESTERLY LINE OF SAID LOT 4, 283.64 FEET; THENCE NORTH 16° 43' 20" EAST A DISTANCE OF 147.23 FEET; THENCE NORTH 0° 31' 20" WEST 20 FEET TO THE POINT OF BEGINNING.

SAID LAND BEING A PORTION OF PARCEL F, AS SHOWN IN RECORD OF SURVEY FILED IN BOOK 45, PAGE 29 OF RECORD OF SURVEY OF SAID COUNTY.

EXCEPT THEREFROM ONE-HALF OF ALL OIL, GAS, AND OTHER HYDROCARBONS IN AND UNDER SAID LAND, AS RESERVED IN THE DEED FROM EDWARD G. PADDISON, AND WIFE, RECORDED DECEMBER 17, 1947, AS INSTRUMENT NO. 1052 IN BOOK 25994, PAGE 326, OFFICIAL RECORDS.

ALL RIGHT TITLE AND INTEREST IN AND TO THE USE OF THE SURFACE AND SUBSURFACE AREA TO A DEPTH OF 200 FEET MEASURED FROM THE SURFACE OF SAID LAND WAS DEEDED TO THE RECORD OWNERS AS THEIR INTEREST APPEARED OF RECORD BY DEED RECORDED SEPTEMBER 24, 1956, AS INSTRUMENT NO. 4438 IN BOOK 52385, PAGE 225, OFFICIAL RECORDS.

THE ABOVE DESCRIBED PARCEL CONTAINS 22,717 SQUARE FEET OR 0.522 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE BASED UPON THE CENTERLINE OF ROSECRANS AVENUE BEING NORTH 89°28'40" EAST PER RECORD OF SURVEY FILED IN BOOK 45, PAGE 29, OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.



RALPH W. GUIDA, IV, P.L.S. 7076

3/16/2016

DATE

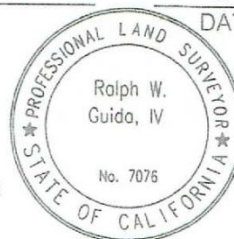


EXHIBIT B
PLAT MAP

PREPARED BY ME OR UNDER MY DIRECTION:

