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Agenda - Final

Thursday, April 23, 2020

10:00 AM

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Los Angeles, CA 90012

Board of Directors - Regular Board Meeting

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Ara Najarian

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John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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

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

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 12, 16, 17, 19, 20, 21, 23, 24*, 25, 27, 30, 32, 34, 34.1, 35, 36, and 37.

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

*Item requires 2/3 vote

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2020-0302](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held February 27, 2020.

Attachments: [Regular Board Meeting MINUTES - February 27 2020](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

5. **SUBJECT: ORANGE LINE TERMINUS IMPROVEMENTS** [2020-0192](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the G (Orange) Line Terminus Improvement Project;
- B. CONCLUDING that the G Line Terminus Improvement Project is statutorily exempt from the California Environmental Quality Act pursuant to Public Resources Code Section 21080, Subdivisions (b) (10) and (b)(11) and CEQA Guidelines Section 15275, Subdivision (a); and
- C. AUTHORIZING Metro staff to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

Attachments: [Attachment A – Project Site Plan & Rendering](#)
[Attachment B – CEQA Notice of Exemption](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-1):

6. **SUBJECT: EXTENSION TO REVENUE CONTRACT NO. PS097140250** [2020-0211](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to approve the extension to revenue contract with All Vision, LLC, No. PS097140250 for an additional two years and three one-year options.

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

7. **SUBJECT: I-5 NORTH HIGH OCCUPANCY VEHICLE AND TRUCK LANES PROJECT FROM STATE ROUTE (SR)-14 to PARKER ROAD ENVIRONMENTAL MITIGATION AGREEMENT** [2020-0220](#)

RECOMMENDATION

AUTHORIZE the CEO to execute a third-party Agreement with the California Department of Transportation (Caltrans) and Mountain Recreation and Conservation Authority (MRCA) to fund wetlands mitigation costs as stipulated in the Streambed Alteration Agreement associated with the implementation of the I-5 North Capacity Enhancements Project (the Project).

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

8. **SUBJECT: 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM** [2020-0226](#)

RECOMMENDATION

ADOPT the resolution for the 2021 Los Angeles County Transportation Improvement Program as shown in Attachment A.

Attachments: [Attachment A - Resolution for the 2021 Los Angeles County TIP](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

9. **SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)** [2020-0230](#)

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to

claim \$39,098,039 in fiscal year (FY) 2019-20 LCTOP grant funds for the Electric Bus Charging Infrastructure Project;

- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

Attachments: [Attachment A - Resolution to Execute LCTOP Project, Certifications and Assurance](#)
[Attachment B - Funding Table for Metro Electric Bus Charging Infrastructure Project](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (5-0):

10. SUBJECT: **RESPONSE TO MOTION 8.1 - 710 CLEAN TRUCK PROGRAM** [2020-0231](#)

RECOMMENDATION

APPROVE staff recommendation to program \$50 million in Metro-controlled funding sources, including but not limited to Measure R funds identified in the expenditure plan for the Interstate 710 South and/or Early Action Projects, as seed funding for the 710 Clean Truck Program, to be made available contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project

BONIN AMENDMENT: Money cannot be spent on fossil fuel infrastructure.

Attachments: [Attachment A - LA Metro Countywide Clean Truck Initiative Working Group Summary](#)
[Attachment B - March 2020 LA Metro Countywide Clean Truck Initiative Meeting](#)
[Attachment C - Development of the 710 Clean Truck Program Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

11. SUBJECT: **MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION** [2020-0232](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING:

- 1. Deobligation of \$4,226,964 previously approved Measure M

Multi-Year Subregional Program (MSP) - Active Transportation Program, for re-allocation at the request of project sponsors, as shown in Attachment A;

2. Programming of additional \$12,750,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B; and
3. Inter-program borrowing and programming of additional \$4,350,143 from the Subregion's Measure M MSP - Active Transportation and Transit Programs to the Highway Efficiency Program, as shown in Attachment C; and

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

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

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

12. SUBJECT: PROPERTY INSURANCE PROGRAM

[2020-0092](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$4.2 million for the 12-month period May 10, 2020 through May 10, 2021.

Attachments: [Attachment A recommended program final](#)
[Attachment B alternatives considered final](#)

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

16. SUBJECT: ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS COMPONENT UNITS

[2020-0250](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed-price Contract No. PS64807000 to Crowe LLP to provide Annual Financial and Compliance Audit Services in the amount of \$1,836,135 effective April 24, 2020, subject to resolution of protest(s), if any.

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

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

17. SUBJECT: CURRENCY PROCESSING SERVICES [2020-0246](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP39497-2000 to exercise three (3), one-year options with Los Angeles Federal Armored Services, Inc. to provide currency processing services, in the amount of \$572,000 for Option Year 2, \$629,000 for Option Year 3, and \$686,400 for Option Year 4, for a combined total amount of \$1,887,400, increasing the contract value from \$972,400 to \$2,859,800, and extending the contract term to December 31, 2022.

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

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

19. SUBJECT: MEMBERSHIP ON METRO'S SAN FERNANDO VALLEY SERVICE COUNCIL [2020-0201](#)

RECOMMENDATION

APPROVE Perri Sloane Goodman for membership on Metro's San Fernando Valley Service Council.

Attachments: [Attachment A - Nominees Listing of Qualifications](#)
 [Attachment B - Nomination Letters](#)

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

20. SUBJECT: PURCHASE OF THREE 35 TON TOW TRUCKS [2020-0247](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract OP66644000 to Los Angeles Truck Centers, LLC the lowest responsive and responsible bidder for three (3) 35-ton tow trucks for a firm fixed price of \$1,069,966.24 inclusive of sales tax.

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

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

21. SUBJECT: PURCHASE OF THIRTY 1-TON UTILITY TRUCKS [2020-0248](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB OP67225 to Theodore Robins Ford the lowest responsive and responsible bidder for thirty (30) 1-ton utility trucks for a firm fixed price of \$1,417,782.25 inclusive of sales tax, subject to the resolution of any submitted protest(s).

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

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

23. SUBJECT: TIRE KITS FOR LIGHT RAIL VEHICLES [2020-0187](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 36-month, firm fixed price contract under Bid No. SD634320000 to ORX Railway Corporation the lowest responsive and responsible bidder for Tire Kits for an amount not to exceed \$2,125,956 subject to resolution of protest(s), if any.

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

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

24. SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KITS [2020-0137](#)

RECOMMENDATION

CONSIDER:

- A. FINDING that the procurement of Metro Bus Electric Cooling Systems under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and

-
- B. AUTHORIZING the Chief Executive Officer to award a single source, five-year, Indefinite Delivery, Indefinite Quantity Contract No. MA66578000 to Engineered Machined Products, Inc. (EMP) for 810 kits to rebuild EMP engine cooling systems currently installed on Metro buses. The Contract three-year base amount for \$2,712,857 inclusive of sales tax, with the first one-year option in the amount of \$841,668, inclusive of sales tax, and the second one-year option in the amount of \$841,668, inclusive of sales tax for a total contract amount of \$4,396,193 subject to resolution of protest(s), if any.

(REQUIRES TWO-THIRDS VOTE)

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

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 25. SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN**

[2020-0085](#)

RECOMMENDATION

APPROVE the PTASP which documents Metro's processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations.

Attachments: [Attachment A - PTASP
Presentation](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 27. SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR- 118
TO SR-134; SEGMENT 3**

[2020-0202](#)

RECOMMENDATION

AUTHORIZE Contract Modification No. 306 (CCO 306) by the California Department of Transportation (Caltrans) for the construction contract for Segment 3 (Empire) of I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) in the amount not to exceed \$1.06 million under Funding Agreement No. MOU. P0008355/8501A/A9 within the LOP budget.

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 30. SUBJECT: WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT** [2020-0154](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase the Life of Project Budget (LOP) Budget for Willowbrook/Rosa Parks Station Improvement Project (CP 210151) by \$18,998,400 from \$109,350,000 to \$128,348,400.

Attachments: [Attachment A - WRP Funding and Expenditure Plan 200214](#)

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

- 32. SUBJECT: STATE LEGISLATION** [2020-0235](#)

RECOMMENDATION

ADOPT staff recommended positions:

- Senate Bill 1366 (Archuleta) - Los Angeles County Metropolitan Transportation Authority: light rail: West Santa Ana Branch Transit Corridor. **WORK WITH AUTHOR**

Attachments: [Attachment A - SB 1366 \(Archuleta\) Legislative Analysis](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0-1):

- 34. SUBJECT: METRO PARKING MANAGEMENT PROGRAM AND SYSTEMWIDE PARKING OPERATOR SERVICES** [2020-0225](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING revisions to Metro's Parking Ordinance Administrative Code Title 8 (Attachment C) and Metro's Parking Rates and Fee Resolution (Attachment D) in support of the implementation of the Parking Management Program.
- B. AUTHORIZING the Chief Executive Officer ("CEO") to execute a five-year base period, firm fixed price Contract No. PS66007000 to L & R Auto Parks, Inc. DBA Joe's Auto Parks for systemwide parking operator services in the amount of \$26,878,513 with two, one-year options, in the

amounts of \$5,840,059 and \$7,651,918, respectively, for a total amount of \$40,370,490, through a revenue generating contract where the contractor will be compensated for their operating costs from the parking revenue collected and Metro will receive the net revenue amount collected, subject to resolution of protest(s) if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Metro Parking Ordinance](#)
 [Attachment D - Metro Parking Rates and Permit Fee Resolution January 2020 F](#)
 [Attachment E -Supportive Transit Parking Program Master Plan](#)
 [Presentation](#)

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

34.1 SUBJECT: WEEKEND AND HOLIDAY FREE PARKING AT METRO [2020-0292](#)
 LOTS

RECOMMENDATION

APPROVE Motion by Director Fasana

Metro has successfully adopted best management practices in its parking program to assess demand and manage inventory for maximum public transit user benefit without negatively impacting adjacent neighborhoods. In continuing that effort, Metro should assess utilization at its transit stations in support of promoting transit ridership. In consultation with staff, Metro parking facilities typically have high demand or reach capacity on weekdays. However, transit user parking utilization is minimal and well below 30% on weekends and holidays at most Metro parking facilities.

I, THEREFORE MOVE that the Board direct the CEO to:

- A. Provide free parking for transit patrons at Metro parking facilities with 30% or below capacity on Saturday, Sunday and Federally Observed Holidays.

- B. Union Station and any Metro parking facilities that have special arrangements/contracts with municipalities or local jurisdictions for public parking or other non-transit parking use are exempt from this motion.

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

- 35. SUBJECT: INVENTORY OF SUITABLE LOCATIONS FOR TEMPORARY HOMELESS HOUSING ON METRO LAND** [2020-0228](#)

RECOMMENDATION

CONSIDER:

1. RECEIVING AND FILING Metro Property Inventory for Temporary Sheltering of the Homeless Report (Attachment A); and
2. DELEGATING authority to the Chief Executive Officer (CEO) to enter into no-fee leases with local jurisdictions for temporary (less than five years) supportive homelessness-related facilities, including bridge housing for Metro-owned properties that do not have a conflicting transit or joint development purpose.

Attachments: [Attachment A - Metro Property Inventory for Temporary Sheltering of the Homeless Presentation](#)

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

- 36. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT** [2020-0252](#)

RECOMMENDATION

CONSIDER appointing the Chinese American Construction Professionals (CACP) organization to the Transportation Business Advisory Council membership.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0-2):

- 37. SUBJECT: SOUTH BAY COG FIBER OPTIC RING URGENCY MOTION** [2020-0290](#)

RECOMMENDATION

APPROVE Motion by Directors Butts and Hahn that the Board:

Approve an immediate additional \$2.5 million from the South Bay Measure M TSMIP II account for the SBCCOG South Bay Fiberoptic Network project and amended into Funding Agreement #MM 5502.05 forthwith.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2020-0303](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2020-0304](#)

RECOMMENDATION

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

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

14. **SUBJECT: PROPOSITION C BONDS** [2020-0221](#)

RECOMMENDATION

ADOPT a resolution, Attachment A, that:

- A. AUTHORIZES the issuance of bonds to refund the Proposition C Series 2010-A Bonds, consistent with the Debt Policy to achieve approximately \$4.4 million in net present value savings over the three-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, Bond Purchase Contract 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.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

Attachments: [Attachment A - Authorizing Resolution](#)

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

15. SUBJECT: MEASURE R BONDS

[2020-0222](#)

RECOMMENDATION

CONSIDER:

A. ADOPTING a Resolution, Attachment A, that:

1. AUTHORIZES Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds in one or more series, to refinance one or more of Metro's Transportation Infrastructure Finance and Innovation Act ("TIFIA") Loans to achieve up to \$170 million estimated net present value savings over the 18-year life of the bonds through the negotiated bond sale of up to \$1.75 billion of bonds.
2. APPROVES the forms of the supplemental trust agreement, second amended and restated trust agreement, junior subordinate trust agreement, supplemental junior subordinate trust agreement, continuing disclosure certificate, preliminary official statement and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the Resolution;
3. APPROVES the form of the bond purchase contract on file with the Board Secretary, that will be entered into with the underwriters as listed in Attachment B hereto; and
4. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of the bond purchase contract and bond documentation associated with the issuance of the Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds (the "Refunding Bonds").

B. ESTABLISHING an underwriter pool as shown in Attachment B that will be used to select underwriters for all future negotiated debt issues through June 30, 2024; and

C. APPOINTING the underwriter team selected for the Refunding Bonds from the above underwriter pool as shown in Attachment B that will be used to market the refunding bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

- Attachments:** [Attachment A - Authorizing Resolution](#)
[Attachment B - Summary of Underwriter Selection](#)
[Attachment C - Findings of Benefit](#)
[Presentation](#)

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS:

- 28. SUBJECT: SUSTAINABILITY ENGINEERING SERVICES FOR SOLID WASTE, RECYCLING AND HAZARDOUS WASTE COMPLIANCE** [2020-0127](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to award a Cost Plus Fixed Fee Contract for a base period of performance of three (3) years, Contract No. AE61890, to Jacobs Engineering Group, Inc., for **Sustainability Engineering Services for Solid Waste, Recycling and Hazardous Materials and Waste Compliance**, for total Contract amount not-to-exceed \$11,047,603 for the 3 year baseline term and to exercise two one (1) year options, year one option not-to-exceed \$3,825,715 and year two option not-to-exceed \$3,954,885; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute changes and modifications within the Board approved not-to-exceed contract amount.

- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Anticipated Projects and Tasks](#)

- 40. SUBJECT: 103RD ST/WATTS TOWERS STATION JOINT DEVELOPMENT** [2020-0184](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (“CEO”) to execute an Exclusive Negotiation Agreement and Planning Document (“ENA”) with Watts Station LP, a California limited partnership, for the development of 3.67 acres of Metro-owned property at the 103rd St/Watts Towers Station (“Site”) for 18 months with the option to extend up to 30 months.

- Attachments:** [Attachment A - Project Location and Ownership.pdf](#)
[Attachment B - Project Rendering.pdf](#)
[Presentation](#)

(CARRIED OVER FROM FEBRUARY REGULAR BOARD MEETING DUE TO ABSENCES AND CONFLICTS)

41. SUBJECT: METRO CENTER PROJECT (FORMERLY ESOC)

[2020-0179](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. Award a firm fixed price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co., Inc., the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project), in the amount of \$129,365,128.00;
- B. Align the Life-of-Project Budget (LOP) of \$112.7 million to \$206 million including \$109.5 million of Prop 1B California Transit Security Grant Program funds awarded to the Project by the State;
- C. Execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering Inc. to provide Design Support During Construction in the amount of \$1,976,222 increasing the Total Contract Value from \$6,528,181 to \$8,504,403 and increase the Contract Modification Authority (CMA) for HDR Engineering Inc. in the amount of \$400,000; and,
- D. Execute all agreements, task orders and contract modifications necessary up to the LOP budget to complete the above actions.

Attachments: [Attachment A-1 - Procurement Summary, S. J. Amorosa Construction Co., Inc.](#)
[Attachment A - 2 Procurement Summary, HDR Engineering, Inc.](#)
[Attachment B - Funding Expenditure Plan](#)
[Attachment C - Contract Modification Change Order Log, HDR Engineering, Inc](#)
[Attachment D-1 DEOD Summary TBA Construction Firm](#)
[Attachment D-2 DEOD Summary, HDR Engineering, Inc](#)
[Presentation - Metro Center St Project -032420](#)

(CARRIED OVER FROM FEBRUARY REGULAR BOARD MEETING)

42. SUBJECT: CORONAVIRUS - COVID19

[2020-0289](#)

RECOMMENDATION

APPROVE the Chief Executive Officer to authorize the Chief, Vendor Contract Management Officer approval authority for procurements to support the emergency condition that is being declared due to the coronavirus pandemic, in accordance with Los Angeles County Metropolitan Transportation Authority's Acquisition Policy and Procedure Manual, Acquisition Procedures ACQ2, chapter 11, section 11.8 "Emergency Procurements", Public Utilities Code 130234 and Public Contracting Code 20233, that cannot be met through normal procurement methods through June 1, 2020.

(REQUIRES TWO-THIRDS VOTE)

Attachments:

[Attachment A - CEO Emergency Conditions ACQ CH11](#)

[Attachment B - CEO Emergency Conditions PUC 130234](#)

[Attachment C - CEO Emergency Conditions PCC 20233](#)

43. SUBJECT: ASSISTANCE TO TRANSIT-ORIENTED BUSINESSES IN RESPONSE TO COVID-19

[2020-0307](#)

RECOMMENDATION

APPROVE Motion by Directors Ridley-Thomas, Kuehl, Butts, Garcetti, and Dupont-Walker:

Directing the Chief Executive Officer to negotiate and execute amendments to the agreement with the Los Angeles County Development Authority (LACDA) to reallocate up to \$853,000 of the TOC Small Business Program funds to implement a TOC COVID-19 Business Recovery Loan Program with the following components:

1. Restrict the funds to businesses within Los Angeles County that are within 1/4 mile of a Major Transit Stop as defined by California Public Resources Code Section 21064.3, which may be amended from time to time;
2. Require the loans funded with Metro funds be subject to the following requirements:
 - a. Each below-market interest loan will not exceed \$20,000 and will cover operating expenses for a qualifying small business with up to 25 full time employees;
 - b. Each loan will have a 5-year term with repayment of principal and interest deferred for the first 12 months;

c. There will be no loan origination fee and no collateral required; and

d. Each recipient must have been in continuous operation for not less than 24 months prior to the COVID-19 crisis and have demonstrated a negative financial impact due to the COVID-19 crisis.

3. Limit LACDA's administrative costs to no more than \$37,000; and

4. Metro staff will provide an update to the Board of Directors in writing within 6 months of Board Approval regarding the impact of the TOC COVID-19 Business Recovery Loan Program.

END OF NON-CONSENT ITEMS

44. SUBJECT: CLOSED SESSION

[2020-0301](#)

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

1. Kimberlee Ann Watkins v. LACMTA, Case No. BC 704890

SUBJECT: GENERAL PUBLIC COMMENT

[2020-0305](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2020-0302, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
APRIL 23, 2020**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held February 27, 2020.



MINUTES

Thursday, February 27, 2020

10:00 AM

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

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Eric Garcetti, 1st Vice Chair

Hilda Solis, 2nd Vice Chair

Kathryn Barger

Mike Bonin

Jacquelyn Dupont-Walker

John Fasana

Robert Garcia

Janice Hahn

Paul Krekorian

Sheila Kuehl

Ara Najarian

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT: 10:13 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 8, 9, 13, 16, 18, 20, 23, 28, 29, 30, and 31

Consent Calendar items were approved by one motion except items 8 and 29 which were held by a Director for discussion and/or separate action.

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

2. **SUBJECT: MINUTES** **2020-0108**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held January 23, 2020.

3. **SUBJECT: REMARKS BY THE CHAIR** **2020-0159**

RECEIVED remarks by the Chair.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2020-0160**

RECEIVED report by the Chief Executive Officer.

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

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

7. SUBJECT: 103RD ST/WATTS TOWERS STATION JOINT DEVELOPMENT 2019-0828

CARRIED OVER TO MARCH DUE TO ABSENCES AND CONFLICTS: execution of an Exclusive Negotiation Agreement and Planning Document ("ENA") with Watts Station LP, a California limited partnership, for the development of 3.67 acres of Metro-owned property at the 103rd St/Watts Towers Station ("Site") for 18 months with the option to extend up to 30 months.

8. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 2020-0027

APPROVED AS AMENDED:

- a. Proceeding with the California Environmental Quality Act (CEQA) only for the project's environmental process;
- b. Withdrawing the SR 60 and Combined Alternatives from further consideration in the environmental study;
- c. Preparing a feasibility study independent from the Eastside Transit Corridor Phase 2 project to evaluate other options that better serve the needs of the San Gabriel Valley; and
- d. Approving the Eastside Transit Corridor Phase 2 Title VI Service Equity Analysis.

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

8.1 SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 2020-0172

APPROVED amending motion by Directors Solis, Hahn, Butts, Garcia, Fasana, and Garcetti that the Board direct the CEO to add the following directive under Agenda Item 8:

- e. Honor the commitment of \$635.5 million made to the San Gabriel Valley subregion as part of Measure R documentation. This commitment will be recognized consistent with the funding years in the Measure R Expenditure Plan.

FURTHER that the Board direct the CEO to provide a report back to the Board in May 2020 that includes:

(Item 8.1 – continued from previous page)

1. Recommendations for funding and cash flow (Funding Plan) for the San Gabriel Valley and Gateway Cities that encompasses all of the Measure R and Measure M funding for the Gold Line Eastside Extension Phase 2 to demonstrate subregional equity for both the San Gabriel Valley and the Gateway Cities. As part of the Funding Plan, include any potential inter-fund borrowing between Measures R and M, loan options, or other financial mechanisms necessary to retain overall equity while ensuring financial capacity to move the Gold Line Eastside Extension Phase 2 forward as an accelerated Pillar Project under Metro's Twenty-Eight by '28 Initiative.

2. Implementation plan to design, environmentally clear and construct a high-quality transit service option that will serve the State Route 60 Corridor cities and potentially the communities near the Los Angeles County/San Bernardino County border. The strategy should include details for outreach, timeframes to initiate and finish the environmental review, and a preliminary analysis of alternatives.

3. Consideration of, as part of the feasibility study for the San Gabriel Valley, high-quality transit service options including Bus Rapid Transit and Alternative Rail Transit Technology (i.e., Monorail Transit, or MRT) and identification of opportunities to connect Metro's transit network with the Foothill Gold Line as well as the Metrolink and Foothill Transit networks in the San Gabriel Valley.

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

**9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM 2020-0064
ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION**

A. APPROVED ON CONSENT CALENDAR:

1. Inter-program borrowing and programming of additional \$4,100,000 from the Las Virgenes/Malibu Subregion's Measure M Multi-Year Subregional Program (MSP) Highway Efficiency Program to the Active Transportation/Transit/Tech Program, as shown in Attachment A;
2. Programming of additional \$7,000,000 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

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

13. SUBJECT: INVESTMENT POLICY

2019-0681

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING the Investment Policy in Attachment A;
- B. APPROVING the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA Officials, Attachment B; and
- C. 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.

16. SUBJECT: OVERHEAD CATENARY SYSTEM INSPECTION TOOL

2019-0819

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. PS53079000, with TransTech of South Carolina, Inc. (TransTech), for a turnkey Overhead Catenary System Inspection Tool for the measurement, recording, and reporting of various parameters associated with the Overhead Catenary System (OCS) contact wire, for an amount of \$275,700 increasing the total contract amount from \$391,974.23 to \$667,674.23 and extend the period of performance from June 30, 2020 to June 30, 2023.

18. SUBJECT: CAPITAL IMPROVEMENT PROJECTS FOR METRO RAIL AND FACILITY INFRASTRUCTURE

2019-0818

APPROVED ON CONSENT CALENDAR BY A 2/3 VOTE:

- A. FINDING that awarding a design-build delivery method, pursuant to Public Utilities Code Section 130242(b), will achieve for Metro certain private sector efficiencies through the integration of design, project work and components at Metro rail facilities and in Metro light rail vehicles in Los Angeles County as defined by the supply and install projects listed in Attachment A.
- B. AUTHORIZING the Chief Executive Officer to award the competitively bid design-build contracts to the lowest responsive, responsible bidder, pursuant to Public Utilities Code Section 130051.9(c)

(REQUIRED 2/3 VOTE OF THE BOARD)

20. SUBJECT: PROFESSIONAL AND TECHNICAL SERVICES FOR OPERATIONS SDSA DEPARTMENT 2019-0584

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a three-year, indefinite delivery/indefinite quantity (IDIQ), Contract No. PS64781000 to Cambridge Systematics, Inc. for professional and technical services in an amount not-to-exceed \$8,683,324, subject to resolution of protest(s) if any.

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

23. SUBJECT: SECURITY GUARD SERVICES 2020-0030

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 6 to Contract No. PS560810024798 with RMI International, Inc. to continue providing security guard services, and increasing the not-to-exceed contract value by \$18,400,000 from \$87,053,758 to \$105,453,758.

26. SUBJECT: METRO CENTER STREET PROJECT (FORMERLY ESOC) 2019-0677

CARRIED OVER:

- A. a firm fixed price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co., Inc., the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Street Project (Project), in the amount of \$129,365,128.00;
- B. the Life-of-Project Budget (LOP) of \$112.7 million to \$206 million including \$109.5 million of Prop 1B California Transit Security Grant Program funds awarded to the Project by the State;
- C. Modification No. 9 to Contract No. AE451150019779 with HDR Engineering Inc. to provide Design Support During Construction in the amount of \$1,976,222 increasing the Total Contract Value from \$6,528,181 to \$8,504,403 and increase the Contract Modification Authority (CMA) for HDR Engineering Inc. in the amount of \$400,000; and,
- D. all agreements, task orders and contract modifications necessary up to the LOP budget to complete the above actions.

28. SUBJECT: STATE LEGISLATION

2020-0087

ADOPTED ON CONSENT CALENDAR staff recommended positions:

- A. Assembly Bill 2012 (Chu) - Free senior transit passes: eligibility for state funding. **WORK WITH AUTHOR**
- B. Assembly Bill ~~2174~~ 2176 (Holden) - Free student transit passes: eligibility for state funding. **WORK WITH AUTHOR**

29. SUBJECT: THE MICROTRANSIT PILOT PROJECT - PART B (IMPLEMENTATION)

2019-0865

AUTHORIZED AS AMENDED the Chief Executive Officer to:

- A. EXECUTE Modification No. 5 to firm fixed price Contract No. PS46292001 with RideCo., Inc. as a private partner and technology firm for operations in conjunction with the deployment areas outlined in Attachment F (Regional Readiness Operating Plan) and Attachment G (Map), in the amount of \$28,874,747.50, increasing the total Contract value from \$285,985.13 to \$29,160,732.63.
- B. AMEND the FY20 budget for the MicroTransit pilot project implementation positions and funding listed below:
 - 1. 80 Contract positions to operate the vehicles and 7 Contract positions to supervise the service; and
 - 2. \$7,750,000 for FY20 contractual and operational expenses

Amendment: Extend protest period by one week and approve recommendation subject to resolution of protest.

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

30. SUBJECT: METRO FREEWAY SERVICE PATROL

2020-0019

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FS66316000-34 to Disco Auto Sales, Inc., dba Hollywood Car Carrier, the lowest responsive and responsible bidder, for Metro Freeway Service Patrol (FSP) towing services in the amount of \$3,567,060 or Beat 34 and Contract No. FS66316001-71 for \$8,515,325 for Beat 71 for 56 months, subject to resolution of protest(s), if any; and,

(continued on next page)

(Item 30 – continued from previous page)

- B. AWARD a firm fixed unit rate Contract No. FS66316002-10 to Hovanwil, Inc., dba Jon's Towing, the lowest responsive and responsible bidder, for Metro Freeway Service Patrol (FSP) towing services in the amount of \$4,306,768.50 for Beat 10 for 56 months, subject to resolution of protest(s), if any; and,
- C. AWARD a firm fixed unit rate Contract No. FS66316003-9 to Sonic Towing, Inc., the lowest responsive and responsible bidder, for Metro Freeway Service Patrol (FSP) towing services in the amount of \$3,765,230 for Beat 9 and Contract No. FS66316004-12 for \$3,898,346.88 for Beat 12 for 56 months, subject to resolution of protests(s), if any; and,
- D. AWARD a firm fixed unit rate Contract No. FS66316005-21 to South Coast Towing, Inc., the lowest responsive and responsible bidder, for Metro Freeway Service Patrol (FSP) towing services in the amount of \$3,460,726 for Beat 21 and Contract No. FS66316006-70 for \$6,824,652 for Beat 70 for 56 months, subject to resolution of protests(s), if any; and,
- E. DO NOT AWARD contracts for the following beats as solicited in IFB No. FS66316. Beats 18, 20, 24, 28, 33, 36, 37, 38, 41, & 42; and,
- F. INCREASE Contract Modification Authority (CMA) to 32 existing Freeway Service Patrol contracts as delineated below for an aggregate amount of \$8,200,000 thereby increasing the CMA amount from \$25,317,555 to \$33,517,555 and extend the periods of performance as follows:
- Beat no. 1: All City Tow Contract No. FSP2828200FSP141, for \$190,000 for up to 4 months
 - Beat no. 2: Citywide Towing Contract No. FSP2785600FSP142, for \$340,000 for up to 4 months
 - Beat no. 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$240,000 for up to 6 months
 - Beat no. 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$490,000 for up to 6 months
 - Beat no. 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$500,000 for up to 6 months
 - Beat no. 7: Girard & Peterson Contract No. FSP3469900B7/11, for up to 8 months
 - Beat no. 8: Citywide Towing Contract No. FSP2825800FSP148, for \$215,000 for up to 4 months
 - Beat no. 10: Neighborhood Towing 4 U Contract No. FSP3848100FSP1410, for \$320,000 for up to 3 months

(continued on next page)

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- Beat no. 11: Girard & Peterson Contract No. FSP3469900B7/11, for up to 8 months
- Beat no. 12: Tip Top Tow Contract No. FSP2826700FSP14, for \$125,000 for up to 3 months
- Beat no. 13: Reliable Delivery Service Contract No. FSP2831500FSP1413, for \$300,000 for up to 4 months
- Beat no. 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$475,000 for up to 6 months
- Beat no. 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$280,000 for up to 4 months
- Beat no. 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$200,000 for up to 4 months
- Beat no. 21: Bob's Towing Contract No. FSP2839000FSP1421, for \$110,000 for up to 3 months
- Beat no. 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$580,000 for up to 4 months
- Beat no. 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for \$355,000 for up to 8 months
- Beat no. 28: Hadley Tow Contract No. FSP3847300FSP1428, for \$145,000 for up to 4 months
- Beat no. 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for up to 6.5 months
- Beat no. 31: Navarro's Towing Contract No. FSP3470700B31/50, for \$375,000 for up to 6.5 months
- Beat no. 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$180,000 for up to 4 months
- Beat no. 34: South Coast Towing, Inc. Contract No. FSP2839600FSP1434, for \$270,000 for up to 3 months
- Beat no. 36: Hadley Tow Contract No. FSP2841400FSP1436, for \$105,000 for up to 4 months
- Beat no. 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$200,000 for up to 4 months
- Beat no. 38: Steve's Towing Contract No. FSP38468001438, for \$215,000 for up to 4 months
- Beat no. 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for \$470,000 for up to 6 months
- Beat no. 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$100,000 for up to 4 months
- Beat no. 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$300,000 for up to 6 months
- Beat no. 50: Navarro's Towing Contract No. FSP3470700B31/50, for \$220,000 for up to 6.5 months

(continued on next page)

(Item 30 – continued from previous page)

- Beat no. 70: Tip Top Tow Contract No. FSP3471300B70, for \$260,000 for up to 3 months
- Beat no. 71: Bob & Dave's Towing, Inc. Contract No. FSP3471500B71, for \$250,000 for up to 3 months
- Region 1: Kenny's Auto Service Contract No. FSP13-R1 for \$390,000 for up to 4 months

31. SUBJECT: RAIL AND BUS OPERATIONS CENTERS (ROC/BOC) 2019-0756

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a preliminary Life of Project (LOP) budget of up \$24 million for the preliminary engineering design and technical and third-party support services for the Rail Operations Center and Bus Operations Center (ROC/BOC) Project;
- B. AUTHORIZING the Chief Executive Officer to award a Task Order (TO) under Contract No. AE47810E0128, to SECOTrans (Joint Venture of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc) for the preliminary engineering design of the Rail and Bus Operations Control Center (ROC\BOC) Project for a not to exceed amount of \$15,000,000 increasing the previous Board approved not to exceed amount from \$28,932,000 to a not exceed amount of \$43,932,000 for Contract No. AE47810E0128; and
- C. AUTHORIZING the Chief Executive Officer (CEO) to execute all agreements necessary to complete the project within the preliminary LOP budget.

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

32. SUBJECT: REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT 2020-0057

APPROVED BY A 2/3 VOTE:

- A. Holding a hearing on the proposed Resolution of Necessity; and
- B. Adopting a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Parcel RC-SPA-4 (APN Not Applicable), consisting of real property located within the 2nd Street and Hope Street right-of-way (hereinafter the "Property").

(REQUIRED 2/3 BOARD VOTE)

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

33. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

2020-0107

WITHDRAWN:

A. Holding a hearing on the proposed Resolution of Necessity; and

B. Adopting a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Utility Overhang and a 54-month Temporary Construction Easement from the property identified as Parcel RM-02 (APN: 8059-029-010). The property listed above is herein referred to as the "Property".

34. SUBJECT: CLOSED SESSION

2020-0163

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

1. Emma Gonzalez v. LACMTA, Case No. BC 692194

APPROVED settlement in the amount of \$600,000.

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

2. Lucia Jang v. LACMTA, Case No. BC 669658

APPROVED settlement in the amount of \$450,000.

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

3. Jonathan Aguilar v. LACMTA, Case No. BC 681858

APPROVED settlement in the amount of \$1,375,000.

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

4. Margaret Strowski v. LACMTA, Case No. BC 695559

APPROVED settlement in the amount of \$249,000.

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

(continued on next page)

(Item 34 – continued from previous page)

- B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)
(2)
Significant Exposure to Litigation (One Case)

NO REPORT.

- C. Conference with Real Estate Negotiator - G.C. 54956.8
Property Description: 9225 and 9601 Aviation Boulevard
Los Angeles, CA 90045
Agency Negotiator: Velma Marshall
Negotiating Party: Clean Energy
Under Negotiation: Price and terms

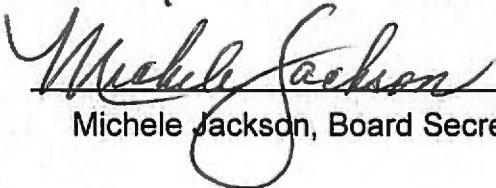
NO REPORT.

- D. Conference with Labor Negotiator - G.C. 54957.6
Agency Designated Representative: Joanne Peterson or designee
Employee Organizations: SMART, ATU, TCU, AFSCME, and Teamsters

NO REPORT.

ADJOURNED AT 2:10 P.M. IN MEMORY OF RONALD JOSEPH BULINSKI, FATHER OF CALTRANS DISTRICT 7 DIRECTOR AND METRO BOARD MEMBER JOHN BULINSKI AND SENIOR TRANSPORTATION PLANNER DANIEL CHUONG.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary



Board Report

File #: 2020-0192, File Type: Project

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE APRIL 15, 2020

SUBJECT: ORANGE LINE TERMINUS IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the G (Orange) Line Terminus Improvement Project;
- B. CONCLUDING that the G Line Terminus Improvement Project is statutorily exempt from the California Environmental Quality Act pursuant to Public Resources Code Section 21080, Subdivisions (b)(10) and (b)(11) and CEQA Guidelines Section 15275, Subdivision (a); and
- C. AUTHORIZING Metro staff to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

ISSUE

Ridership on the G Line is anticipated to increase 39 percent by 2025. To accommodate this growth, staff is proposing capacity improvements to the G Line terminus at North Hollywood (Project). Staff is requesting Board approval to determine that the Project is Statutorily Exempt under the California Environmental Quality Act (CEQA) and authorize Metro staff to formally file a CEQA Notice of Exemption (NOE) with the Los Angeles County Clerk and State Clearinghouse.

BACKGROUND

The G Line terminus at North Hollywood (Station) opened with the Orange Line in October 2005. The Station was originally designed to support approximately 4,000 passengers per day. Today, more than 7,000 passengers pass through the Station and, with the completion of the Metro Orange Line Bus Rapid Transit Improvements Project, ridership is anticipated to increase by 39 percent. In addition, the Station will be experiencing increased layover activity to accommodate electric bus charging.

To address projected increases in demands on the Station, staff and consultants undertook a detailed analysis of existing and projected pedestrian traffic through the terminus. The team used two

independent predictive models to analyze and visualize current and future pedestrian flows through the terminus. Through this process, it became clear that to accommodate increased transfers from the street-level buses to the B (Red) Line below ground, a new portal is required. Due to the configuration of the B Line station, the only feasible location for a new portal is at the northwest corner of South Lankershim and Chandler Boulevards (see Attachment A - Project Site Plan & Rendering).

The Station is currently developed with the historic Lankershim Depot building and a one-story building located on the northwest section of the site, along with a bus turnaround and layover areas for the G Line, electric bus charging infrastructure, parking, bus shelters, and a new portal and elevators to the B Line mezzanine.

DISCUSSION

The Project would revitalize and expand transit facilities at the Station, including additional discharge, boarding and layover bays for the G Line and future bus rapid transit services; new bays for local/regional buses; electric bus charging facilities and an expanded portal to the subsurface B Line station. The Project scope includes:

1. Bus Bays

- 6 G Line bays - 1 Boarding Platform (3 bays) and 3 Alighting/Drop-off Bays
- 6 interior loop layover bays
- 14 Transit Center perimeter bays
- 3 on-street bus stops
- Employee breakroom

2. West Portal Expansion

The existing staircase and single escalator, running from the station mezzanine level to plaza (surface) level will be replaced as follows:

- A. From the mezzanine to ancillary landing - new wider central staircase plus two (2) bidirectional escalators
- B. From the landing to 'north' plaza - a new staircase and one (1) bidirectional escalator
- C. From ancillary to 'south' plaza (at Lankershim and South Chandler) - a new staircase and one (1) bidirectional escalator; the stair will be sized, and conduit and panel will be provided, to accommodate the addition of a second escalator by Metro in the future if needed

3. Electric Bus Charging

- New switchgear and transformer vaults
- Electric bus charging facilities for the Orange Line and new bus rapid transit services, with charging facility expansion capability including conduit and space allocation for future charging infrastructure at all local bus bays

4. Pedestrian Plaza Enhancements

- New drought tolerant landscaping
- Space for Metro Security
- Upgraded lighting
- New trees and shade structures

The Project was developed and refined with extensive input from and coordination with Operations, Security, ADA/Civil Rights, Systemwide Station Design, and Parking Management. The Project will streamline transfers between the G Line and local and municipal buses as well as the B Line, by consolidating bus bays around the G Line terminus and creating more direct paths from the G line discharge area to the below-ground B Line station. Abundant trees and shade structures, enhanced lighting and new next bus/train messaging will improve passenger comfort and safety. The Project has been designed based on principles of Crime Prevention Through Environmental Design (CPTED) to ensure that visibility and sightlines are preserved and that proper physical protections are in place to ensure the safety and security of Metro patrons and the public.