Ralph W. Guida, IV 3/24/2016
RALPH W. GUIDA, IV DATE
P.L.S. 7076 EXP: 12/31/2016

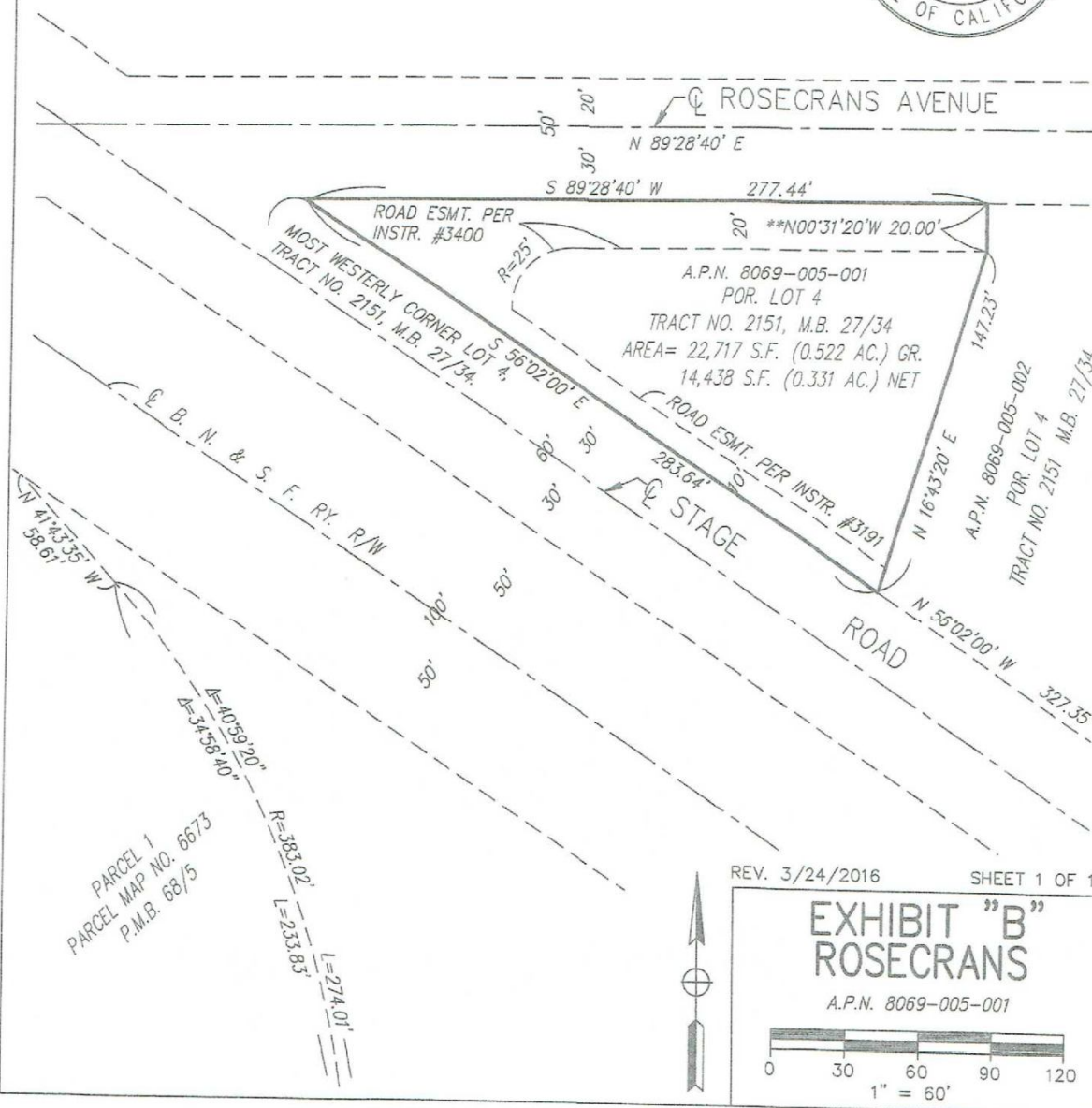
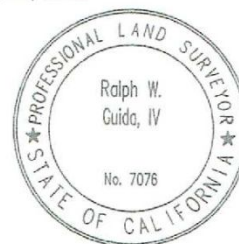


EXHIBIT C
NON-MOVABLE IMPROVEMENT PERTAINING TO REALTY
(FIXTURES AND EQUIPMENT)

EXHIBIT C

RM-27 - 13840 ROSECRANS AVENUE, SANTA FE SPRINGS, CA 90670
NON-MOVABLE ASSETS –IMPROVEMENTS PERTAINING TO REALTY

Item No.	Qty.	Description	Fair Market Value In Use
1	1	Blinds, 20' x 7' @ 13840 Rosecrans Avenue	\$ 250
2	1	Carpet, 2,664 square feet @ 13840 Rosecrans Avenue	5,060
3	1	Blinds, 7' x 15' @ 13844 Rosecrans Avenue	225
4	1	Bullet resistant wall, 4' x 12' with 3 stations @ 13844 Rosecrans Avenue	1,250
			<u>\$ 6,785</u>



Board Report

File #: 2019-0159, File Type: Policy

Agenda Number: 36.

REGULAR BOARD MEETING
MARCH 28, 2019

SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

ACTION: ADOPT RESOLUTION OF NECESSITY

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel RM-29 located at 13914 Rosecrans Avenue, Santa Fe Spring, CA, (APN 8069-005-008), consisting of the fee simple interest and the Improvements Pertaining to the Realty in the property identified in Attachment A.

(REQUIRES 2/3 VOTE OF THE BOARD)

BACKGROUND

Fee simple acquisition of the above-referenced parcel, referred to herein as the "Property", is required for the construction and operation of the Rosecrans/Marquardt Grade Separation Project ("Project"). The acquisition is required in order to improve the safety and traffic flow of the Rosecrans Avenue and Marquardt Avenue intersection.