The historic Lankershim Depot, which was restored beginning in 2011 and reopened as a Groundwork Coffee store in 2017, will be retained on the site but moved approximately 45 feet west to accommodate the new portal. A portion of the property is currently improved with a one-story industrial warehouse, leased to a master tenant with four subtenant spaces. After the leasehold interest terminates the building will be demolished to accommodate the expanded bus bays and bus charging facilities.

Community Outreach

Starting in 2016, staff has sought community input on the proposed transit center improvements in tandem with outreach on Metro Orange Line, and NoHo to Pasadena and North San Fernando Valley bus rapid transit projects. Feedback to date has been positive, with requests to incorporate adequate shade and lighting and to provide a design that increases patrons' sense of security in and around the Station.

CEQA Determination

CEQA provides statutory exemptions for certain activities and specified actions. According to Public Resources Code Section 21080, Subdivisions (b)(10) and (b)(11) and CEQA Guidelines Section 15275, Subdivision (a), CEQA does not apply to the institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities. Upon approval of the staff recommendations, the CEQA Notice of Exemption will be filed with the Los Angeles County Clerk (refer to Attachment B) and the State Clearinghouse.

Equity Platform

Consistent with the Equity Platform pillar, "listen and learn," staff has conducted extensive outreach to riders that would be impacted by the proposed changes to the Station. Staff will maintain a commitment to engage community stakeholders through its stakeholder mailing list, open houses, one-on-one briefings, and continued participation in community meetings.

According to the Fall 2019 On-Board Survey, 45% of G Line riders are below the poverty line and 74% do not have access to a car. The Station itself is located adjacent to an Equity Focused Community as defined in the Long Range Transportation Plan. In alignment with pillar three of the Equity Platform, the Project will “focus and deliver” resources where they will not only support increased service, but also improve the quality, safety, and efficiency of the journey for this population.

DETERMINATION OF SAFETY IMPACT

With respect to recommendation A, approving the Project, the design of the Project has been and will continue to be developed with input from Metro Risk, Safety and System Security staff. In general, the Project is anticipated to increase overall safety and security at the Station by improving circulation, installing new lighting and improving visibility.

Approving recommendation B, to determine that the Project is Statutorily Exempt, and recommendation C, to authorize staff to file a CEQA NOE, as these would not impact the safety of Metro staff or the public.

FINANCIAL IMPACT

With respect to recommendation A, staff is not seeking a commitment of financial resources for the Project at this time. There is no financial impact should the Board approve recommendation B, to determine that the Project is Statutorily Exempt, and Recommendation C, to direct staff to file a CEQA NOE, would not impact safety of Metro staff or the public.

Impact to Budget

Continued design work for this effort is included in the FY20 budget and the FY21 budget request. Staff is not seeking Life of Project approval at this time.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommendations will support strategic plan goal 1.2, Improve LA County’s overall transit network and assets and enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could defer or deny approval of the Project (recommendation A) or the environmental recommendations B and C, however to do so would halt planning for the Project and impact the ability for the Project to be delivered in time to meet projected increases in ridership.

NEXT STEPS

With Board approval of the staff recommendations, staff will file the CEQA NOE with both the Los

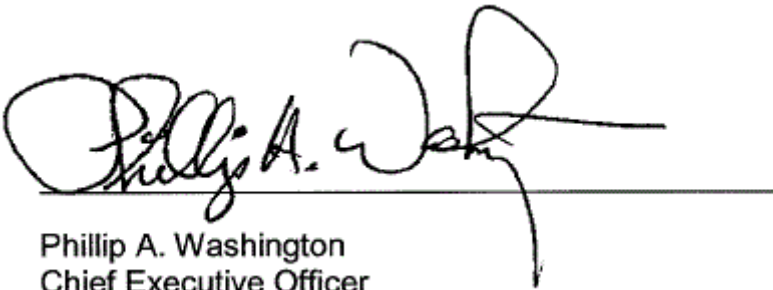
Angeles County Clerk and the State Clearinghouse. Staff will continue to refine the design and engineering of the site, determine funding sources and return to the Board to seek authorization to construct the Project.

ATTACHMENTS

Attachment A - Project Site Plan & Rendering
Attachment B - CEQA Notice of Exemption

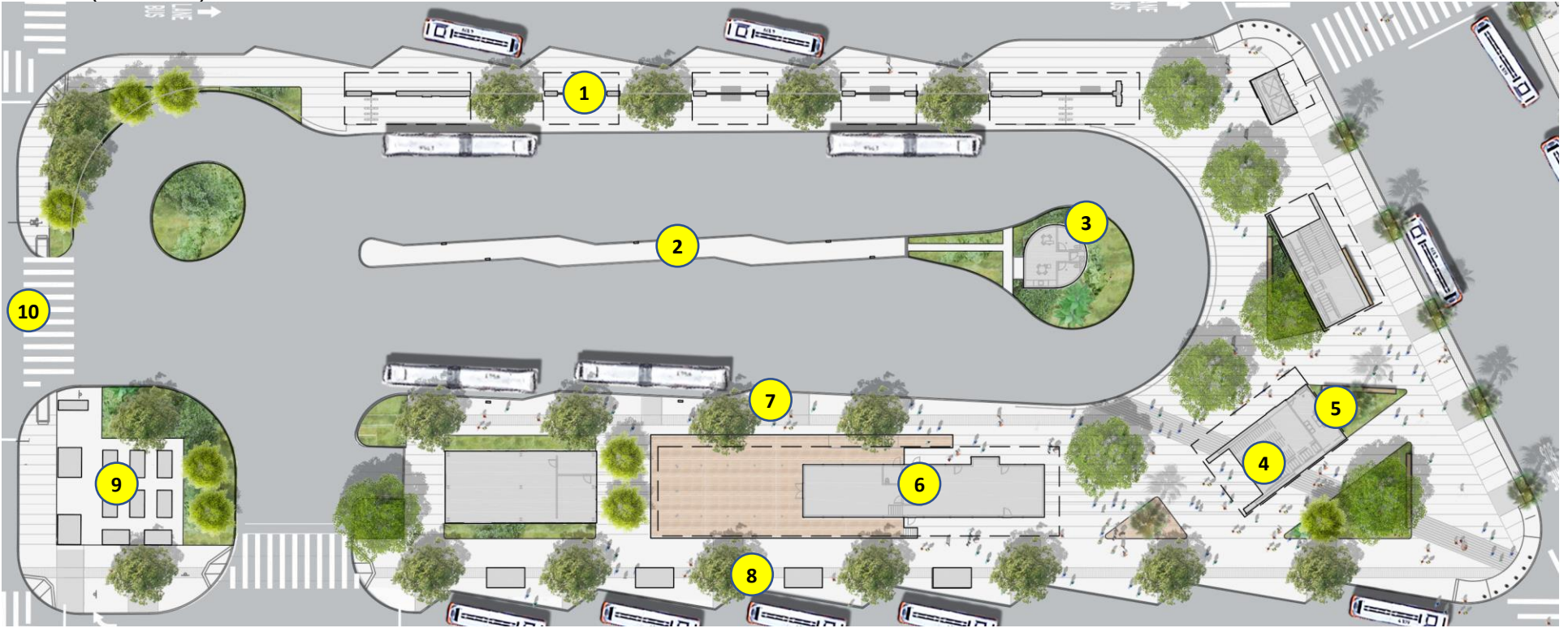
Prepared by: Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-7217
Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

Attachment A – Project Site Plan & Rendering
G LINE (ORANGE) TERMINUS IMPROVEMENTS



1. Orange Line Pick-up
2. Orange Line and Future BRT Service Layover
3. Employee Breakroom
4. New Red Line Portal
5. Transit Security Center
6. Preserved Lankershim Depot and Plaza
7. Orange Line Drop-off
8. Local and Regional Bus Layover
9. Electric Bus Charging Facilities
10. Orange Line Gating



View of G Line Terminus Looking South



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Notice of Exemption

To:

County Clerk
County of Los Angeles
12400 Imperial Highway
Norwalk CA 90650

From:

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles CA 90012
Contact: Emmanuel Liban, Chief Sustainability Officer
213-922-2471

Project Title: G Line Terminus Improvement Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Public Agency Approving Project Los Angeles County Metropolitan Transportation Authority

Project Location (include county): Lankershim Blvd/Chandler Blvd, North Hollywood, Los Angeles; Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:

The Project would revitalize and expand transit facilities at the Station, including additional discharge, boarding and layover bays for the G Line and future bus rapid transit services; new bays for local/regional buses, electric bus charging facilities and an expanded portal to the B Line station below. The Project scope includes:

1. Bus Bays

- 6 G Line bays – 1 Boarding Platform (3 bays) and 3 Alighting/Drop-off Bays
- 6 interior loop layover bays
- 14 Transit Center perimeter sawtooth bays
- 3 on-street bus stops
- Employee breakroom

2. West Portal Expansion

The existing staircase and single escalator, running from the station mezzanine level to plaza (surface) level will be replaced as follows:

- A. From the mezzanine to ancillary landing - new wider central staircase plus two (2) bidirectional escalators
- B. From the landing to 'north' plaza – a new 7' wide staircase and one (1) bidirectional escalator
- C. From ancillary to 'south' plaza (at Lankershim and South Chandler) – a new 13' wide staircase and one (1) bidirectional escalator; the stair is sized, and conduit and panel will be provided, to accommodate the addition of a second escalator by Metro in the future.

3. Electric Bus Charging

- New DWP Switchgear and Transformer Vaults
- Electric bus charging facilities for the Orange Line and new BRT services, with charging facility expansion capability including conduit and space allocation for future charging infrastructure at all local bus bays

4. Pedestrian Plaza Enhancements

- New drought tolerant landscaping
- Space for metro security

- Upgraded lighting
- New trees and shade structures

The Project will streamline transfers between the G Line and local and municipal buses as well as the B Line, by consolidating bus bays around the G Line terminus and creating more direct paths from the G line discharge area to the below-ground B Line station. Abundant trees and shade structures, enhanced lighting and new next bus/train messaging will improve passenger comfort and safety. The Project has been designed based on principles of Crime Prevention Through Environmental Design (CEPTED) to ensure that visibility and sightlines are preserved and that proper physical protections are in place to ensure the safety and security of Metro patrons and the public.

The historic Lankershim Depot, which was restored beginning in 2011 and reopened as a Groundwork Coffee store in 2017, will be retained on the site but moved approximately 45 feet to the West to accommodate the new portal. A portion of the property is currently improved with a one-story industrial warehouse, leased to a master tenant with four subtenant spaces. The project would acquire this leasehold interest and demolish the building to accommodate the expanded bus bays and bus charging facilities.

According to the Fall 2019 On-Board Survey, 57% of G Line Riders are below the poverty line and 85% do not have access to a car. G Line ridership is also disproportionately comprised of non-white minorities, who have historically not benefitted equally from transportation investment in LA County. In alignment with pillar three of the Equity Platform, the Project will “focus and deliver” resources where they will not only support increased service, but also improve the quality, safety, and efficiency of the journey for this ridership.

Exempt Status:

- Ministerial (Sec. 21080(b)(1); 15268).
- Declared Emergency (Sec. 21080(b)(3); 15269(a).
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c).
- Categorical Exemption:
- Statutory Exemption: Public Resources Code section 21080, subdivisions (b)(10) and (b)(11) and CEQA Guidelines section 15275, subdivision (a)

Reasons why project is exempt:

According to Public Resources Code section 21080, subdivisions (b)(10) and (b)(11) and CEQA Guidelines section 15275, subdivision (a), CEQA does not apply to the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use, including modernization of existing stations and parking facilities.

Signature _____ Title: _____
(Public Agency):

Date: _____ Date Received for filing at OPR _____

Signed by Lead Agency

Signed by Applicant



Board Report

File #: 2020-0226, File Type: Resolution

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE APRIL 15, 2020

SUBJECT: 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the resolution for the 2021 Los Angeles County Transportation Improvement Program as shown in Attachment A.

ISSUE

As the designated County Transportation Commission for Los Angeles County, Metro is required to submit a resolution to the Southern California Association of Governments (SCAG) certifying that Los Angeles County has the resources to fund and is committed to implement the projects to be included in the 2021 Federal Transportation Improvement Program (FTIP) covering Federal Fiscal Years (FFY) 2020/21 - 2025/26. Inclusion of projects in the FTIP is required for the allocation of federal funds, state and local funds (as applicable), as well as for specific federal actions (including federal environmental clearance).

BACKGROUND

SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region that includes Los Angeles County, is required under federal and state law to develop the FTIP. This is a six-year document that lists projects to be funded with federal, state, and local funds. The FTIP is required to advance the planning and construction of projects included in SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This is achieved through the systematic programming of funds for the projects included in the RTP/SCS in accordance with federal and state requirements, including scheduling, financing, and the timely implementation of transportation control measures to help reduce air pollution.

DISCUSSION

Projects from each of SCAG's six counties are included in their respective TIP and then submitted to SCAG for inclusion in the FTIP. To comply with both state and federal requirements, the FTIP is updated every two years in California. SCAG's 2019 FTIP, which programs funds covering FFY

2018/19 - 2023/24 was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in December 2018. SCAG is scheduled to adopt the 2021 FTIP in September 2020. A joint air quality conformity determination from the FHWA and the FTA is required for the approval of SCAG's 2021 FTIP, which is anticipated in December 2020. The 2021 Los Angeles County Transportation Improvement Program (TIP) includes about 800 projects valued at approximately \$21 billion for about 100 agencies.

Equity Platform

The 2021 Los Angeles County TIP includes over 800 projects sponsored by about 100 agencies, including Caltrans, Metro, County of Los Angeles, the 88 cities, transit municipal operators, the Port of Los Angeles and the Port of Long Beach, and non-profit organizations. The implementation of projects included in the 2021 Los Angeles County TIP improves access to opportunities by disadvantaged communities and supports all four pillars of the Equity Platform.

DETERMINATION OF SAFETY IMPACT

Adoption of the resolution will have no direct impact on the safety of Metro customers or employees. However, as the Los Angeles County TIP includes safety enhancement projects, eliminating delay or risk for overall project delivery resulting from inability to program and receive funding would ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of the resolution will allow Metro to program and secure federal, state, and local funds for projects in Los Angeles County.

Impact to Budget

Adoption of the resolution for the 2021 Los Angeles County TIP has no impact on the FY 2020 Budget.

IMPLEMENTATION OF STRATEGIC GOALS

Approval of this item advances achieving all five goals of the Vision 2028 Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could elect to not adopt the resolution shown in Attachment A. Staff do not recommend this alternative. By not adopting the resolution, the Los Angeles County TIP will not be included in SCAG's 2021 FTIP. Therefore, Metro and other agencies in Los Angeles County will not be able to program and receive federal, state, and local funding allocations for their projects. This may jeopardize the implementation of projects in Los Angeles County that have funds programmed through FFY 2025/26. It may also result in the loss of funding allocations due to federal and state lapsing and/or project inactivity policies, as well as in the ineligibility for future funding allocations.

NEXT STEPS

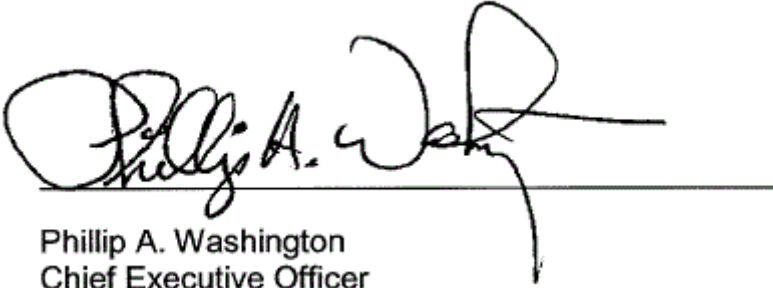
Upon Board approval of the recommendation, staff will submit the resolution to SCAG.

ATTACHMENTS

Attachment A - Resolution for the 2021 Los Angeles County TIP

Prepared by: Nancy Marroquin, Sr. Manager, Countywide Planning & Development, (213) 418-3086
Ashad Hamideh, Sr. Director, Countywide Planning & Development,
(213) 922-5539
Wil Ridder, Executive Officer, Countywide Planning & Development,
(213) 922-2887
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213)
418-3251

Reviewed by: James De La Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer



A RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) CERTIFYING THAT LOS ANGELES COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2020/21 – 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2020/21 – 2025/26 Los Angeles County TIP with funding available and committed for FFY 2020/21 and FFY 2021/22 and reasonably expected to be available for FFY 2022/23 through FFY 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2020/21 – 2025/2026 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2020/21 – 2025/26 Los Angeles County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be available to carry out the program in the last four years, and certifies that:

1. Projects in the FY2020/21 – 2025/26 Los Angeles County TIP are consistent with the 2020 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2020; and
2. All of the projects in the Los Angeles County TIP have complete funding identified in the 2020 STIP.
3. Los Angeles County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program allocations to fund all of the projects in the FFY 2020/21 – 2025/26 Los Angeles County TIP; and
4. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the Los Angeles County TIP; and
5. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

PASSED, APPROVED, AND ADOPTED this ___ day of _____, _____.

CERTIFICATION

MICHELE JACKSON
LACMTA Board Secretary

DATED:
(SEAL)

**Board Report**

File #: 2020-0230, **File Type:** Resolution

Agenda Number: 9.

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 15, 2020**

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to claim \$39,098,039 in fiscal year (FY) 2019-20 LCTOP grant funds for the Electric Bus Charging Infrastructure Project;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

ISSUE

The Low Carbon Transit Operations Program (LCTOP) is a cap-and-trade program established in 2014 that provides operating and capital assistance funds to public transportation agencies throughout California to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. The State issued the FY 2019-20 guidelines for the LCTOP in February 2020 and agencies must claim these formula grant funds by April 8, 2020. The grant package must include an adopted Board resolution that provides project information and certifies that Metro will comply with all LCTOP conditions and requirements. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

DISCUSSION

Each year, the State makes LCTOP formula grant funds available through a process administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resource Board (CARB) and the State Controller's Office (SCO).

In February 2020, the State notified eligible agencies of their FY 2019-20 fund allocation amounts,

including \$36,016,862 apportioned to Metro. In addition, 12 Los Angeles County municipal operators requested to transfer to Metro \$3,081,177 of their FY 2019-20 LCTOP fund allocations for use on its 2020 LCTOP-funded expenses in exchange for more flexible local funds.

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 \$39.1 million in FY 2019-20 LCTOP funds; 2) identifies the project to be funded with the LCTOP funds; 3) accepts the transfer of FY 2019-20 LCTOP funds to Metro by the 12 municipal operators; and 4) 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. Staff is proposing to fund the Electric Bus Charging Infrastructure Project with these LCTOP funds.

LCTOP Program Funding

The LCTOP, created by California Senate Bill 862 (2014), provides funding derived from California's Cap-and-Trade Program and supports transit agency investment in various projects to further reduce greenhouse gas emissions. In FY 2019-20, \$146 million was allocated to LCTOP statewide. Transit agencies receiving funds from the LCTOP must 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 (de Leon, 2012) and Assembly Bill 1550 (Gomez, 2016) established criteria for meeting the LCTOP requirement to prioritize serving disadvantaged communities. The California Environmental Protection Agency (CalEPA) provides tools for identifying Disadvantaged Communities (DACs) based on geographic, socioeconomic, public health, and environmental hazard criteria. The State's parameters include, but are 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.