A written offer to purchase was delivered to the Owner of Record ("Owner") of the Property, as required by California Government Code Section 7267.2. The Owner has not accepted the offer of just compensation made by the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not reached a negotiated settlement as of this date. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain to maintain the Project schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has timely prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the

Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received by LACMTA's Board from all interested parties at the hearing, LACMTA's Board must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property by eminent domain. In order to adopt the resolutions, LACMTA's Board must, based on the evidence before it, and by a vote of two-thirds of all of its members, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolution that has been approved by counsel, and which sets forth the required findings (Attachment A).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

Funding for the acquisition is included in the adopted FY19 budget, under Measure R 20% Highway Capital for the Rosecrans/Marquardt Grade Separation Project number 460066 and Cost Center 2415.

Impact to Budget

The approved FY19 budget is designated for the Rosecrans/Marquardt Grade Separation Project and does not have an impact to operations funding sources. The funds were assumed in the Long Range Transportation Plan for the Project. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Equity Platform Framework Consistency

Equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

Strategic Plan Consistency

The recommended Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Acquisition of property is a required step for the ultimate construction and operation of the Rosecrans Marquardt Grade Separation Project which will provide an additional mobility option.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property by eminent domain. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of California Eminent Domain Law, as necessary.

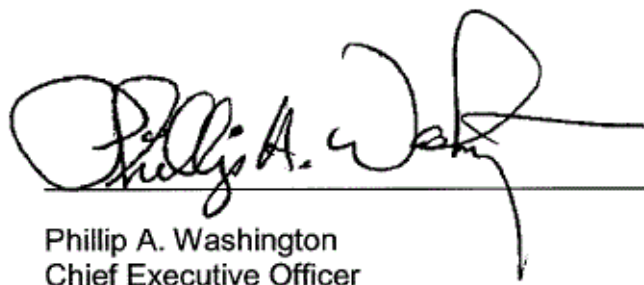
ATTACHMENTS

Attachment A - Staff Report

Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Director of Real Property Management & Development, (213) 922-7051

Reviewed by: Velma C. Marshall, Deputy Executive Officer - Real Estate
(213) 922-2415
Holly Rockwell, Senior Executive Officer, Real Property
Management & Development, (213) 922-5585
Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF PROPERTY”) FOR THE ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT-RM-29

BACKGROUND

The Property is required for the construction and operation of the Rosecrans/Marquardt Grade Separation ("Project"). The address, record owners (as indicated by a title report) ("Owners"), physical description, and nature of the property interest sought to be acquired for the Project are summarized on the table below.

Assessor's Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest Sought	LACMTA Parcel#
8069-005-008	13914 Rosecrans Avenue, Santa Fe Springs, CA	Rolan Tripp and Susan Tripp, Trustees of The RST Family Trust	Rosecrans/Marquardt Grade Separation Project	Fee Simple and Improvements Pertaining to Realty	RM-29

A written offer to acquire the Property, consisting of Parcel RM-29 was mailed to the Owner's Representative by letter dated October 22, 2018 for acquisition of the Real Property. To date, the Owners have not accepted the offer to purchase.

A. The public interest and necessity require the Project.

The purpose of the Project is to:

- 1) Improve safety;
- 2) Maintain access to the railroad for emergency responders;
- 3) Maintain existing railroad facilities and operations; and
- 4) Accommodate future High-Speed Rail in the corridor.

The Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection experiences an average of 45,000 vehicles and 112 trains traveling through the intersection within each 24-hour period, as estimated using Los Angeles County Department of Public Works traffic data from 2011 (Los Angeles County Department of Public Works, 2015). The BNSF line serves approximately 55 long distance and local freight trains, as well as up to 57 passenger trains for both Metrolink commuter and Amtrak within a 24-hour time

period (Los Angeles County Metropolitan Transportation Authority, 2016). The existing BNSF railroad tracks and roadway are at the same grade. This causes a high volume of vehicle conflicts at the intersection. In addition, the railroad crossing traverses the intersection diagonally, which results in poor sight distance between roadway and railroad vehicles.

The combination of these factors has caused the intersection to experience a higher proportion of traffic incidents than average, including fatalities. The ongoing danger has prompted the CPUC under Section 190 to rate this intersection as the most hazardous at-grade railroad crossing in the state. The completion of this Project would alleviate the existing vehicle conflicts and safety hazards at the intersection.

Motorist, cyclist, bus, and emergency vehicle access will need to be maintained at all times during construction of the Project. In addition, train volume in the BNSF corridor is anticipated to increase in the future. Additionally, a third BNSF track is planned for this corridor. The Project would facilitate continued access to and around the project area, including access to the railroad.

The intersection of railroad and roadway infrastructure poses competing interests, which lead to collisions and accidents in the project area. To accommodate existing and planned railroad facilities and operations, the Project would elevate Rosecrans Avenue to an overpass, which would allow critical improvements along the roadway and BNSF right of way to occur.

The project area does not currently accommodate for future HSR planned in the BNSF railroad corridor. At the conclusion of the California High-Speed Train System Tier 1 EIR/EIS, FRA and CHSRA identified the BNSF corridor as the proposed corridor for the HSR Los Angeles to Anaheim project section. FRA and CHSRA are currently conducting further Tier 2 environmental analysis and this Project would be designed to accommodate and not preclude future HSR infrastructure, minimizing time and costs between both projects.

B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Environmental Assessment evaluates the proposed action and the Project alternatives that were developed to meet the identified purpose and need of the Project. When developing alternatives, the following criteria were considered:

- Traffic impacts during construction;
- Required utility relocations;
- Access to businesses during construction;
- ROW impacts;
- Impacts to railroad operations; and

- Project costs.

Several build alternatives were considered, but only one build alternative was recognized as feasible, Alternative 2: Offset Overpass with Connector Road. The Build Alternative was identified as a suitable alternative using the criteria above. Therefore, the alternatives considered for the Project are the Alternative 1 (No Build Alternative) and one Build Alternative (Alternative 2). Resource areas evaluated for each alternative include land use, community impacts, utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, visual/aesthetics, cultural resources, water quality and storm water runoff, hazardous waste/materials, air quality, and noise. In addition, the potential cumulative impact of past, present, and reasonably foreseeable future projects in the project region are evaluated with respect to these resources.

Under Alternative 1 (No Build Alternative), the current configuration of the Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection would be maintained, and the at-grade railroad crossing would remain. This alternative would not improve safety because each user (trains, vehicles, and pedestrians) would continue sharing the Rosecrans/Marquardt intersection crossing, which would not address the risk of collision. Additionally, the segment of BNSF corridor in the project area has been planned for a third set of BNSF tracks, which would require changes in roadway geometry in the project area. Existing conditions are not conducive to accommodate future HSR infrastructure. Under the No Build Alternative, construction activities would not be completed. However, this alternative would not help to achieve the desired safety or circulation improvements, and would therefore not meet the Project purpose and need.

Under Alternative 2 (Build Alternative), Rosecrans Avenue would be realigned to the south, and an overpass would be constructed to raise Rosecrans Avenue over Marquardt Avenue, the BNSF ROW, and Stage Road. The southern leg of Marquardt Avenue would be extended under the overpass and connected to Rosecrans Avenue. The northern leg of Marquardt Avenue would be connected to Stage Road. A frontage road would also be constructed to connect Anson Avenue to the northern leg of Marquardt Avenue and Stage Road.

Traffic signals would be installed along Rosecrans Avenue: one at the intersection with Marquardt Avenue to the west, and one to the east of the overpass at the intersection with Iseli Road. Other improvements include sidewalk construction, street lighting installation, landscape installation/replacement, parking lot reconfiguration, and utility relocations. Alternative 2 would require full acquisition of eight properties, including six industrial properties and two commercial properties (Sierra Plaza and VCA Animal Hospital), and various partial and temporary easements, including seven roadway easements, one footing easement, one utility easement, and 15 temporary construction easements (TCEs). Construction would be completed over an approximately 24-month period.

Improvements considered under Alternative 2 would meet the purpose and need of the Project. Connectivity between Rosecrans Avenue, Marquardt Avenue, Stage Road, and

Anson Avenue would be maintained through the use of signalized intersections. Utilities in the existing roadway would remain in their existing alignment, minimizing the duration of construction. Proposed transportation structures would be located outside of the BNSF ROW, so that a third set of BNSF tracks and future HSR tracks would be accommodated. The majority of construction activities under this alternative would be completed outside of the existing Rosecrans Avenue footprint in order to meet the purpose and need element, “maintain access to the railroad for emergency responders”, which includes access during Project construction. Access disruptions to residents, businesses, and the community during construction would be minimized to the maximum extent feasible. Operation of Alternative 2 would enhance mobility and quality of life for the community. Therefore, the Project would help achieve the desired safety and circulation improvements, and would meet the Project purpose and need.