Additional requirements for low-income communities and low-income residents include:

- 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.

Analysis using the State's criteria shows that DACs are disproportionately located in both Los Angeles County and the Central Valley, and notably less prevalent in other major metropolitan areas. Metro, as the lead agency, must select and document the appropriate information to show that a proposed project meets all DAC and other population requirements.

Additional Project Eligibility Criteria

In addition to maximizing benefits to DAC's, 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 considered various factors in the analysis that resulted in the recommendation to use 2019-20 LCTOP funding on the Electric Bus Charging Infrastructure Project. In addition to ensuring the above criteria were met, teams from various departments weighed potential LCTOP recipient projects against alignment with Metro's Strategic Vision, project and program costs, funding availability, feedback collected via community engagement, and the extent to which allocating to a project improves the balance between Metro's financial commitments and funding availability.

The Electric Bus Charging Infrastructure Project will procure and install new stationary and portable charging equipment and storage to enable reduction of air pollutants and toxic air contaminant emissions. Fixed charging facilities will be installed at the Division 9 Bus Maintenance Facility in El Monte and will power electric buses that serve populations in areas that meet the State's definition for disadvantaged and low-income communities.

Staff recommends using this grant to fund the Electric Bus Charging Infrastructure Project because its characteristics best align with the grant program eligibility criteria and strongly supports Metro's commitment to further reduce greenhouse gas emissions by transitioning to zero-emission buses ahead of the State's 2040 goal to transition to one-hundred percent electric bus fleets. In addition, operation of electric buses is an element of the Metro NextGen Service Plan. Staff received positive comments from the public during the extensive NextGen community engagement process in support of Metro's plan to place zero-emission buses in service. The Bus Electric Charging Infrastructure Project will support that effort.

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 \$39.1 million available to support the Electric Bus Charging Infrastructure Project.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the FY21 budget, as LCTOP funds are scheduled to be disbursed to Metro in June 2020 for use in FY21.

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 2019-20 LCTOP fund allocation amount of \$36.02 million and the \$3.08 million in LCTOP funds transferred by 12 municipal operators to Metro.

NEXT STEPS

- April 8, 2020: Metro submits allocation request to Caltrans.
- June 1, 2020: Caltrans and CARB approves and submits project list to State Controller's Office.
- June 30, 2020: State Controller's Office releases approved project list.

ATTACHMENTS

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

Attachment B - Funding Table for Metro Electric Bus Charging Infrastructure Project

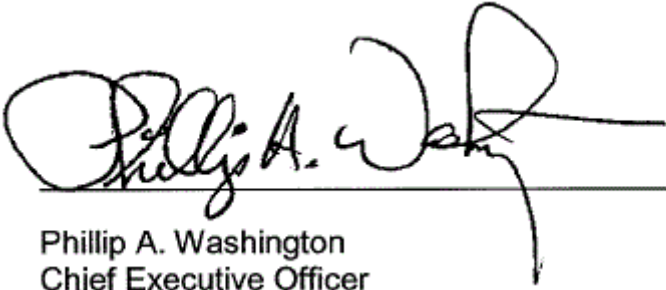
Prepared by: Vince Lorenzo, Senior Manager, Transportation Planner, Countywide Planning & Development, (213) 418-3419.

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

Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327

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

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



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 Project:

Metro Electric Bus Charging Infrastructure Project - \$39,098,039

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, twelve Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$3,081,177 in PUC 99314 FY2019-20 LCTOP funds to Metro to fund the Metro Electric Bus Charging Infrastructure Project; 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 project 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.



Los Angeles County
Metropolitan Transportation Authority

Metro

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.

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 nomination and allocation request to the Department in FY 2019-20 LCTOP funds:

Project Name: Metro Electric Bus Charging Infrastructure Project

LCTOP Funds Requested: \$39,098,039 comprised of Metro's allocation of \$36,016,862, and PUC 99314 allocations transferred to Metro from 12 Los Angeles County LCTOP Contributing Sponsors totaling \$3,081,177 for the Metro Electric Bus Charging Infrastructure Project.

Description: Purchase and installation of stationary electric bus charging infrastructure and storage at the Division 9 Bus Maintenance Facility and purchase of portable electric bus charging equipment to fuel new zero emission buses.

Benefit to Priority Populations: The project is located within a disadvantaged community as defined by SB 535 (2012) and a low-income community as defined by AB 1550 (2016). The charging facilities also support bus lines that operate within areas that meet the State's definition for disadvantaged and low-income communities. Therefore the project will enable reduction of air pollutants and toxic air contaminant emissions by powering electric buses that serve priority populations as defined by the State.

Contributing Sponsors: Antelope Valley Transit Authority, City of Arcadia, City of Claremont, City of Commerce, City of Culver City, Foothill Transit Zone, City of Gardena, City of La Mirada, City of Montebello, City of Redondo Beach, City of Santa Monica and City of Torrance.



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 26, 2020.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)

FUNDING TABLE

Metro Electric Bus Charging Infrastructure Project

Project Cost \$	\$39,098,039
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
State	Cap & Trade LCTOP	\$39,098,039	Committed
Total Revenue		\$39,098,039	



Board Report

File #: 2020-0231, File Type: Motion / Motion Response

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE APRIL 15, 2020

SUBJECT: RESPONSE TO MOTION 8.1 - 710 CLEAN TRUCK PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE staff recommendation to program \$50 million in Metro-controlled funding sources, including but not limited to Measure R funds identified in the expenditure plan for the Interstate 710 South and/or Early Action Projects, as seed funding for the 710 Clean Truck Program, to be made available contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project

BONIN AMENDMENT: Money cannot be spent on fossil fuel infrastructure.

ISSUE

At the January 2020 Board meeting, Directors Hahn, Solis, Butts, Garcia and Najarian introduced Motion 8.1 (Legistar File #2020-0067) that directed staff to include the 710 Clean Truck Program as an Early Action Item under both the Goods Movement Strategic Plan and the I-710 South Corridor Project. The Board also directed staff to report back within 60 days with a framework for implementing the 710 Clean Truck Program, delineating at a minimum the following items:

1. Assessment of eligible Metro funding sources and recommendations for seed funding.
2. Development of implementation details, including eligibility requirements, institutional arrangements, management, staff resources and administration.
3. Evaluation of potential strategies to accelerate progressive transition to Zero Emission Trucks in the I-710 corridor.
4. Recommendations on how to encourage the participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.

This report, which was originally scheduled to be presented in March 2020, provides a recommendation for seed funding for the 710 Clean Truck Program and a response to the Board's request for the current framework for implementation.

BACKGROUND

On March 1, 2018, the Metro Board of Directors adopted Alternative 5C as the Locally Preferred Alternative (LPA) for the I-710 South Corridor Project (710 Project) to advance into the Final Environmental Document. Included as a programmatic component of Alternative 5C is the development of a phased-in Zero Emission Truck Technology Development Program to deploy an additional 4,000 near-zero-emission (NZE) or zero-emission (ZE) heavy duty (Class 8) trucks for use within the I-710 Corridor by 2035.

In addition to approving the LPA for the 710 Project, the Board also approved two motions-Motion 5.1 by Directors Hahn, Solis, Garcia, and Dupont-Walker (Legistar File # 2018-0053) and Motion 5.2 by Directors Solis, Garcia, Ridley-Thomas, Butts, Najarian, and Hahn (Legistar File # 2018-0068)-that provide additional direction for Metro staff to follow in implementing the 710 Project and its component, the phased-in Zero Emission Truck Technology Development Program.

Relevant to the establishment and implementation of the 710 Clean Truck Program, these motions directed the following actions:

Motion 5.1

- Changed the name of the Zero Emission/Near Zero Emission truck technology development program to the phased-in Zero Emission Truck Technology Development Program. The phased-in Zero Emission Truck Technology Development Program will be called the “710 Clean Truck Program” throughout this board report.
- Increased the program funding target from \$100 million to \$200 million. The program will include incentives and grant investment in the acceleration of ZE technologies both for long haul trucks and for freeway infrastructure, including but not limited to “under the pavement” vehicle charging capacity as one option to consider.
- Called for Metro to convene a working group comprised of the California Air Resources Board (CARB), California Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), South Coast Air Quality Management District (SCAQMD), California Transportation Commission (CTC), the Ports of Los Angeles and Long Beach, ZE industry experts and other key stakeholders to develop a policy recommendation for a full, ZE only, dedicated lane including, but not limited to, “rechargeable roadways” on the entire 19-mile stretch of the 710 freeway, between its southerly end and State Route 60, as part of the re-evaluation of the remaining elements of Alternative 5C, after the Early Action Projects have been completed.

Motion 5.2

- Directed the CEO to establish a working group with the freight industry, air quality regulators, transportation and metropolitan planning organizations, the Gateway Cities Council of Governments (GCCOG) and other relevant stakeholders to explore the lead authorities, financial impact and other implementation factors to:
 - Develop a strategic plan that is consistent with the South Coast Air Quality Management Plans, which expedites the transition from diesel freight trucks to NZE

vehicles as soon as possible and outlines a transition to ZE vehicles as the cleanest, most reliable technology becomes available.

- Host an industry forum aimed at stimulating and accelerating the deployment of cleaner freight truck alternatives. The forum shall include, but not be limited to, topics such as funding and financing, public-private partnerships, new technologies, on- and off-dock rail support facilities, best practices research and development, demonstration programs, creative purchase/lease incentive programs, etc.

Subsequent to the approval of Motions 5.1 and 5.2, Metro initiated a planning effort to develop the Los Angeles County Goods Movement Strategic Plan. Through stakeholder discussion and development of the strategic plan, staff identified the need to focus on implementing clean freight technology throughout the region as a near-term priority, including deployment of clean trucks across the county.

Parallel to the goals set forth by the Board in Motions 5.1 and 5.2, staff convened the LA Metro Countywide Clean Truck Initiative (CCTI) Working Group comprising regional stakeholders aligned with the goals identified in the motions. The focus of the CCTI Working Group was originally to develop a countywide approach to implementing cleaner truck technology within Los Angeles County.

Motion 8.1, approved by the Board in January 2020, tasked staff developing the Goods Movement Strategic Plan with implementing the 710 Clean Truck Program as an early action item for the CCTI (and the Goods Movement Strategic Plan) and directed staff to return with a response to the motion in March 2020. The motion also sought a recommendation for “seed funding” for the 710 Clean Truck Program as part of the response, with an eye toward meeting the requests by federal agencies reviewing the FEIR/FEIS for the 710 Project to secure a commitment from Metro and Caltrans to implement the 710 Clean Truck Program.

Completion of the environmental review of the 710 Project requires the Federal Highway Administration (FHWA) to issue a Record of Decision (ROD), which signals the formal federal approval of the FEIR/FEIS and allows Metro and Caltrans to proceed with the design, right-of-way acquisition, and construction of the project elements. As part of the National Environmental Protection Act (NEPA) review process, FHWA is legally required to consult with the United States Environmental Protection Agency (EPA) and other state and local agencies on the Project’s ability to meet project-level air quality conformity requirements. This multi-agency consultation process began before the draft environmental document was prepared. A final air quality conformity determination is needed before the environmental document can be finalized. Since the proposed 710 Clean Truck Program would be the Project’s principal air quality improvement, EPA is requesting Metro and Caltrans to provide a written commitment to fund and implement the 710 Clean Truck Program as a condition of completing its review and allowing FHWA to issue the ROD.

In October 2018, EPA issued a white paper delineating all the requirements that would constitute the written commitment, including programming of funds towards program implementation. Metro Highway Program staff has been in negotiations with EPA since that communication and reached out to all local and regional agencies that helped initiate the 710 Project and through extensive coordination was able to develop a Memorandum of Understanding (MOU) in partnership with Caltrans, SCAG and the GCCOG supporting the commitment to the 710 Clean Truck Program. Metro Highway Program staff will continue negotiations with EPA and seek resolution of EPA’s

concerns.

In response to EPA's request, Caltrans and Metro have already signed the MOU and re-affirmed that the Project's environmental document is in itself a written commitment to the implementation of the 710 Clean Truck Program. Now, a Board commitment to provide funding for the 710 Clean Truck Program will enhance Metro's ability to negotiate effectively with EPA.

DISCUSSION

The recommended Board action to program \$50 million in funding from Metro-controlled sources, including but not limited to Measure R, as "seed funding" for the 710 Clean Truck Program, to be made available contingent upon a ROD issued by FHWA for the 710 Project will accomplish three important goals -

- (1) Sending a strong signal from Metro to the EPA that Metro intends to fund and implement the 710 Clean Truck Program following FHWA's issuance of a ROD for the 710 Project,
- (2) Programming the initial funding to allow Metro to develop the 710 Clean Truck Program in partnership with regional stakeholders and regulatory agencies, and
- (3) Identifying the initial tranche of local funding that will allow Metro to leverage matching funds from state and federal discretionary grant programs to fulfill the Board's \$200 million funding target to support the implementation of the 710 Clean Truck Program.

Scope of the 710 Clean Truck Program

To identify sources of eligible Metro-controlled funding sources to provide "seed funding" for the 710 Clean Truck Program, staff first developed potential elements of the program. These elements include, but are not limited to, the following:

- Incentive funding (through voucher, lease, or other mechanism) to convert or replace diesel heavy-duty (Class 8) trucks to NZE or ZE technology
- Supporting infrastructure to be built on or near the I-710 corridor to support the charging or fueling of NZE and ZE heavy duty trucks or to provide geolocation data monitoring truck usage
- Administration and staffing of the 710 Clean Truck Program:

Currently the development of the program is supported by the professional services contract for the Goods Movement Strategic Plan, which is set to expire on July 1, 2020. Staff will return with a recommendation on how best to administer and staff this program.

Assessment of Eligible Metro Funding Sources

Following the identification of potential elements of the 710 Clean Truck Program, staff reviewed all available funding sources controlled by Metro - including local, state, and federal funding - and met with County Counsel to confirm that Measures R and M funds identified for the 710 Project may be used to implement the 710 Clean Truck Program, in addition to several other federal formula funding sources Metro controls.

Staff identified the following funding sources as eligible and appropriate sources to provide seed

funding for the 710 Clean Truck Program (Table 1):

Table 1
Potential Metro-Controlled Funding Sources for the 710 Clean Truck Program

Funding Source	Funding Capacity (\$ millions)	Funding Availability Start Date	Recommendation
Measure R ¹ : Interstate 710 South and/or Early Action Projects	\$590	FY 21	Yes - timely availability and eligible for all potential elements of program
Measure M ² : I-710 South Corridor Project (Phase 1)	\$250	FY 26	Not timely for "Seed Funding" purposes
Measure M ² : I-710 South Corridor Project (Phase 2)	\$250	FY 32	Not timely for "Seed Funding" purposes
Congestion Mitigation & Air Quality (CMAQ): Metro formula funding ³	Subject to Short-Range Financial Forecast	Post FY 22	Potential use for clean truck funding for 710 Clean Truck Program
Regional Surface Transportation Block Grant Program (RSTBGP): Metro formula funding ⁴			Potential use for infrastructure needs only for 710 Clean Truck Program

¹ Measure R Expenditure Plan, Line 37, Interstate 710 South and/or Early Action Projects (https://media.metro.net/measure_R/documents/expenditure_plan.pdf)

² Measure M Expenditure Plan (https://theplan.metro.net/wp-content/uploads/2016/09/measur_m_ordinance_16-01.pdf): Line 20, I-710 South Corridor Project (Phase 1) and Line 28, I-710 South Corridor Project (Phase 2)

³ Congestion Mitigation & Air Quality (CMAQ):

<https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq>

⁴ Regional Surface Transportation Block Grant Program (RSTBGP): <https://www.fhwa.dot.gov/specialfunding/stp/>

Given the need to program "seed funding" for the 710 Clean Truck Program, the need to leverage Metro-controlled funding with near-term discretionary grant opportunities, and the eligibility of funding required to cover the elements expected to be included in the 710 Clean Truck Program, staff recommends the use of the funding sources in Table 1 as the source for "seed funding" for the program, with Measure R funding as the most eligible and available source of funding for this program.

Funding Source Consideration and Recommendation

The purpose of the \$50 million in "seed funding" recommended for the 710 Clean Truck Program, pursuant to Motion 8.1, is intended to accomplish the following goals:

- Implement the full scope of the 710 Clean Truck Program
- Secure matching state, federal and other funds to fulfill the Board-adopted target of \$200 million for the program
- Support the Metro Highway Program’s efforts to secure a ROD from FHWA by demonstrating a strong commitment to the EPA that Metro will program funds from available sources to the 710 Clean Truck Program

710 Project Measure R funding accomplishes all three of these goals; thus, staff recommends \$50 million in Measure R funds for the 710 Project be committed to the 710 Clean Truck Program.

Staff will seek to offset some of the \$50 million in Measure R funding with other sources identified in

Table 1 where possible, if appropriate for the use and timeliness of the funds to implement the program scope or to leverage additional funding. To inform this action staff will need to (1) determine the scope of the 710 Clean Truck Program, (2) receive input from EPA on the program elements, (3) identify requirements for local match to pursue state and federal discretionary grant and other funding opportunities, and (4) assess the availability, eligibility, and timeliness of Table 1 funds in relation to implementing the 710 Clean Truck Program.

Development of the 710 Clean Truck Program

Metro staff, through the development of the Los Angeles County Goods Movement Strategic Plan and in consultation with its many regional stakeholders, previously identified the need to advance the deployment of cleaner truck technologies throughout Los Angeles County as a means of improving air quality and reducing public health impacts associated with goods movement by all types of trucks throughout the county.

In support of this goal, staff convened the CCTI Working Group in December 2019 that comprised representatives from the spectrum of stakeholders necessary to develop, support and implement any type of clean truck program in Los Angeles County. The invited roster for this meeting included representatives from the following groups:

- Regulatory agencies (CARB, SCAQMD, California Public Utilities Commission)
- Caltrans District 7
- California Transportation Commission
- California Energy Commission
- Trucking industry representatives
- Community-based organizations and advocacy groups
- Air quality advocacy groups
- The Ports of Long Beach and Los Angeles
- Original equipment manufacturers
- Utilities
- Academic institutions
- Local and regional government agencies (SCAG, COGs, etc.)
- ZE and NZE technology experts and advocates.

Participants in this meeting held a robust discussion about the various challenges and opportunities in implementing cleaner truck technologies across the county. A summary of this meeting can be found in Attachment A.

With the Board action (Motion 8.1) to place the development of the 710 Clean Truck Program within the Goods Movement Strategic Plan through the CCTI, staff will re-orient that group to focus on the 710 Clean Truck Program as an early action item. The 710 Clean Truck Program was conceptually defined in the 710 Project draft environmental document; now the details of program implementation will need to be developed. Following the January Board action, staff communicated by letter (Attachment B) to each CCTI stakeholder the results of Motion 8.1 and the need for more stakeholder input in advance of the next scheduled CCTI meeting in March 2020 regarding several important questions and key issues that form the crux of the development of the 710 Clean Truck Program. These questions and the initial input gathered from CCTI stakeholders are found in Attachment C.

Staff re-convened the CCTI on March 17, 2020 to discuss the implementation of Motion 8.1 and received valuable input that will help develop the framework for the 710 Clean Truck Program. More outreach and discussion will be held through smaller focus groups in April and May to help develop the first phase of the 710 Clean Truck Program. Staff will report back to the Board with an update when these meetings are completed and the program framework is developed.

Stakeholder Participation

Motion 8.1 directed staff to provide recommendations on how to encourage the participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.

Central to the success of the 710 Clean Truck Program as developed through the CCTI is the participation of a robust and broad group of key stakeholders across communities, industries, and agencies that have a stake in and expertise in the deployment of cleaner truck technologies throughout Los Angeles County.