C. The Property is necessary for the Project.

The Property is required for the construction of the overhead pass over Marquardt Avenue and realigning Rosecrans Avenue to the south. The selected alignment is critical in connecting Rosecrans Avenue, Marquardt Avenue, Stage Road, and Anson Avenue. This property is part of the full acquisition of eight properties needed to complete this project.

It is recommended that the Board find that the acquisition of the Property is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Retained an independent appraiser to determine the fair market value of the Property;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the Property;

3. Determined the Owners of the Property by examining the County assessor's records, preliminary title reports, and occupancy of the Property;
4. Made a written offer to purchase to the Owners for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owners with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above actions, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owners.

E. Metro has fulfilled the necessary statutory prerequisites.

Metro is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. Metro has complied with the California Environmental Quality Act (CEQA)

As per Section 21080.13 of CEQA, all railroad grade separation projects are exempt under CEQA; as such this project has been statutory exempted from CEQA. The Notice of Exemption was given February 29, 2016 from the Governor's Office of Planning & Research. The Draft Environmental Assessment report was issued by the Federal Railroad Administration (FRA) in April 2018, pursuant to 42 USC § 4332, 49 USC § 303 and 64 FR 28545.

Accordingly, Metro has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT- RM-29**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2
of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for
the Rosecrans/Marquardt Project ("Project") and for public transportation purposes and all
uses necessary, incidental or convenient thereto, and for all public purposes pursuant to
the authority conferred upon the Board to acquire property by eminent domain by
California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section
30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections
130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive,
and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California
Constitution.

Section 3.

The property interest consists of the acquisition of fee simple, as described more
specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), and
the Improvements Pertaining to Realty (Exhibit C) attached hereto (hereinafter, the
"Property"), incorporated herein by this reference.

Section 4.

(a.) The acquisition of the above-described Property is necessary for the
development, construction, operation, and maintenance of the Project;

(b.) Metro has received an exemption from having a draft EIR/EIS and a
FEIS/FEIR. Metro was not required to have a CEQA Environmental Clearance
because the project is at Grade. The Notice of Exemption was given February 29,
2016 from the Governor's Office of Planning & Research. The Draft Environmental
Assessment report was issued by the Federal Railroad Administration (FRA) in
April 2018, pursuant to 42 USC § 4332, 49 USC § 303 and 64 FR 28545.;

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) The California Environmental Quality does not apply to railroad grade separation projects which eliminate an existing grade crossing, and therefore no environmental document is required for this Project.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property

that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 28th day of March, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")
- 3 – Improvements Pertaining to Realty (Exhibit "C")

EXHIBIT A
LEGAL DESCRIPTION

EXHIBIT "A"

LEGAL DESCRIPTION

(A.P.N. 8069-005-008)

THAT PORTION OF LOT 4 OF TRACT NO. 2151, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 34 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF SAID LOT 4, DISTANT NORTH 89 DEGREES 28 MINUTES 40 SECONDS EAST THEREON 503.61 FEET FROM THE MOST WESTERLY CORNER THEREOF; THENCE CONTINUING ALONG SAID NORTHERLY LINE, NORTH 89 DEGREES 28 MINUTES 40 SECONDS EAST 86.32 FEET; THENCE SOUTHERLY 0 DEGREES 31 MINUTES 20 SECONDS EAST 187.82 FEET; THENCE PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4, SOUTH 89 DEGREES 28 MINUTES 40 SECONDS WEST 86.32 FEET TO A POINT IN A LINE WHICH BEARS SOUTH 0 DEGREES 31 MINUTES 20 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 0 DEGREES 31 MINUTES 20 SECONDS WEST 187.82 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBONS, IN AND UNDER SAID LAND, AS RESERVED IN THE DEED FROM EDWARD G. PADDISON AND WIFE, RECORDED DECEMBER 17, 1947 IN BOOK 25994, PAGE 326, OFFICIAL RECORDS, BUT WITH NO RIGHT OF SURFACE ENTRY THEREON TO A DEPTH OF 200 FEET.