As part of its communication with all identified stakeholders, staff asked for feedback on the following questions:

- What other community groups, non-profits, equity-focused groups, regulatory agencies, organizations, etc., need to be in the room to ensure a robust and inclusive stakeholder group as envisioned by the Metro Board?
- What aspects of equity need to be identified and included in the development of the 710 Clean Truck Program? What are the key challenges and opportunities available in regards to advancing equity needs?

Additionally, staff met with the Coalition for Environmental Health and Justice (CEHAJ) on February 19, 2020 to discuss the 710 Clean Truck Program and seek recommendations on how best to work with key community-based organizations, non-profits and community advocacy groups to ensure their expertise and points of view are included in and help to shape the development of the program.

Staff is receiving feedback from all of these stakeholders and will incorporate their recommendations and expand the roster of stakeholders responsible for developing the 710 Clean Truck Program accordingly to fulfill the Board directive.

Equity Platform

The staff recommendation helps support and advance Metro's Equity Platform in the following ways:

- I. Define and Measure:
 - Metro will seek out and involve the diverse range of voices to collaborate on the

development of the 710 Clean Truck Program and help define what equity is and how equity can be achieved through the development of this program.

II. Listen and Learn:

- Through the creation of the LA Metro Countywide Clean Truck Initiative, Metro staff invited members of the community-based organizations, non-profits, and environmental advocacy groups that have long desired cleaner trucks along the I-710 corridor to have a seat at the table and work with Metro to develop this 710 Clean Truck Program.

III. Focus and Deliver:

- Metro has an opportunity to lead in this equity arena by developing the 710 Clean Truck Program to meet the goals of the I-710 environmental document as well as community goals on a progressive path toward a ZE truck corridor for I-710.
- Metro also has the opportunity to lead in bringing together equity-focused groups to help develop the 710 Clean Truck Program and develop an ongoing conversation with these groups.
- Metro also has an opportunity to partner with Caltrans, the Ports of LA and Long Beach, and various agencies to fund and implement the necessary infrastructure.

FINANCIAL IMPACT

Adoption of the staff recommendation would commit Metro to programming \$50 million of the \$590 million identified in the Measure R Expenditure Plan for the 710 Project to its component project, the 710 Clean Truck Program. Staff will seek to offset Measure R funds with other Metro-controlled fund sources as identified in Table 1 where possible, pending completion of the scope of the program, discussions with the EPA, and identification of strategies to leverage these funds with discretionary grants and other funding opportunities..

As this funding source is specific to implementation of the 710 Project-including the 710 Early Action Program, and as the Board has approved the 710 Clean Truck Program as the first Early Action Project for the 710 Project, this request will not affect any other existing Board commitment, but it will reduce the amount of Measure R funding available for the remainder of the 710 Early Action Program, which will be defined in the near future.

Impact to Budget

The recommendation is for \$50 million of 710 Project Measure R funding to be programmed for the 710 Clean Truck Program. Any such funding needed in FY21 would be in addition to the existing preliminary budget request for the Project in FY21. This funding recommendation may ultimately be spread across additional fiscal years. Staff will also review and recommend the use of any other funding sources from Table 1 to offset the Measure R commitment for the 710 Clean Truck Program “seed funding” recommendation, pending further development of the 710 Clean Truck Program and strategies to implement it. Staff will also develop a cash flow and funding plan for the 710 Clean

Truck Program once it is developed to clarify in what fiscal years these funds will need to be drawn down.

As the \$50 million funding recommendation is only 25% of the \$200 million target set by the Board for this program, staff will seek additional state, federal and private funding sources to leverage this local commitment and reduce the demand on Measure R funding available for the 710 Project.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports Metro's strategic plan in multiple ways:

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

Development of the 710 Clean Truck Program will support Metro's ability to secure a ROD for the entire 710 Project, thus allowing for the implementation of various interchange and facility improvements on I-710 and local projects in adjacent communities to provide safer and greater mobility opportunities along the I-710 South corridor.

Goal #2: Deliver outstanding trip experiences for all users of the transportation system:

Improvements planned for I-710 South will help alleviate congestion and improve safety along the highway and at key interchanges, with a focus on potential car vs. truck conflicts inherent on the major highway that serves freight demand in Los Angeles County.

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

In addition to improving multimodal mobility options through the Early Action Program to be designed with input from the Gateway Cities Council of Governments, this project will provide much-needed emissions reductions in the corridor impacting communities adjacent to I-710.

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

Reduction of harmful tailpipe emissions associated with the movement of goods by diesel-fueled trucks in Los Angeles County-specifically along the I-710 South Corridor-will require Metro to convene a regional, collaborative, and focused group of stakeholders to support this overall goal.

The development of the 710 Clean Truck Program will specifically require Metro to understand and transcend existing barriers to implementation such as traditional technology, infrastructure, policies, funding, and institutional arrangements.

Metro has already started the process by bringing together a Countywide Clean Truck Initiative to convene stakeholders to address these questions.

ALTERNATIVES CONSIDERED

Staff considered delaying the approval of seed funding for the 710 Clean Truck Program until further negotiations with EPA regarding the 710 Project are completed, but this delay would not support the Board's goal to accelerate the deployment of NZE/ZE truck technology for the 710 Corridor. The commitment to program seed funding this month also provides a good faith signal to EPA that Metro will fund the 710 Clean Truck Program contingent upon FHWA issuing the 710 Project ROD.

Staff also considered a smaller funding request to serve as "seed funding" for the 710 Clean Truck Program, but determined that the amount recommended (\$50 million) would provide a 25% local funding commitment that will support Metro's ability to secure matching state, federal and private funding for the 710 Clean Truck Program to meet the Board's approved \$200 million program target.

NEXT STEPS

Highway Program staff will work with EPA to identify the path forward to obtaining concurrence on project-level air quality conformity and approving the FEIR/FEIS for the 710 Project and to securing the ROD from FHWA.

Planning staff will continue to meet regularly with the LA Metro Countywide Clean Truck Initiative working group to develop a framework for implementing the 710 Clean Truck Program and will report back to the Board on a regular basis with updates on the progress of the framework. Through this process Planning staff will work with the Gateway Cities Council of Governments to gain input on potential local funding strategies to support the \$50 million commitment of Metro-controlled funds for the 710 Clean Truck Program.

Planning staff will develop the cash flow for the \$50 million commitment of Metro-controlled funding, including final funding recommendations for Measure R and other funds identified in Table 1, and report back to the Board once completed.

Planning staff will identify potential sources of state, federal and private funding to leverage the \$50 million commitment of Metro-controlled funds for the 710 Clean Truck Program and report back with strategies to secure funding through upcoming discretionary grant programs and other opportunities.

ATTACHMENTS

Attachment A - LA Metro Countywide Clean Truck Initiative Working Group Summary (December 2019) and Appendices

Attachment B - March 2020 LA Metro Countywide Clean Truck Initiative Working Group Meeting Invitation

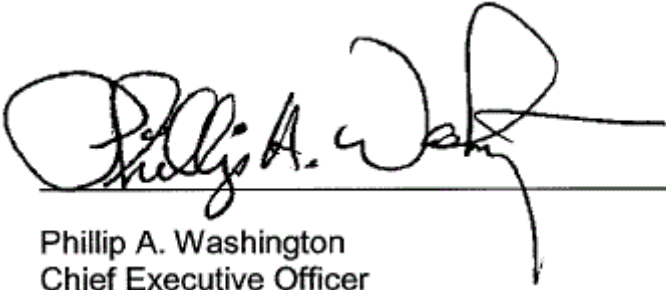
Attachment C - Development of the 710 Clean Truck Program

Prepared by: Michael Cano, DEO, Countywide Planning & Development, (213) 418-3010

Wil Ridder, EO, Countywide Planning & Development, (213) 922-2887

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Regional Clean Truck Initiative Working Group Summary (December 2019) and Appendices

http://libraryarchives.metro.net/DB_Attachments/2020-0129%20Attachment%20A.pdf



Metro

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ATTACHMENT B

February 6, 2020

RE: Invitation to the second Regional Clean Truck Initiative Working Group meeting

Thank you for your continued collaboration with Metro in developing our **Regional Clean Truck Initiative**. Your participation, input and commitment will prove instrumental to the successful development of a program to deploy cleaner truck technology to reduce tailpipe emissions in Los Angeles County generated from diesel-fueled trucks that move goods along our highways and through our communities.

The next meeting of the Regional Clean Truck Initiative Working Group is scheduled for **March 17, 2020** from **1:00 PM – 4:00 PM** at the Gateway Cities Council of Governments headquarters, located at 16401 Paramount Boulevard in Paramount, CA 90723. An Outlook Invitation will be sent to you shortly to solidify this date on your calendar – to RSVP, please simply respond to the invitation.

We very much appreciate those that were able to attend our last meeting in December, which was very productive. The summary of the meeting is included with this correspondence (Attachment A) for your review. Attached please find presentations we made in January regarding our Goods Movement Strategic Plan and the Regional Clean Truck Initiative to the Metro Planning and Programming Committee and the VerdeXchange panel on *Environmental Justice and Community Based Planning Case Study: Goods Movement in the I-710 Corridor* (Attachments B and C, respectively).

Our collective efforts to develop this initiative were recognized and elevated by the Metro Board of Directors at its January 2020 board meeting. Directors Janice Hahn and Hilda Solis, along with co-authors Chairman James Butts and Directors Robert Garcia and Ara Najarian, introduced Motion 8.1 (Attachment D) which directed that the development of the I-710 South Corridor Clean Truck Program be handled through the Metro Goods Movement Strategic Plan as “an early focal point for the Regional Clean Truck Initiative” which is intended to be countywide in nature and inclusive of the I-710 program.

Metro’s Goods Movement Planning team is directed to report back to the Board this March on a framework for implementation of the I-710 Clean Truck Program. This report must include a response to three specific elements of Motion 8.1:

- *Development of implementation details, including eligibility requirements, institutional arrangements, management, staff resources, and administration*
- *Evaluation of different potential strategies to accelerate progressive transition to Zero Emission trucks in the I-710 corridor*
- *Recommendations on how to encourage participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.*

We will need your help to accomplish this important goal.

To respond to this direction from our Board of Directors in a timely manner, and to inform the discussion at our March 17th meeting, our team will be reaching out very soon to you individually with questions specific to your particular organization's expertise and mission.

We will also be posing the following questions to all stakeholders:

- What are the key elements (e.g., funding, infrastructure, policy) necessary to develop and implement a successful Clean Truck Program for the I-710 South Corridor?
- What does a collaborative, effective institutional arrangement supporting the I-710 Clean Truck Program look like to ensure long-term success in deploying cleaner truck technology on the corridor?
- How do we build upon existing efforts like the Ports' Clean Air Action Plan and avoid redundancies and inefficiencies in deploying this program?
- What is a reasonable "progressive transition to Zero Emission trucks" and what are the pressing concerns that must be addressed to allow for such a transition over the next 10 years to be expedited?
- What should an implementable first phase of a Clean Truck Program for the I-710 South Corridor look like, in terms of length, scope, etc.?
- What other community groups, non-profits, equity-focused groups, regulatory agencies, organizations, etc., need to be in the room to ensure a robust and inclusive stakeholder group as envisioned by the Metro Board? The invited roster for our last meeting is included with this letter (Attachment E) for your review.
- What aspects of equity need to be identified and included in the development of the I-710 Clean Truck Program? What are the key challenges and opportunities available in regards to advancing equity needs?

We would appreciate receiving your responses to these questions and our additional questions by February 26th, 2020. If you would prefer to set up a conference call or meeting to provide these responses and discuss the Regional Clean Truck Initiative in general, please let us know so that we can arrange a time in the next three weeks. Please contact Akiko Yamagami (YamagamiA@metro.net) with your responses to these questions or any request for a phone conversation or meeting during this three-week period.

At the March 17th meeting we anticipate discussing the key findings from the December 2019 meeting, providing an update on the responses to these follow-up questions, and hosting a facilitated roundtable discussion on the development of the I-710 South Clean Truck Program as part of our Regional Clean Truck Initiative. The outcomes of our ongoing discussion with you and our key stakeholders will be presented as part of our response to Motion 8.1 to the Metro Board of Directors at their March 2020 meeting.

We highly value your expertise and knowledge regarding our regional goal to implement cleaner trucks as soon as possible in Los Angeles County, and we look forward to your participation at this upcoming meeting and to our ongoing conversations in support of the Los Angeles County Goods Movement Strategic Plan, the Regional Clean Truck Initiative, and the I-710 South Corridor Clean Truck Program.

With great appreciation,

A handwritten signature in black ink that reads "Michael Cano". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael Cano
Metro | Deputy Executive Officer, Goods Movement

Attachments:

- A. Regional Clean Truck Initiative Working Group Meeting Summary (December 2019)
- B. Presentation to Metro Planning and Programming Committee (January 2020) [Link](#) to the document
- C. VerdeXchange Conference Presentation on *Environmental Justice and Community Based Planning Case Study: Goods Movement in the I-710 Corridor* (January 2020)
- D. LA Metro Board Motion 8.1 [Link](#) to the document
- E. Invited Roster for Regional Clean Truck Initiative (December 2019)

Development of the 710 Clean Truck Program

To support Metro's development of the 710 Clean Truck Program, staff reached out in advance of the upcoming March 17 Regional Clean Truck Initiative Working Group meeting to key stakeholders seeking a response to the following questions:

- What are the key elements (e.g., funding, infrastructure, policy) necessary to develop and implement a successful Clean Truck Program for the I-710 South Corridor?
- What does a collaborative, effective institutional arrangement supporting the I-710 Clean Truck Program look like to ensure long-term success in deploying cleaner truck technology in the corridor?
- How do we build upon existing efforts like the Ports' Clean Air Action Plan and avoid redundancies and inefficiencies in deploying this program?
- What is a reasonable "progressive transition to Zero Emission trucks" and what are the pressing concerns that must be addressed to allow for such a transition over the next 10 years?
- What should the first phase of a Clean Truck Program for the I-710 South Corridor look like, in terms of length, scope, etc.?

In addition to these questions, staff is seeking more details from each stakeholder regarding their respective areas of expertise that will be helpful in developing the program. Answers received from these questions will help develop the framework for creating and implementing the 710 Clean Truck Program and for the evaluation of potential strategies to accelerate progressive transition to ZE trucks in the I-710 corridor, as requested by Motion 8.1.

Following the March 17 RCTI meeting, staff will provide an update to the Board on the results of that meeting and progress made toward developing the program, with more information to help delineate the details of the 710 Clean Truck Program as requested in Motion 8.1. Additionally, staff will need to work with EPA to ensure that the structure and scope of the program meets their expectations and will support the issuance of the ROD by FHWA.

Development of the 710 Clean Truck Program will require resolution of key issues through discussion with RCTI stakeholders to ensure the recommended program can be implemented and accomplish the goals of the Board.

Metro seeks responses to the following questions, at a minimum, to help resolve these key issues:

What is the appropriate mechanism or delivery model for incentivizing the transition from diesel to NZE/ZE trucks?

- Current programs like the HVIP (Hybrid and Zero Emission Truck and Bus Voucher Incentive Program) provide subsidies designed to cover the incremental market cost of purchasing an NZE/ZE truck over a diesel one.
- Feedback from the RCTI suggests that the amount of subsidy provided is not enough to cover the total cost of conversion, while other stakeholders suggest that a different delivery model, such as leasing, might be more effective.
- Additional feedback from the trucking industry expresses concern that the standard for NZE has not yet been clarified by regulatory agencies, and the lack of clarity may cause risk for drivers that want to switch to NZE and then be deemed out of compliance with future rule setting by regulatory agencies before the useful life of the truck technology is exhausted.

What is the state of readiness for ZE technology, and what is the role of NZE technology in the interim?

- The combination of concerns over readiness and reliability of ZE technology for trucks and the presence of electric power or hydrogen fueling stations available to charge/fuel and maintain operation of these trucks creates a barrier to adoption from truck owners.
- Meanwhile, NZE trucks (typically fueled by natural gas) are available at greater scale in the near term and reduce up to 90% of NO_x and 100% of diesel particulate matter tailpipe emissions compared to ZE trucks.

How can Metro and other agencies best invest in infrastructure that supports the acceleration of ZE technology adoption?

- What type of infrastructure needs to be developed and implemented currently to support the ZE operations of the future along I-710?
- What programs are in place or being developed to address this issue? The Los Angeles Cleantech Incubator (LACI) is seeking funding for an application to identify charging infrastructure implementation along I-710, for example.
- Discussion also has emerged regarding the potential for congestion pricing related concepts along I-710 that would prioritize NZE and ZE trucks over diesel trucks.

What efforts are underway in the region to accelerate the deployment of NZE/ZE truck technology, such as the Ports' Clean Air Action Plan?

- The Ports of Long Beach and Los Angeles are implementing a Clean Truck Fund Rate designed to capture drayage trucks that service the Ports.
- How can the 710 Clean Truck Program complement this effort and identify the remainder of trucks using I-710 to ensure additional clean truck technology implementation above and beyond that generated by the Ports?

What are the funding opportunities available to leverage local funding with state, federal and private funding sources to maximize investment in implementing the 710 Clean Truck Program?

- While state gas tax funds that support most Senate Bill 1 programs are not eligible for clean truck subsidies due to Article XIX restrictions, programs like the Trade Corridor Enhancement Program, which also uses federal funding, could fund applications for clean truck subsidies and infrastructure using federal funds.
- SCAQMD, CARB, and various state and regional agencies have funding opportunities available to match "seed funding" provided by Metro for an early phase of the 710 Clean Truck Program.

What existing policy and legislative barriers or regulations need to be modified to support the acceleration of NZE and ZE truck technology adoption along the I-710 Corridor and countywide?

- One early recommendation is to exempt the purchase of NZE and ZE trucks from sales taxes, similar to how AB 784 (Mullin) exempts ZE buses.
- Also, truck drivers that accept a subsidy from the state to purchase an NZE or ZE truck are then taxed because that subsidy is considered income – eliminating this subsidy from being counted as income for tax purposes would encourage the early adoption of NZE and ZE technology ahead of regulatory requirements.

What are the key equity-related concerns with the scope and implementation of the 710 Clean Truck Program that need to be identified and resolved?

- Several community-based organizations have expressed concern that funding NZE technology early on may detract from Metro's commitment to implement ZE-only technology on the I-710 corridor.
- How can Metro best accomplish the greatest reduction in truck emissions along I-710 in the near-term with NZE technology while supporting the development of ZE technology as the future for the I-710 corridor, given limited resources?

The background of the slide is a photograph of a port. In the foreground, there are several stacks of shipping containers. The most prominent ones are green and red, with the word 'EVERGREEN' printed in white on the green containers. Above the containers, a large green gantry crane is visible, extending across the width of the image. The sky is a clear, bright blue. The image is framed by a teal-colored top-left corner and a yellow-colored top-right corner. In the yellow corner, there is a graphic element consisting of a series of parallel lines leading to a white circle with a black border.

Motion 8.1 Response: 710 Clean Truck Program

Planning and Programming Committee
April 2020



Metro

Motion 8.1 – January 2020

Motion by Directors Hahn, Solis, Butts, Garcia and Najarian

- ✓ Directed that the 710 Clean Truck Program be developed as an Early Action Item under both the Goods Movement Strategic Plan and 710 Project
- ✓ Report back in 60 days with a framework for implementation of the 710 Clean Truck Program. Delineate the following, at a minimum:
 - Assessment of eligible Metro funding sources and recommendations for seed funding
 - Development of implementation details
 - Evaluation of potential strategies to accelerate progressive transition to ZE trucks in 710 Corridor
 - Recommendations on how to encourage participation of key regulatory agencies, stakeholders (focus on CBOs, non-profits, community advocacy groups)

710 Clean Truck Program: Potential Seed Funding

Funding Source	Amount (millions)	Available	Eligibility
Measure R	\$590	FY 2021	Eligible for all components
Measure M – Phase 1	\$250	FY 2026	Eligible for all components
Measure M – Phase 2	\$250	FY 2032	Eligible for all components
Congestion Mitigation & Air Quality (CMAQ)	Subject to Short Range Financial Forecast		Eligible for clean truck technology
Regional Surface Transportation Block Grant Program (RSTBGP)			Eligible for supporting infrastructure (i.e., charging stations)

Seed Funding Recommendation: \$50 million

- \$50 million recommendation = 4.6% funding for 710 Project in Measures R and M
- Will seek to offset Measure R with other sources listed above where possible.

Robust Stakeholder Participation

LA Metro Countywide Clean Truck Initiative Working Group Roster (as of today)

Public Agencies	Trucking Industry	Freight / Business Industry	Research / Think Tank	Utilities / State Agencies	CBO / Public Health
<ul style="list-style-type: none">• Gateway Cities COG• South Bay Cities COG• San Gabriel Valley COG• County of Los Angeles/County Supervisors Offices• City/Mayor of LA• SCAG• Metro Board offices• Metro	<ul style="list-style-type: none">• California Trucking Industry• Harbor Trucking Industry• UPS• BYD Motors• Clean Energy Fuels• Cummins Westport• US Hybrid• CA Fleet Solutions• NEXT Trucking	<ul style="list-style-type: none">• Future Ports• Pacific Merchant Shipping Association• LA Chamber• BizFed• Ports of LA/LB• LAEDC• IBEW	<ul style="list-style-type: none">• LA Cleantech Incubator (LACI)• METRANS (USC / Cal State Long Beach)• CALSTART	<ul style="list-style-type: none">• CA Public Utilities Commission• So Cal Edison• So Cal Gas• CA Air Resources Board• CA Energy Commission• SCAQMD• CA Transportation Commission• Caltrans	<ul style="list-style-type: none">• California Endowment• Coalition for Environmental Health and Justice (CEHAJ)• Environmental Protection Agency• Coalition for Clean Air• Breathe LA• NRDC• Communities for a Better Environment

Equity Outreach: Meeting with Coalition for Environmental Health and Justice (CEHAJ)

- Briefed CEHAJ on development of 710 Clean Truck Program (February 2020)
- Sought input on equity issues, participation, structure of program
- Ongoing discussions – next meeting April 13, 2020

Developing the 710 Clean Truck Program

Work with the Countywide Clean Truck Initiative Working Group (CCTI) to develop and implement a regional clean truck program for LA County

Within the CCTI, focus on 710 Clean Truck Program as early action item to deliver (Phase I)

Main topics to discuss in CCTI meetings:

- Develop administrative framework to support this program
- Identification of 710 Corridor truck drivers to prioritize
- Develop mechanism for providing trucks or incentive funding
- Identify funding opportunities – state/federal/private to leverage local \$
- Assess readiness of truck technology and cost to convert
- Identify & prioritize supporting infrastructure for NZE/ZE truck technology
- Synergy with Ports of LA/LB Clean Air Action Program/Clean Truck Rate
- Recommend legislative/policy barriers or regulations to modify
- Develop and implement equity considerations

Next Steps: Smaller Focus Group discussions to facilitate “deep dives” into topics
Review of funding opportunities to leverage \$50 million
Partnership work with POLA/POLB, AQMD/MSRC, CARB, CEC
Additional Equity Freight Working Group discussions

The 710 Project – Critical Path

- November 2008:** Measure R approved – includes \$590 million for the 710 Project
- March 2018:** Metro Board approved EIR/EIS for the 710 Project, including the 710 Clean Truck Program as a component of Project (Motions 5.1/5.2)
- October 2018:** EPA sends preliminary information for the 710 Clean Truck Program Written Commitment to Metro
- October 2019:** Metro/Caltrans responds to EPA, proposes MOU as commitment
- March 2020:** EPA responds to Metro, requests meeting in April 2020
- March 2020:** Metro Board considers \$50 million in “seed funding” for 710 Clean Truck Program
- April/May 2020:** Discussion/Negotiation with EPA to secure concurrence to allow FHWA to issue Record of Decision
- July 2020:** Grant applications for CTC Trade Corridor Enhancement Program (TCEP) due – potential application for 710 Clean Truck Program



Board Report

File #: 2020-0232, **File Type:** Program

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 15, 2020**

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligation of \$4,226,964 previously approved Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, for re-allocation at the request of project sponsors, as shown in Attachment A;
2. Programming of additional \$12,750,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B; and
3. Inter-program borrowing and programming of additional \$4,350,143 from the Subregion’s Measure M MSP - Active Transportation and Transit Programs to the Highway Efficiency Program, as shown in Attachment C; and

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

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the North County Subregion and implementing agencies to revise scope of work, schedule, amend project budgets as well as removal of projects. This update includes changes to projects which have received Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2022-23. The Board’s approval is required to program additional funds and the updated project lists which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

DISCUSSION

In February 2019, the Metro Board of Directors approved North County Subregion's first MSP Five-Year Plan and programmed funds in: 1) Measure M MSP - Active Transportation Program (expenditure line 52); 2) Measure M MSP - Transit Program (expenditure line 64); and 3) Measure M MSP - Highway Efficiency Program (expenditure line 81).

Metro staff continued working closely with the North County Transportation Coalition Joint Powers Authority (NCTC JPA) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e. project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2021-22 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the NCTC JPA and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include \$4,226,964 in deobligation of funds for five previously approved projects, and \$17,100,143 in additional programming for eight existing and five new projects.

Active Transportation (expenditure line 52)

This update includes funding adjustments to ten existing projects and three new projects as follows:

Lancaster

- Deobligate \$913,478 from MM4501.01 - Avenue I: Sierra Hwy to 10th Street West. The City requested the funds to be reallocated to other priority project.
- Deobligate \$1,890,169 from MM4501.02 - Avenue I: 15th Street West to 30th Street West. The City requested the funds to be reallocated to other priority project.
- Deobligate \$3,192,475 from MM4501.03 - Avenue L: 15th Street West to 40th Street West. The City requested the funds to be reallocated to other priority project.
- Deobligate \$1,499,995 from MM4501.04 - Challenger Way: Avenue I to Avenue L. The City requested the funds to be reallocated to other priority project.
- Deobligate \$26,847 and reprogram remaining funds from FY 19 to FY 21 for MM4501.05 - Sierra Hwy: Avenue J to Avenue L. The City realigned the MSP funds to match ATP funds for

the construction phase.

Santa Clarita

- Deobligate \$672,000 from MM4501.07 - Bicycle Network Connectivity. The City requested the funds to be reallocated to other priority project.
- Program an additional \$24,000 in FY 22 and reprogram \$672,000 from FY 21 to FY 22 for MM4501.09 - Santa Clara River Trail Gap Closure. The City has delayed implementation of the project.
- Deobligate \$24,000 and reprogram \$672,000 from FY 22 to FY 20 for MM4501.11 - Valencia Industrial Center Bicycle and Pedestrian Improvement Phase I. The City requested to implement Phase I earlier than originally planned.
- Program \$672,000 in FY 21 for MM4501.14 - Valencia Industrial Center Bicycle and Pedestrian Improvement Phase II. The funds will be used to complete the Plans Specification and Estimates (PS&E), right-of-way (ROW) and construction phases of the project.
- Program \$720,000 in FY 23 for MM4501.15 - Railroad Avenue Class I Trail. The funds will be used to complete the ROW and construction phase of the project, which is also funded by the Metro Call for Projects (#F9513).

Los Angeles County

- Reprogram \$1,050,000 as follows: \$50,000 in FY 20, \$300,000 in FY 21, \$400,000 for FY 22 and \$300,000 for FY 23 for MM4501.12 - Elizabeth Lake Road Bikeways. The total programmed budget remains unchanged at \$1,050,000.
- Program an additional \$1,250,000 in FY 23 and reprogram \$750,000 as follows: \$50,000 in FY 20, \$300,000 in FY 21 and \$400,000 in FY 22 for MM4501.13 - Lake Los Angeles Pedestrian Plan Implementation Phase 1. The County has delayed implementation of the project.
- Program \$1,326,000 in FYs 22 and 23 for MM4501.16 - 30th Street West Active Transportation Improvements. The project will traverse in both the City of Lancaster and Los Angeles County, but the Los Angeles County will be the lead agency for the project. The funds will be used to complete the PS&E and ROW phases of the project.

Transit Program (expenditure line 64)

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

Palmdale

-
- Reprogram \$2,000,000 as follows: \$100,000 in FY 20, \$1,025,000 in FY 21 and \$875,000 in FY 22 for MM4502.01 - Palmdale Transportation Center Transit and Infrastructure Design Project. The total programmed budget remains unchanged at \$2,000,000.

Metro/Metrolink

- Program \$12,750,000 in FYs 20, 21 and 23 for MM4502.06 - Metrolink Antelope Valley Line. The funds will be used for the environmental and PS&E phases of the project that Metro and Metrolink have been tasked to lead.

Highway Efficiency Program (expenditure line 81)

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

Palmdale

- Reprogram \$1,117,074 from FY 20 to FY 21 for MM5504.01 - SR-138 Palmdale Blvd. SR-14 Ramps. The total programmed budget remains unchanged at \$3,351,220.

North County Transportation Coalition

- Reprogram \$4,700,000 as follows: \$2,000,000 in FY 21, \$1,350,000 in FY 22 and \$1,350,000 in FY 23 for MM5504.02 - SR-14 Capacity Enhancement/ Operational Improvement. The total programmed budget remains unchanged at \$4,700,000.

Lancaster

- Program \$4,350,143 in FY 22 for MM5504.03 - SR-138 Avenue G Interchange Project. The funds will be used to complete the ROW and construction phases of the project, which is also funded by the Measure R funds. (#MR330.03)

Equity Platform

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

In FY 2019-20, \$7.79 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401) and \$100,000 is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475504). Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17% which is not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

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

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the North County Subregion. This is not recommended as the proposed projects were developed by the Subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

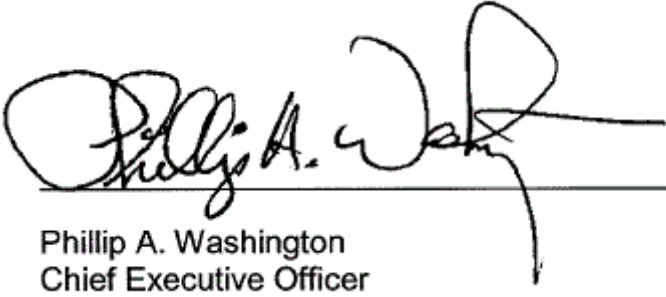
Metro staff will continue to work with the Subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

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

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Phillip A. Washington
Chief Executive Officer

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

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	Lancaster	MM4501.01	Avenue I: Sierra Hwy to 10th Street West	PS&E Construction	deob	\$ 913,478	\$ (913,478)	\$ -					
2	Lancaster	MM4501.02	Avenue I: 15th Street West to 30th Street West	PS&E Construction	deob	1,890,169	(1,890,169)	-					
3	Lancaster	MM4501.03	Avenue L: 15th Street West to 40th Street West	PS&E Construction	deob	3,192,475	(3,192,475)	-					
4	Lancaster	MM4501.04	Challenger Way: Avenue I to Avenue L	PS&E Construction	deob	1,499,995	(1,499,995)	-					
5	Lancaster	MM4501.05	Sierra Hwy: Avenue J to Avenue L	Construction	chg	1,267,333	(26,847)	1,240,486			1,240,486		
6	Palmdale	MM4501.06	Avenue R Complete Street & Safe Routes to School Proj	PS&E, ROW Construction		2,695,140		2,695,140		1,695,140	1,000,000		
7	Santa Clarita	MM4501.07	Bicycle Network Connectivity: Calgrove Blvd., McBean Pkwy, Valencia Blvd, Magic Mountain Pkwy	PS&E Construction	deob	672,000	(672,000)	-					
8	Santa Clarita	MM4501.08	Citywide Bicycle Facilities: Copper Hill Dr., Plum Canyon Rd., Sierra Hwy, Lost Canyon Rd., Via Princessa	PS&E Construction		648,000		648,000	648,000				
9	Santa Clarita	MM4501.09	Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park *	PS&E ROW	chg	672,000	24,000	696,000				696,000	
10	Santa Clarita	MM4501.10	Sierra Highway Sidewalk Improvements: Scherzinger Lane to Skyline Ranch Road	PS&E Construction		624,000		624,000	624,000				
11	Santa Clarita	MM4501.11	Valencia Industrial Center Bicycle and Pedestrian Imp. Phase I: San Francisquito Trail to Avenue Scott E	PS&E, ROW Construction	chg	696,000	(24,000)	672,000		672,000			
12	Santa Clarita	MM4501.14	Valencia Industrial Center Bicycle and Pedestrian Imp. Phase II: San Francisquito Trail to eastbound Avenue	PS&E, ROW Construction	new	-	672,000	672,000			672,000		
13	Santa Clarita	MM4501.15	Railroad Avenue Class I Trail (supplement to CFP #F9513)	ROW Construction	new	-	720,000	720,000					720,000
14	LA County	MM4501.12	Elizabeth Lake Road Bikeways: Between Lake Hughes Rd. & Johnson Rd., and Dianron Rd. & 10th St. W	PS&E ROW	chg	1,050,000		1,050,000		50,000	300,000	400,000	300,000
15	LA County	MM4501.13	Lake Los Angeles Pedestrian Plan Implementation Phase 1: 170th St. E, Avenue N, 165th St. E, Avenue N-8, 180th St. E, Avenue P-8, 160th St. E, Avenue Q	PS&E ROW Construction	chg	750,000	1,250,000	2,000,000		50,000	300,000	400,000	1,250,000

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23	
16	LA County (Lancaster)	MM4501.16	30th Street West Active Transportation Improvements *	PS&E ROW	new	-	1,326,000	1,326,000				442,000	\$ 884,000	
Total Programming Amount							\$16,570,590	\$ (4,226,964)	\$12,343,626	\$1,272,000	\$2,467,140	\$3,512,486	\$1,938,000	\$3,154,000

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

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

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	Palmdale	MM4502.01	Palmdale Transportation Center Transit and Infrastructure Design Project	PS&E	chg	\$ 2,000,000		\$ 2,000,000		\$ 100,000	\$1,025,000	\$ 875,000	
2	Santa Clarita	MM4502.02	Valencia Industrial Center Bus Stop Improvement	PS&E Construction		892,000		892,000			892,000		
3	Santa Clarita	MM4502.03	Vista Canyon Bus Service Expansion	Vehicles/ Equipment		2,180,000		2,180,000			620,000	1,560,000	
4	Santa Clarita	MM4502.04	Vista Canyon Transportation Center	ROW Construction		3,216,000		3,216,000	288,000	1,440,000	1,488,000		
5	LA County	MM4502.04	Vista Canyon Transportation Center - Transit Capital Jurisdictional Share	Construction		2,000,000		2,000,000		1,000,000	1,000,000		
6	LA County	MM4502.05	North County Bus Stop Improvements: Santa Clarita and Antelope Valley	PS&E Construction		2,855,260		2,855,260	308,000	400,000	1,178,990	968,270	
7	Metro/ Metrolink	MM4502.06	Metrolink Antelope Valley Line	Environmental PS&E	new	-	12,750,000	12,750,000		4,170,961	2,429,039		6,150,000
Total Programming Amount													
						\$13,143,260	\$12,750,000	\$25,893,260	\$ 596,000	\$7,110,961	\$8,633,029	\$ 3,403,270	\$6,150,000

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

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

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	Palmdale	MM5504.01	SR-138 Palmdale Blvd. SR-14 Ramps	Construction	chg	\$3,351,220		\$ 3,351,220			\$2,234,147	\$1,117,073	
2	North County Transportation Coalition	MM5504.02	SR-14 Capacity Enhancement/Operational Improvement **	TBD	chg	4,700,000		4,700,000			2,000,000	1,350,000	1,350,000
3	Lancaster	MM5504.03	SR-138 Avenue G Interchange Project (Measure R #MR330.03 shortfall)	ROW Construction	new	-	4,350,143	4,350,143				4,350,143	
Total Programming Amount													
						\$8,051,220	\$ 4,350,143	\$12,401,363	\$ -	\$ -	\$4,234,147	\$6,817,216	\$1,350,000

** Pending identification of a specific project after initial investigations and consultation with Caltrans and Metro.

**Board Report**

File #: 2020-0092, **File Type:** Program**Agenda Number:** 12.

**FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 15, 2020****SUBJECT: PROPERTY INSURANCE PROGRAM****ACTION: PURCHASE ALL RISK PROPERTY AND BOILER AND MACHINERY INSURANCE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$4.2 million for the 12-month period May 10, 2020 through May 10, 2021.

ISSUE

The All Risk Property and Boiler and Machinery insurance policies expire on May 10, 2020.

DISCUSSION

Property insurance protects against losses to our structures, fleets and improvements, which are valued at approximately \$13.3 billion up from last year's \$12.3 billion. The increase in total insured value is primarily due to general replacement cost growth along with revaluation of both heavy and light rail vehicles and the addition of the Crenshaw/LAX light rail line to Metro's property program. Property insurance is required by many contracts and agreements, such as our lease/leaseback deals involving a number of our operating assets.

Our insurance broker, USI Insurance Services ("USI") marketed the property program to qualified insurance carriers to obtain property insurance pricing with coverage limits of \$400 million. Quotations for our property insurance program were received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. Final pricing is pending, so the quotes including contingency for unanticipated adjustments serve as a not to exceed cost before policy binding.

The Recommended Program secures the All Risk deductible at \$250,000 with no earthquake coverage and a flood deductible at 5% per location subject to a \$250,000 minimum. USI continues negotiations with carriers regarding deductible limits on selected Metro assets including rolling stock, non-revenue vehicles and potential flooding in subway tunnels. If a loss exceeds the deductible, All Risk coverage is provided up to \$400 million per occurrence for losses except for flood related damages that are covered up to \$150 million. The recommended program is the same as the prior

year program. Attachment A shows the outline of the recommended program structure. The not to exceed premium price includes a contingency for premium adjustments, taxes and fees due to on-going negotiations with insurance carriers.

The recommended program does not include earthquake coverage. We received quotes estimated at \$2.9 million for \$50 million in limits with a 5% of total insured value deductible. LACMTA has not purchased earthquake coverage in previous years. In the event of a major disaster, we believe funding would be available through federal and state sources to restore public transportation in Southern California. The lack of earthquake coverage is consistent with decisions made by other large local government agencies.

We evaluated terrorism coverage options this renewal cycle and have not opted to purchase the coverage. Terrorism coverage is available but does not appear to be cost effective at a quoted cost of \$410,000 for \$400 million limits with a \$50,000 deductible. The Terrorism Risk Insurance Act (TRIA) provides government support by providing mechanisms for spreading losses across policyholders. In the past, we rejected this coverage because of the high likelihood of federal and state funding to restore transportation services as a result of a serious terrorism incident. We will continue to reject terrorism coverage at the present time.

The current and recommended programs of insurance are layered structures. Several insurance carriers participate in the program with each contributing a portion of coverage which maintains a diversified portfolio of insurance carriers. Continual monitoring through internal methods, as well as updates provided by USI, ensure that all carriers maintain the required financial ratings indicated by financial reporting agencies and as determined by A.M. Best.

In February and March, USI contacted multiple domestic and international insurance providers to present our property risks and supplemental data. USI provided an overview of the Metro transit system during discussions with the underwriters, including our extensive security infrastructure, fire protection, loss control and minimal risk of flood exposures. USI provided information and statistics on system operations, assets and our excellent loss history over the past nineteen years with one fixed property insurable event and under \$1.3 million insurable losses of rolling stock and non-revenue vehicles.