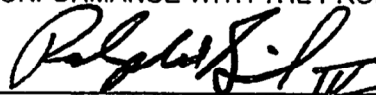
IN BOOK 52385, PAGE 225, OF OFFICIAL RECORDS, THERE WAS RECORDED ON DECEMBER 24, 1956, A QUITCLAIM DEED EXECUTED BY EDWARD G. PADDISON AND GRACE MAUDE PADDISON, HUSBAND AND WIFE, OF ALL RIGHT, TITLE AND INTEREST IN AND TO THE USE OF THE SURFACE AND SUBSURFACE AREA TO A DEPTH OF 200 FEET MEASURED FROM SAID SURFACE OF SAID LAND.

THE ABOVE DESCRIBED PARCEL CONTAINS 16,213 SQUARE FEET OR 0.372 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE BASED UPON THE CENTERLINE OF ROSECRANS AVENUE BEING NORTH 89°28'40" EAST PER RECORD OF SURVEY FILED IN BOOK 45, PAGE 29, OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.


RALPH W. GUIDA, IV, P.L.S. 7076

2/24/2016

DATE

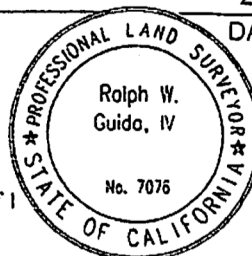


EXHIBIT B
PLAT MAP

EXHIBIT B
Plat Map of the Required Parcel - Fee Simple

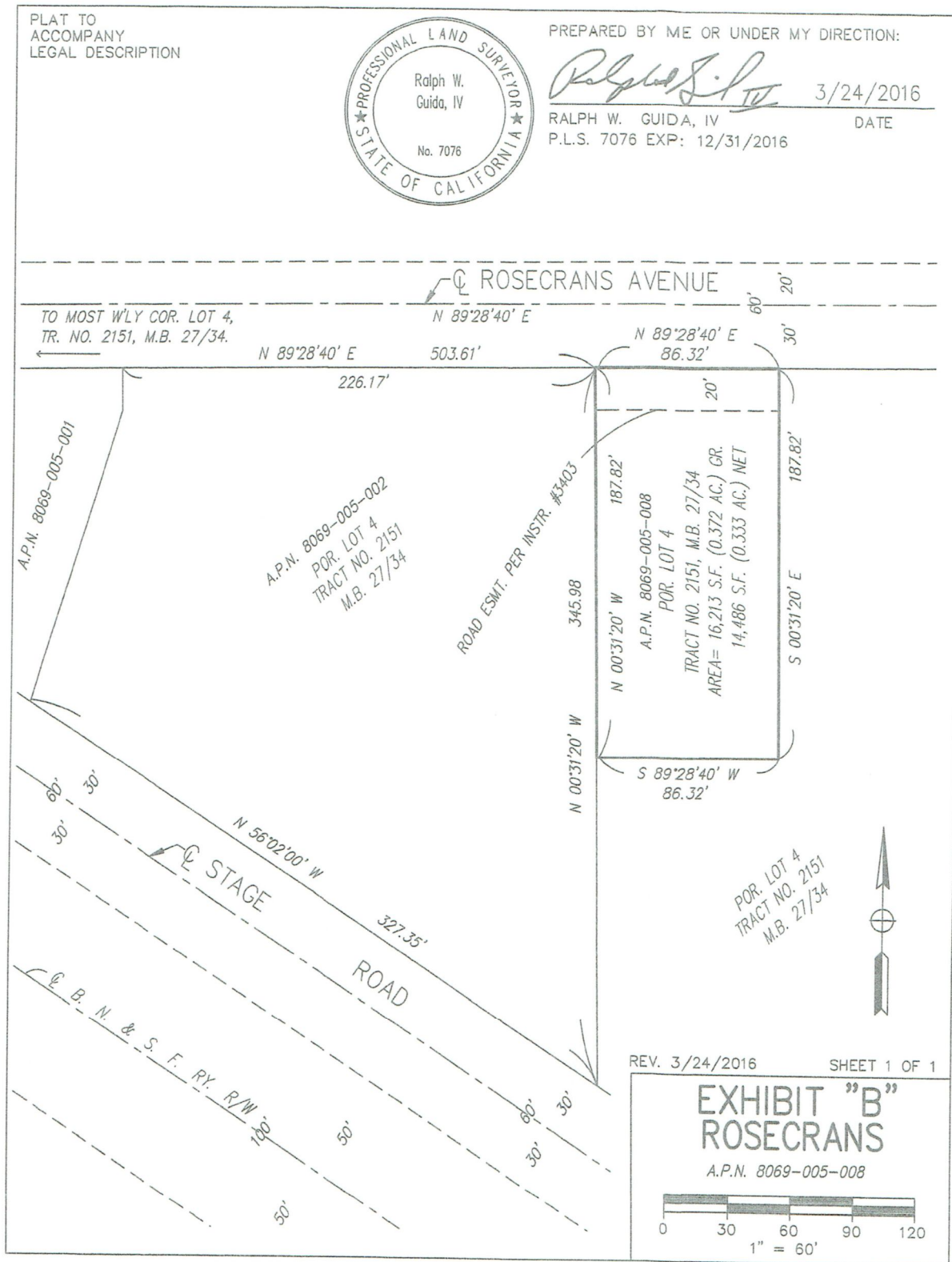


EXHIBIT C
NON-MOVABLE IMPROVEMENT PERTAINING TO REALTY
(FIXTURES AND EQUIPMENT)

EXHIBIT C

L I N E	Q T Y	DESCRIPTION:
1		
2	1	LOT C/O FENCING AND GATES:
3		(236)LF INTERIOR CHAIN LINK (#9) FENCE X 6"H
1		(19) MANGATES, 36"W TYPICAL
2		
3		KENNEL, OUTDOOR
4	1	LOT CONSISTING OF EXTERIOR CONSTRUCTION:
5		(1,243)SF CONCRETE SLAB INCLUDING WALK WAYS
		AND KENNELS (ASSUME 4")
6		(160)LF DRAINAGE, U/S LAB, 4" PIPE (ASSUME PVC),
		WITH 4" STL GRATE
7		(1) CANOPY, STL CONSTRUCTION, (1540)SF X 8"H,
		FREESTANDING, STL PANEL ROOF COVER, 6" ALUM
		I-BEAM RAFTERS, 3"X3" STL COLUMNS W/SHT MTL
		COVER, (70)LF OF GUTTER ON SOUTH SIDE
8		(316)LF 12" CONCRETE BLOCK WALL, X 4.3'H
9		(16) DOUBLE BULB FLOOD LIGHT FIXTURES
10		(24) CAGE BASKETS, COPPER WIRE
11		(34) WIRE MESH GATES, 43"X72"H INCLUDING 3"
		PIPE FRAME SET IN CONCRETE
12		(32) PANELS, 2'X8' WIRE MESH 1.5" INCLUDES 1.5"
		PIPE FRAME
13		(16) SAME AS ABOVE, 2'X3'
14		
15	1	SHED, FEED PREP
16		WOOD FRAME, WOOD EXTERIOR, (10'X8'), 12"X12"
		CERAMIC TILE FLOOR, FINISHED DRYWALL
		INTERIOR, (1) THRU WALL A/C UNIT, EMERSON (1)
		EXHAUST FAN, (1) 36" WOOD DOOR, (1) 36"
		SECURITY SCREEN DOOR, INCLUDING CONCRETE
		SLAB
17		
18	1	LOT C/O TREES:
19		(3) QUEEN PALMS, MATURE
20		(2) EVERGREEN TREE, MEDIUM
21		
22		GROOMING ROOM-REAR BUILDING
23		
24	1	LOT C/O OF MISC INTERIOR CABINETRY:
25		(1) STORAGE CABINET, DBL DOOR, 34"X78",
		WOOD/LAM
26		SHELVING, WOOD/LAM, 36"X78"
27		(1) COUNTER, WOOD/LAM, 2 DRWR, 37"X34"
28		(1) MATCHING WALL SHELVES, 37"X42"H
29		