The LACMTA property program continues to be well received by insurers due to our favorable loss history and the growth of the account from \$6.7 billion in values in 2007 to \$13.3 billion for this renewal. As such, USI presented the submission to incumbent and competing insurers to create competition in the insurance marketplace. The marketing effort resulted in maintaining many of our incumbent carriers for the recommended program. Our rate per million dollars of insurable value is \$316 for the recommended program which represents a 33.1% rate increase per million dollars of insured value over the prior year. Some of the major factors driving the rate increase are summarized in the following paragraphs.

The property insurance market is currently experiencing major upheaval. Capital (and therefore capacity) has either been exhausted or withdrawn from the market in a way that has not been seen since 2001. Losses from 2017 and 2018 continue to show higher than expected loss development. Carriers are looking to return their portfolios to profit and this has led to universal rate increases

(even for insureds that are claims-free) of between 15% and 50% depending on size, business type and geography.

The rail sector has been especially hard hit. Although "rail" in this context applies largely to Class 1 railroads (Amtrak, BNSF etc.) the same carriers participate in regional rail and transit system programs. Some carriers have withdrawn from this sector altogether, such as Great American and Aspen, and most others have cut back their capacity.

Along with premium increases, carriers are looking for higher deductibles and more restrictive terms. Carriers are rating on the potential for loss (regardless of good loss history) and with increased valuations on buses and rail cars, are rating on total loss estimates. Most carriers are reducing their capacity 20%-50%, in some cases requiring more carriers to participate on programs in order to maintain limits.

Metro has enjoyed some of the lowest rates among transit systems and remains an attractive client within this space. Unfortunately, the space is not held in the regard it was just a few years ago. The rates applied to other similar accounts is often multiples of Metro's quoted rate. This year's renewal reflects our continuing favorable insurability and ability to take full advantage of USI marketing efforts in a very different and demanding market environment from previous years.

DETERMINATION OF SAFETY IMPACT

Approval of this procurement will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The funding for two months of \$700,000 for this action is included in the FY20 budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). The remaining ten months of premiums will be included in the FY20 budget, cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). In FY20, an estimated \$3.2 million will be expensed for property insurance.

Impact to Budget

There is no impact on the FY20 budget. The current fiscal year funding for this action will come from the Enterprise, General and Internal Service funds. No other sources of funds were considered for this activity because these are the funds that benefit from the insurance. This activity will result in a negligible change to operating costs from the prior fiscal year.

ALTERNATIVES CONSIDERED

The current program, the recommended program and an option with earthquake coverage are summarized in Attachment B. Based upon our past history of favorable renewal and losses, we recommend continuing the current program of insurance as the most cost effective and prudent program. The option adding earthquake coverage is not recommended because the high cost of the earthquake premium does not justify the benefit of the coverage.

NEXT STEPS

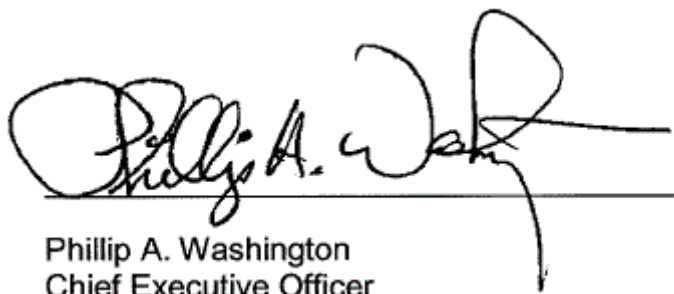
Upon Board approval of this action, we will advise USI to proceed with placement of the property insurance program outlined herein effective May 10, 2020.

ATTACHMENTS

Attachment A - Recommended Pricing and Carriers
Attachment B - Alternatives Considered

Prepared by: Tim Rosevear, Manager, Risk Financing, (213) 922-6354

Reviewed by: Kenneth Hernandez, Chief Risk, Safety and Asset Management Officer, (213) 922-2990



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

RECOMMENDED PROGRAM PRICING AND CARRIERS



USI Insurance Services
Proposed Property/B&M Insurance Summary 2020 - 2021 (as of March 20, 2020)
Los Angeles County Metropolitan Transportation Authority

Limit	Excess of	Coverage	Carrier - Best Rating	Participation (\$)	Participation (%)	Premium (layer)	Total Layer Premium
\$250M	\$150M	All Risk Excluding Flood & Earthquake	Chubb Bermuda - AA	\$250,000,000	100.00%	\$441,000	\$441,000
				\$250,000,000	100.00%		\$441,000
\$150M	Underlying Deductibles	All Risk Excluding Earthquake	Lexington Insurance Co - A XV	\$60,000,000	40.00%	\$2,693,755	\$1,077,502
			Liberty Mutual Fire Insurance Co- A XV	\$15,000,000	10.00%	\$3,937,250	\$393,725
			Ironshore Specialty Ins Co - A XIV	\$10,000,000	6.67%	\$4,063,238	\$271,018
			Starr Specialty Insurance Agency - A XV	\$30,000,000	20.00%	\$3,286,920	\$657,384
			Houston Casualty Company - A++ XV	\$10,000,000	6.67%	\$6,952,939	\$463,761
			HDI/Mitsui/Travelers	\$25,000,000	16.66%	\$4,231,879	\$705,031
							\$150,000,000

Estimated Program Premiums *	\$4,009,421
Contingency for carrier premium, tax and fee adjustments	\$190,579
Estimated Program Not-To-Exceed Total	\$4,200,000

* Subject to finalization of on-going negotiations with carriers. Amounts show are estimates only.

Terrorism pricing is not included above.
 Earthquake pricing is not included above.

ATTACHMENT B

ALTERNATIVES CONSIDERED

	Current Program	Recommended Program (Quota Share Primary)*	Recommended Program With Earthquake*
Deductibles	\$250,00 All Risk / 5% of location value for Flood	\$250,00 All Risk / 5% of location value for Flood	\$250,000 All Risk/5% of structure value for Earthquake and Flood
All Risk Limits	\$400 Million	\$400 Million	\$400 Million
Flood Limits	\$150 Million	\$150 Million	\$150 Million
Earthquake Limits	None	None	\$50 Million after first 5% per location deductible
Terrorism	None	None	None
Total not to Exceed or Actual Premium	\$2,965,338	\$4,200,000	\$7,100,000

* recommended programs are not to exceed amounts.

**Board Report**

File #: 2020-0250, **File Type:** Contract**Agenda Number:** 16.

**FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 15, 2020****SUBJECT: ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS
COMPONENT UNITS****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed-price Contract No. PS64807000 to Crowe LLP to provide Annual Financial and Compliance Audit Services in the amount of \$1,836,135 effective April 24, 2020, subject to resolution of protest(s), if any.

ISSUE

Metro is required to have an independent Certified Public Accountant firm perform annual financial and compliance audits. The audit reports are submitted to funding partners and to financing institutions relative to Metro bond issues. The recommended contractor shall begin with the audit of Metro's financial statements and component units starting fiscal year ending June 30, 2020.

DISCUSSION

The scope of services includes the financial and compliance audit requirements of Metro and the component units including:

- Comprehensive Annual Financial Report (CAFR);
- Single Audit Report on Federal grant activities;
- Transportation Development Act (TDA);
- Proposition 1B Public Transportation, Modernization, Improvement, and Service Enhancement Account Program (PTMISEA);
- State Transit Assistance (STA);
- Service Authority for Freeway Emergencies (SAFE),
- Low Carbon Transit Operations Program (LCTOP);
- Crenshaw Project Corporation (CPC); and
- National Transit Database (NTD).

The firm is also required to provide a management report which addresses any material weaknesses and/or significant deficiencies in Metro's accounting system and internal controls noted in the auditor's examination of Metro's books and records.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding of \$342,410 for the contracted services will be appropriated in the FY2021 budget in cost center 2510 under project number 405510. Since this is a multi-year contract, Management Audit Services will be accountable for budgeting the cost in future years.

IMPACT TO BUDGET

The source of funds for Project 405510 is Propositions A, C & TDA Administration funds. These funds are not eligible for bus/rail operating or capital expense.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

No alternatives were considered, as laws and regulations require Metro to have financial and compliance audits performed annually by an independent Certified Public Accountant.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS64807000 to Crowe LLP for annual financial and compliance audits, effective April 10, 2020.

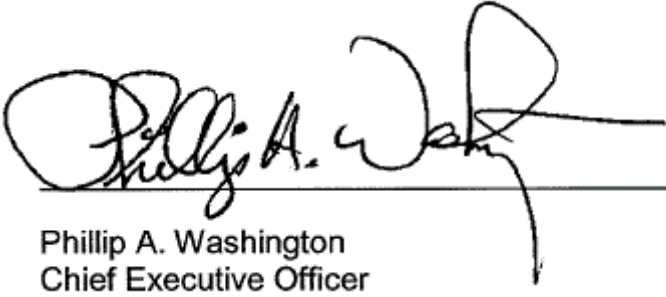
ATTACHMENT

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Lauren Choi, Interim Sr. Director, Audit, (213) 922-3926

Reviewed by: Shalonda Baldwin, Interim Chief Auditor, (213) 418-3265
Debra Avila, Chief Vendor/Contract Management Officer
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS
COMPONENT UNITS

1.	Contract Number: PS64807000	
2.	Recommended Vendor: Crowe LLP	
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 3, 2019	
	B. Advertised/Publicized: September 5, 2019	
	C. Pre-Proposal Conference: September 11, 2019	
	D. Proposals Due: September 30, 2019	
	E. Pre-Qualification Completed: February 13, 2020	
	F. Conflict of Interest Form Submitted to Ethics: October 2, 2019	
	G. Protest Period End Date: March 23, 2020	
5.	Solicitations Picked up/Downloaded: 26	Bids/Proposals Received: 4
6.	Contract Administrator: Greg Baker	Telephone Number: (213) 922-7577
7.	Project Manager: Lauren Choi	Telephone Number: (213) 922-3926

A. Procurement Background

This Board Action is to approve the award of Contract No. PS64807000 to Crowe LLP to perform financial and compliance audits of Metro and its component units, including Comprehensive Annual Financial Report (CAFR); Single Audit Report on Federal grant activities; Transportation Development Act (TDA); Proposition 1B Public Transportation, Modernization, Improvement, and Service Enhancement Account Program (PTMISEA); State Transit Assistance (STA); Service Authority for Freeway Emergencies (SAFE), Low Carbon Transit Operations Program (LCTOP); Crenshaw Project Corporation (CPC); and the National Transit Database (NTD). Board approval of contract awards are subject to resolution of any properly submitted protest.

On September 3, 2019, Request for Proposal (RFP) No. PS64807 was issued in accordance with Metro's Acquisition Policy. The contract type is firm fixed price. This RFP was issued with a DBE goal of 6%.

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

A pre-proposal conference was held on September 11, 2019 and was attended by five participants representing four firms. There were 22 questions received, and Metro provided responses prior to the proposal due date.

A total of 26 firms downloaded the RFP and were included in the planholders' list. A total of four proposals were received on September 30, 2019 from firms listed below in alphabetical order:

1. Crowe LLP
2. Macias, Gini & O'Connell LLP
3. Moss Adams LLP
4. Vasquez & Company LLP

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Management Audit Services and Accounting departments was convened and conducted a comprehensive technical evaluation of the proposals received.

On October 1, 2019, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the four proposals to initiate the evaluation phase. Evaluations were conducted from October 1, 2019 through October 14, 2019.

The proposals were initially evaluated based on pass/fail minimum qualifications criteria to determine proposals that are "technically acceptable". The pass/fail criteria included years of experience as a Certified Public Accountant (CPA) firm doing business in the State of California and satisfactory Peer Review Report within the last 3 years showing compliance with Generally Accepted Government Auditing Standards (GAGAS).

The PET determined that all four firms passed the minimum qualification requirements and continued to evaluate proposals based on the following weighted evaluation criteria:

- | | |
|--|------------|
| • Degree of the Skills and Experience | 35 Percent |
| • Understanding of the Scope of Services | 25 Percent |
| • Effectiveness of Execution Plan | 10 Percent |
| • Cost Proposal | 30 Percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar financial and compliance audit procurements. Several factors were considered when developing these weights, giving the greatest importance to the degree of the skills and experience of the firm and its key personnel.

On October 14, 2019, the PET reconvened and determined that of the four proposals deemed "technically acceptable", three were within the competitive range; one firm was determined outside the competitive range and was not included for further consideration. The three firms within the competitive range are listed below in alphabetical order:

1. Crowe LLP
2. Macias, Gini & O'Connell LLP
3. Moss Adams LLP

On November 1, 2019, oral presentations were held with the three firms within the competitive range. The project managers and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions.

In general, each team provided an overview of existing clientele, presented the industry experience of each team member, proposed commitment to the project and existing engagements that may impact work performance on this contract. The team also discussed their existing process in performing audits particularly in handling changes in reporting requirements and resolving disagreements with auditees/clients regarding preliminary findings and recommendations.

Qualifications Summary of Firms within the Competitive Range:

Crowe LLP

Crowe LLP is a CPA firm with a well-rounded breadth and depth of public transit experience, including external audit, risk management, performance improvement, and financial advisory and forensic services. The firm has been in business for more than 50 years and currently provides financial and compliance audit services to Metro. It has provided financial and compliance audit services to numerous entities in the private and public sector. Clients include Southern California Rail Authority, Washington Metropolitan Area Transportation Authority, Dallas Area Rapid Transit, and Chicago Transit Authority.

Macias, Gini & O'Connell LLP

Macias, Gini & O'Connell LLP, established in 1987, is headquartered in Sacramento, California. It is a CPA and advisory firm with extensive experience working with public agency clients on financial, operational, performance, and information technology engagements. Clients include Los Angeles World Airports, San Francisco Bay Area Rapid Transit District, City of Santa Monica (Big Blue Bus), and Burbank-Glendale-Pasadena Airport Authority.

Moss Adams LLP

Moss Adams LLP, founded in 1913 is headquartered in Seattle, Washington. It serves as auditors for several regional transit agencies, including Sound Transit, King County Metro Transit, Community Transit, and Tri-Met. It performs annual

compliance audits of federal and state funding subsidies, agreed-upon procedures engagements specific to NTD reporting, and various consulting projects.

At the conclusion of the oral presentations, Crowe LLP was determined to be the top ranked firm. Negotiations of terms and conditions with the firm commenced in November 2019 and concluded in February 2020.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Crowe LLP				
3	Degree of the Skills and Experience	94.46	35.00%	33.06	
4	Understanding of the Scope of Services	90.68	25.00%	22.67	
5	Effectiveness of Execution Plan	85.00	10.00%	8.50	
6	Cost Proposal	100.00	30.00%	30.00	
7	Total		100.00%	94.23	1
8	Macias, Gini & O'Connell LLP				
9	Degree of the Skills and Experience	87.77	35.00%	30.72	
10	Understanding of the Scope of Services	84.68	25.00%	21.17	
11	Effectiveness of Execution Plan	77.50	10.00%	7.75	
12	Cost Proposal	96.87	30.00%	29.06	
13	Total		100.00%	88.70	2
14	Moss Adams LLP				
15	Degree of the Skills and Experience	78.87	35.00%	27.60	
16	Understanding of the Scope of Services	69.32	25.00%	17.33	
17	Effectiveness of Execution Plan	74.20	10.00%	7.42	
18	Cost Proposal	82.97	30.00%	24.89	
19	Total		100.00%	77.24	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, price analysis and technical analysis. Metro's independent cost estimate (ICE) is higher than the recommended price because it was based on historical cost which included an optional audit task that is not

included in the current Statement of Work. Further, the ICE assumed the high-end of labor rates available in the market.

	Proposer Name	Proposal Amount	Metro ICE	Award Amount
1.	Crowe LLP	\$1,836,135	\$4,090,330	\$1,836,135
2.	Macias, Gini & O'Connell LLP	\$1,895,341	\$4,090,330	N/A
3.	Moss Adams LLP	\$2,212,940	\$4,090,330	N/A

D. Background on Recommended Contractor

The recommended firm, Crowe, LLP (Crowe) is headquartered in Chicago, IL. It is a multinational professional services network consisting of more than 220 offices with over 42,000 employees in 13 countries.

Crowe provides audit, tax, consulting, enterprise risk and financial advisory services. Crowe has been providing financial and compliance audit services to Metro since 2015 and performance has been satisfactory.

Crowe's team includes one DBE subcontractor: Qui Accountancy which shall assist in providing annual financial and compliance audits.

The proposed Lead Engagement Partner and Managing Director have over 44 years of combined accounting experience, that is centered primarily on public transportation.

DEOD SUMMARY

**ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS
COMPONENT UNITS / PS64807000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 6% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Crowe LLP exceeded the goal by making a 16.01% DBE commitment.

Small Business Goal	6% DBE	Small Business Commitment	16.01% DBE
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	DBE Subcontractor	% Committed
1.	Qui Accountancy Corporation	16.01%
	Total Commitment	16.01%

B. Living Wage / 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.



Board Report

File #: 2020-0246, **File Type:** Contract

Agenda Number: 17.

FINANCE, BUDGET AND AUDIT COMMITTEE APRIL 15, 2020

SUBJECT: CURRENCY PROCESSING SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP39497-2000 to exercise three (3), one-year options with Los Angeles Federal Armored Services, Inc. to provide currency processing services, in the amount of \$572,000 for Option Year 2, \$629,000 for Option Year 3, and \$686,400 for Option Year 4, for a combined total amount of \$1,887,400, increasing the contract value from \$972,400 to \$2,859,800, and extending the contract term to December 31, 2022.

ISSUE

This Contract is for a currency processing service company to process single, unstacked, loose bills from bus farebox operations from the Metro Central Cash Counting Office , of which Metro collects about \$55 million per year.

To continue providing the currency processing services, a contract modification is required to exercise each of the one-year options, extending the period of performance through December 31, 2022.

DISCUSSION

On January 1, 2018, Metro entered into a five-year contract to Los Angeles Federal Armored Services, Inc. in the amount not-to-exceed \$2,859,800 inclusive of four one-year options, of which \$972,000 has been completed and paid, leaving \$1,887,400 for the remaining three (3) one-year options.

Staff is requesting Board authorization to exercise each of the remaining option terms. Staff has determined that expenditures over the remaining life of this contract will not exceed the anticipated annual contract value.

DETERMINATION OF SAFETY IMPACT

Processing currency via the services of the outside agency on a daily basis aid in the safekeeping and accounting of Metro funds.

FINANCIAL IMPACT

Funding required for the current fiscal year was included in the FY2020 Adopted Budget. Since this is a multi-year contract, the Executive Officer, TAP Operations and Revenue Collections cost center manager is responsible for future year budgets.

IMPACT TO BUDGET

The sources of funds for this action are fare revenues and other bus operations eligible sales tax revenues.

ALTERNATIVES CONSIDERED

The goal of Revenue Collection is to process as much currency in-house as possible and to use the services of the contractor as needed to efficiently process the collection of currency. Every effort is made daily to minimize the outside costs associated with the use of an outside contractor.

NEXT STEPS

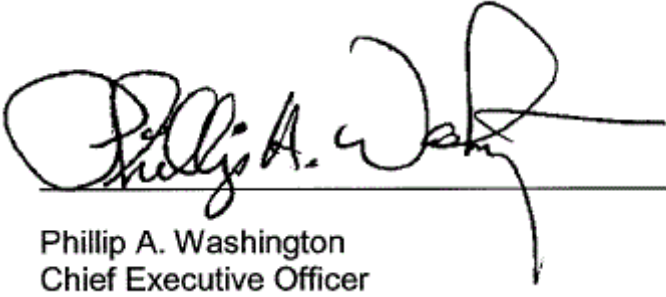
Upon approval by the Board, staff will execute Contract Modification No. 3 with Los Angeles Federal Armored Services, Inc., to exercise the option terms and extend the period of performance through December 31, 2022.