EXHIBIT C

L I N E	Q T Y	DESCRIPTION:	
		IMPROVEMENTS PERTAINING TO THE REALTY	
32	1	PATIO, TRELLIS, WOOD, 181"X275"X108"H ON CONCRETE PAD	
33			
34	1	SHED, PLASTIC, 108"X100"X72"H, ON RAISED 3" CONCRETE FOUNDATION	
35			
36		FRONT EXTERIOR	
37			
38	1	LOT C/O SIGNAGE:	
39		(1) SIGN, W/ TRIPLE WOOD POST, SINGLE SIDE, VINYL, EST 15'X8', 5FT POSTS	
40		(1) MATCHING, SIGN ONLY, FENCE MOUNTED	
41			
42	2	SECURITY LIGHT FIXTURES, METAL HALLIDE, 10"X12" INCLUDING ELECTRICAL RUNS	
43			
44	1	LOT C/O ILLUMINATED SIGNAGE, METAL HOUSING PLASTIC FACE	
45		(1) DOG & CAT, 48"X48"	
46		(1) VCA LA MIRADA ANIMAL HOSPITAL, 10" LETTERS	
47			
48		ADMINISTRATION OFFICE	
49			
50	1	BUILT IN CABINETRY C/O:	
51		(19)LF DESK COUNTER, WOOD/LAM, 16 DRWR,	
52		(18)LF MATCHING WALL CAINETS, 36", W/ LOWER SHELF (INSTALLED 2015)	
53			
54	1	LOT C/O IT AND PHONE SYSTEM INSTALLATION	
55			
56	1	LOT CONSISTING OF ELECTRICAL FOR X-RAY EQUIPMENT, SURGERY ROOM, WARD ROOM	
57			
58		LOBBY, COMMON AREA	
59			
60	1	LOT CONSISTING OF CUSTOM FIT FURNITURE AND COUNTERS:	
61		(17.5)LF BENCH SEATING, WOOD/LAM CONSTRUCTION, VINYL CUSHION SEAT	
62		(5)LF OF COUNTER, 8 CUBBY BASE, WOOD/LAM	
63		(23.5)LF RECEPTION COUNTER W/RAISED HALF COUNTER, WOOD/LAM, CABINET AND SHELF MIX BASE, AND COUNTER TOP SHELIVING	

EXHIBIT C

L I N E	Q T Y	DESCRIPTION: IMPROVEMENTS PERTAINING TO THE REALTY
66		
67	1	{6}LF COUNTER, WOOD/LAM, W/CABINET BASE AND DRWRS, MATCHING WALL CABINETS, 44", (1) SINK, SS, 14"X20", SGF
68		
69		EXAM ROOM 2
70		
71	1	{3}LF COUNTER, WOOD/LAM, W/CABINET BASE
72		
73		LAB
74		
75	1	{15}LF COUNTER, W/{11.5}LF OF BASE CABINETS, W/{15}LF OF WALL CABINETS, GLASS SLIDERS, 36"H, (1) SS SINK, 14"SQ, SGF
76		
77		EXAM ROOM 3
78		
79	1	{8}LF COUNTER, W/{8} BASE CABINET, WOOD/LAM
80		
81		THE WARD
82		
83	1	LOT C/O KENNELS, SHOR-LINE, SS MODULAR, STACKABLE
84		{4} 35"X28"X32"D
85		{6}33"X22"X32"D
86		{2} 45"W
87		{6} 28"W
88		{11} 20"X13"H
89		
90	1	KENNEL, 3 BAY, PLASTIC, 70"X30"X28"D
91		
92	1	{15.5}LF COUNTER, WOOD/LAM, {6}LF BASE CABINETS, (1) SINK, SS, 16"X24", SGF, {11.5}LF WALL CABINETS, 36", (1) STORAGE CABINETS, WOOD/LAM 30"X82"
93		
94		SURGICAL ROOM
95		
96	1	OPERATING ROOM SURGERY LIGHT FIXTURES, SHOR-LINE
97		
98	1	LOT C/O LEAD LINING IN WALLS (ASSUMED EXISTENCE)
99		
100		TREATMENT ROOM
101		
102	1	{17.5}LF COUNTER, WOOD/LAM, W/{18.5}LF BASE CABINETS, (1) SINK, SS, DBL BASIN, SGF

EXHIBIT C

L I N E	Q T Y	DESCRIPTION:
103		
104	3	THRU WALL A/C UNIT, EMERSON OR SIMILAR (THROUGHOUT WING)