ATTACHMENTS

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

Prepared by: Tisha Bruce, Deputy Executive Officer, Revenue Collection, (213) 922-7621
David Sutton, Executive Officer, Finance (TAP), (213) 922-5633

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CURRENCY PROCESSING SERVICES / OP39497-2000

1.	Contract Number: OP39497-2000		
2.	Contractor: Los Angeles Federal Armored Services, Inc.		
3.	Mod. Work Description: Exercise option years		
4.	Contract Work Description: Provide currency processing services to process single, unstacked, loose bills from bus farebox operations from the Metro Central Cash Counting Office		
5.	The following data is current as of: 4 February 2020		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	01/01/2018	Contract Award Amount: \$457,600.00
	Notice to Proceed (NTP):	01/18/2018	Total of Modifications Approved: \$514,800.00
	Original Complete Date:	12/31/2019	Pending Modifications (including this action): \$1,887,400.00
	Current Estimated Complete Date:	12/31/2022	Current Contract Value (with this action): \$2,859,800.00
7.	Contract Administrator: Antwaun Boykin		Telephone Number: (213) 922-1056
8.	Project Manager: Tisha Bruce		Telephone Number: (213) 922-7621

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 to Contract No. OP39497-2000 to exercise all three (3) one-year options with Los Angeles Federal Armored Services, Inc. to continue providing currency processing services through December 31, 2022.

This contract modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is Firm Fixed Unit Rate.

ATTACHMENT A

On November 15, 2017 the Board approved a five-year contract, inclusive of four, one-year options to Los Angeles Federal Armored Services, Inc., to provide currency processing service to ensure that revenue from bus fareboxes is collected daily and processed for deposit.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon rates that were negotiated and established as part of the competitive contract awarded in 2018. The 2019-2020 CPI indicated an increase of 1.4%. The rates remain unchanged, therefore, exercising the options is in the best interest of Metro.

OPTION YEARS AMOUNT	METRO ICE	MODIFICATION AMOUNT
\$1,887,400.00	\$1,887,400.00	\$1,887,400.00

CONTRACT MODIFICATION/CHANGE ORDER LOG
CURRENCY PROCESSING SERVICES / OP39497-2000

Mod. No.	Description	Date	Amount
1	Exercise Option Year 1	12/28/18	\$514,800
2	Exercise Option Year 2	Pending	\$572,000
3	Exercise Option Year 3	Pending	\$629,000
4	Exercise Option Year 4	Pending	\$686,400
	Modification Total:		\$2,402,200
	Original Contract:	1/11/18	\$457,600
	Total Contract Value:		\$2,859,800

DEOD SUMMARY

CURRENCY PROCESSING SERVICES / OP39497-2000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to a lack of subcontracting opportunities. It is expected and confirmed by the Project Manager that Los Angeles Federal Armored Services will perform this scope with its own workforce.

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.



Board Report

File #: 2020-0201, **File Type:** Appointment

Agenda Number: 19.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2020**

SUBJECT: MEMBERSHIP ON METRO’S SAN FERNANDO VALLEY SERVICE COUNCIL

ACTION: APPROVE NOMINATION

RECOMMENDATION

APPROVE Perri Sloane Goodman for membership on Metro’s San Fernando Valley Service Council.

ISSUE

Two members of the San Fernando Valley Service Council submitted their resignations effective December 11, 2020. The terms of those now-vacant seats are July 1, 2017 - June 30, 2020 and July 1, 2018 - June 30, 2021.

DISCUSSION

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. The 2016 American Community Survey demographics of the San Fernando Valley Service Council region where this appointment is to be made as compared to the demographics of the membership of the Council with this appointment is as follows:

Race	Hispanic	White	Asian	Black	Other
Membership	50%	50%	0%	0%	0%
Actual	41.7%	40.9%	11.0%	3.5%	3.0%

The following individual has been nominated to serve by the nominating authority of the vacant seats. If approved by the Board, this appointment will serve the remainder of the July 1, 2017 - June 30, 2020 term and the subsequent term of July 1, 2020 - June 30, 2023. A brief listing of the nominee’s qualifications and the nomination letter are provided.

San Fernando Valley

- A. Perri Sloane Goodman, San Fernando Valley Service Council, New Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2023

The demographic makeup of the San Fernando Valley Service Council with the appointment of this nominee will consist of four (4) Hispanic members and four (4) White members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and three (3) women. There remains one additional vacant seat on this Service Council which the nominating authority is working to fill.

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

NEXT STEPS

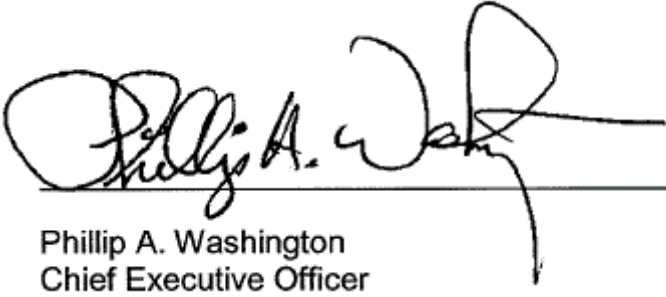
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan and to implement and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

Attachment A - Nominees Listing of Qualifications
Attachment B - Nomination Letters

Prepared by: Conan Cheung, Sr. Executive Officer, Service Development, Scheduling and Analysis, (213) 418-3034
Dolores Ramos, Chief Administrative Analyst, Regional Service Councils, (213) 922-1210

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND LISTING OF QUALIFICATIONS

Perri Sloane Goodman, Nominee for San Fernando Valley Service Council



Perri Sloane Goodman is a 20-year resident of Sherman Oaks and a regular transit user. Ms. Sloane Goodman has an extensive background in transit design and implementation, policy development, and community engagement as the former Transit Program Administrator for the City of West Hollywood, a position she held for nine years. Prior to that, she worked as a Director of Long Term Care Services and State Programs for Jewish Family Service of Los Angeles, and a Senior Services Program Specialist for the City of West Hollywood.

Ms Sloane Goodman holds a bachelor of arts in anthropology from the University of California Santa Cruz and a master of public administration from the University of Southern California.

APPOINTING AUTHORITY NOMINATION LETTERS



ERIC GARCETTI
MAYOR

March 10, 2020

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Ms. Perri Sloane Goodman to serve as a representative on the San Fernando Valley Council, for term ending on June 30, 2020 and for the subsequent term ending June 30, 2023.

I certify that in my opinion Ms. Sloane Goodman is qualified for the work that will devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Garcetti", is written over a light blue circular stamp.

ERIC GARCETTI
Mayor

EG:cl



Board Report

File #: 2020-0247, File Type: Contract

Agenda Number:

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 16, 2020

SUBJECT: PURCHASE OF THREE 35 TON TOW TRUCKS

ACTION: APPROVE CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract OP66644000 to Los Angeles Truck Centers, LLC the lowest responsive and responsible bidder for three (3) 35-ton tow trucks for a firm fixed price of \$1,069,966.24 inclusive of sales tax.

ISSUE

The existing tow truck fleet has been in operations for 17 years; due to usage and deterioration throughout the years the fleet is in need of replacement. The tow trucks are rotated between 11 operating divisions.

BACKGROUND

The tow trucks are mainly used for towing and recovery of Metro buses assigned to 11 bus operating divisions, and for training purposes at Metro's Central Maintenance Facility. These trucks are required to support directly operated bus operations throughout the Metro system which includes over 2,300 buses.

DISCUSSION

The three new tow trucks will replace trucks that have been in operation since 2003. In the last few years, these trucks have experienced reduced reliability and have now surpassed their useful life and require replacement. The purchase of these three 35-ton tow trucks will provide the Metro Bus Operations and Metro Bus Maintenance Departments with the necessary equipment for the consistent, timely and effective support and maintenance of Metro bus fleet for the next 12-15 years.

The recommended bidder, Los Angeles Truck Centers, has its operating and headquarter facility in Los Angeles County, in the city of Whittier, California. Metro's Diversity and Economic Opportunity Department (DEOD) did not establish a goal for this solicitation and a search of the Small/Disabled Veteran Business Enterprise (SBE/DVBE) directories revealed there are no certified SBE/DVBE firms that can supply these vehicles.

DETERMINATION OF SAFETY IMPACT

The approval of this recommendation will have positive impact on safety as the new tow trucks will maximize operator safety. Due to newer and more stringent emission standards, the new tow trucks will improve Metro's carbon footprint throughout Los Angeles County.

FINANCIAL IMPACT

The funding of \$1,069,966.24 is included in Cost Center 3790, Maintenance Administration; Project 208604, FY20 Non-Revenue Vehicles and Equipment; Account 53106, Acquisition of Service Vehicle.

Since this is a multi-year project, the cost center manager and Chief Operating Officer will ensure that all related costs are budgeted in future Fiscal Years.

Impact to Budget

The current source of funds for this action is Transportation Development Act (TDA) Article 4. Using this funding source maximizes the project funding allocations allowed by approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal 2) Providing outstanding trip experiences for all. New tow trucks improve safety and enhance the ability to respond to downed buses and continue delivering world-class bus service.

ALTERNATIVES CONSIDERED

Staff does not recommend leasing equipment and/or contracting out tow services as this is an in-house task currently performed by ATU contract personnel. Contracting out this service would conflict with the current Metro/ATU Collective Bargaining Agreement. Additionally, the cost of towing services for one tow truck would equal or exceed the full purchase price of one tow truck in the first five years of operation.

The alternative of retaining the existing tow truck fleet for primary tow services is not recommended. Diminished reliability, high maintenance costs and frequent repairs over the past several years has rendered the use of the existing tow truck fleet a poor alternative for continued operation.

Not purchasing the recommended tow trucks will significantly reduce Metro's ability to effectively provide world-class transportation for all.

NEXT STEPS

Upon Board approval, the vendor will begin the manufacturing process and provide Metro with a production schedule to identify milestones consistent with the scheduled delivery of the equipment 12 months after the award of the contract.

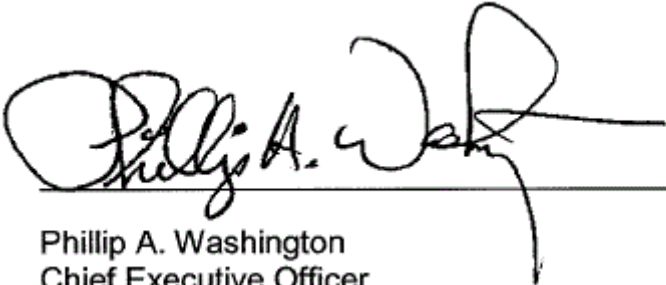
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Adam Robertson, Senior Director, Non-Revenue fleet Maintenance (562) 658-0231

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

35 TON TOW TRUCKS / CONTRACT NO. OP66644000

1.	Contract Number: OP66644000	
2.	Recommended Vendor: Los Angeles Truck Centers, LLC	
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 RFIQ	
4.	Procurement Dates:	
	A. Issued: 11/27/19	
	B. Advertised/Publicized: 11/29/19	
	C. Pre-Proposal Conference: 12/5/19	
	D. Bids Due: 1/8/2020	
	E. Pre-Qualification Completed: 1/24/2020	
	F. Conflict of Interest Form Submitted to Ethics: 1/8/2020	
	G. Protest Period End Date: 3/19/2020	
5.	Solicitations Picked up/Downloaded: 16	Bids/Proposals Received: 4
6.	Contract Administrator: Aryani L. Guzman	Telephone Number: 213-922-1387
7.	Project Manager: Adam Robertson	Telephone Number: 562-658-0231

A. Procurement Background

This Board Action is to approve Contract No. OP66644000 issued to procure three (3) 35-Ton Tow Trucks to support Metro's Bus Operations. Board approval of contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. OP66644 was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

Two (2) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued December 9, 2019; to add additional site visit for potential bidders;
- Amendment No. 2, issued December 24, 2019; to revise technical requirements;

A total of four (4) Bids were received on January 8, 2020.

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 received are listed below in alphabetical order:

1. Los Angeles Truck Centers, LLC
2. TEC of California
3. Tow Industries Bid No. 1
4. Tow Industries Bid No. 2

All bidders were determined to be fully responsive and responsible to the bid requirements.

The firm recommended for award, Los Angeles Truck Centers, LLC, the lowest responsive and responsible bidder was found to meet all technical requirements and is in full compliance with the IFB's requirements.

C. Cost/Price Analysis

The recommended bid price from Los Angeles Truck Centers, LLC has been determined to be fair and reasonable based upon adequate price competition, Independent Cost Estimate (ICE), price analysis, and competitive bids.

Bidder Name	Bid Amount	Metro ICE
Los Angeles Truck Centers, LLC	\$1,069,966.24	\$1,110,000.00
Tow Industries Bid No. 1	\$1,083,456.00	
TEC of California	\$1,147,661.90	
Tow Industries Bid No. 2	\$1,149,056.36	

D. Background on Recommended Contractor

The Los Angeles Truck Centers, LLC has over 19 years of experience in providing Medium-to heavy-duty trucks, alternative fuel trucks, engines, CARB compliant trucks, and truck parts through-out California and Nevada. Los Angeles Truck Centers has its operating and headquarters facility in the Los Angeles County in the city of Whittier, California. Los Angeles Truck Centers also has operating facilities in the city of Long Beach, San Diego, Las Vegas, Ontario, Fontana, Carson, Hesperia, Sacramento, and Caruthers. Los Angeles Truck Centers is a subsidiary of Velocity Vehicle Group. Some of their customers include the Department of Justice with the Diesel and Emission Control System Contract for the Bureau of Prisons.

DEOD SUMMARY**35 TON TOW TRUCKS / CONTRACT NO. OP66644000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a goal for this solicitation. This procurement is for the purchase of three (3) 35-ton tow trucks to replace vehicles in Metro's current fleet that supports bus operations. A search of the Small/Disabled Veteran Business Enterprise (SBE/DVBE) directories revealed there are no certified SBE/DVBE firms that can supply these vehicles.

B. Living Wage / 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.



Board Report

File #: 2020-0248, File Type: Contract

Agenda Number: 21.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 16, 2020

SUBJECT: PURCHASE OF THIRTY 1-TON UTILITY TRUCKS

ACTION: APPROVE CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB OP67225 to Theodore Robins Ford the lowest responsive and responsible bidder for thirty (30) 1-ton utility trucks for a firm fixed price of \$1,417,782.25 inclusive of sales tax, subject to the resolution of any submitted protest(s).

ISSUE

This procurement is for the replacement of 20 Metro owned and operated one-ton utility trucks currently operating in support of Bus and Rail Operations that have exceeded the Metro vehicle replacement policy of 12 years and/or 150,000 miles. Included in this procurement are an additional ten 10 one-ton utility trucks that will support maintenance activities on the Crenshaw light rail line extension including track, traction power and signals maintenance; station custodial services; and Crenshaw Rail Facility (Division 16) facilities maintenance.

BACKGROUND

Metro currently operates a utility truck fleet of over 240 vehicles. This fleet is used to support maintenance activities of various Metro departments throughout the County including bus and rail operating divisions/facilities, custodial services, rail maintenance of way, environmental services, rail fleet services and bus stops and zones.

DISCUSSION

The 20 new utility trucks will replace trucks that have been in operation since 2000. In the last few years, these trucks have experienced reduced reliability and have now surpassed their useful life and require replacement. Ten of these utility trucks will be used for Division 16 - Crenshaw. The utility trucks are needed to support the Crenshaw light rail line operating between the Green Line at Aviation/Century and Expo Line at Exposition/Crenshaw, a distance of 8.5 miles of tandem track. The specific use of these trucks will be for track inspection, signal inspection, traction power, rail fleet

services, and rail facilities maintenance. The purchase of these (30) 1-ton utility trucks will provide Metro the necessary equipment for consistent, timely and effective support of Metro bus and rail infrastructure for the next 12-15 years.

In addition, Metro is implementing a Non-Revenue Fleet Electric Utility Truck Pilot Project consisting of the purchase, deployment and field testing of 6 electric utility trucks. Three of the six electric utility trucks will be deployed to Metro's Maintenance of Way (Location 64) where EV chargers are currently installed and ready for use. The remaining three electric utility trucks will be deployed to Division 15's Facility Maintenance Department. The purchase and deployment of these trucks will aid in further reducing Metro's carbon footprint and advance Metro's use EV's at Rail and Bus Operating Divisions. The introduction of 6 electric utility trucks into the Non-Revenue fleet demonstrates Metro's commitment to reducing Greenhouse Gas (GHG) emissions and advancement of a comprehensive clean fuels program. Upon successful completion of the EV pilot program, Metro will accelerate the use of electric trucks in other bus and rail support locations.

DETERMINATION OF SAFETY IMPACT

The purchase of new utility trucks will provide Metro with current state-of-the-art utility trucks that maximize operator safety and due to newer and more stringent emission standards, will reduce LA Metro's carbon footprint throughout Los Angeles County.

FINANCIAL IMPACT

Funding of \$1,417,782.25 for 30 utility trucks is included in the Life of Project (LOP) budget of Project 208604, FY20 Non-Revenue Vehicles, and Project 860512, Crenshaw Pre-Revenue Service. The delivery of the vehicles are scheduled up to 12 months after the date of award.

Impact to Budget

The current source of funds for this action are Transportation Development Act Article 4 and Measure R bus and rail operating funds. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. New utility trucks will minimize vehicle maintenance needs, improve safety, and reduce Metro's carbon footprint.

ALTERNATIVES CONSIDERED

Staff does not recommend leasing utility truck equipment as this is not feasible for the duty cycle the utility trucks endure. The alternative of retaining the existing utility trucks is also not recommended. Diminished reliability, high maintenance costs and frequent repairs over the past several years has rendered the use of these existing utility trucks a poor alternative for continued operation. Not purchasing the recommended utility trucks will significantly reduce Metro's ability to effectively

provide world-class transportation for all.

NEXT STEPS

Upon Board approval, the vendor will begin the manufacturing process and provide Metro with a production schedule to identify milestones consistent with the scheduled delivery of the equipment up to 12 months after the award of the contract.

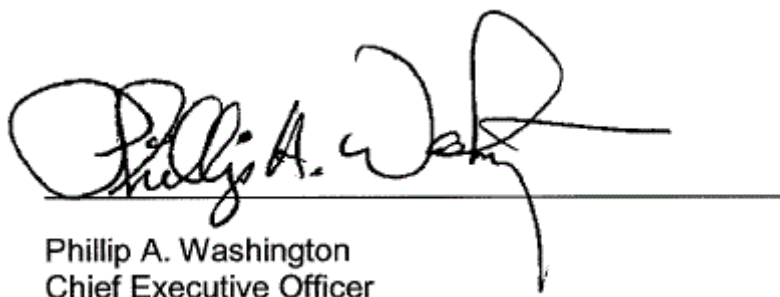
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Adam Robertson, Senior Director Non-Revenue Fleet Maintenance, (562) 658-0231

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

ONE TON UTILITY TRUCKS / CONTRACT NO. OP67225000

1.	Contract Number: OP67225000	
2.	Recommended Vendor: Theodore Robins Ford	
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 RFIQ	
4.	Procurement Dates:	
	A. Issued: 12/13/19	
	B. Advertised/Publicized: 12/13/19	
	C. Pre-Proposal Conference: 12/19/19	
	D. Bids Due: 1/16/2020	
	E. Pre-Qualification Completed: 2/19/20	
	F. Conflict of Interest Form Submitted to Ethics: 2/5/2020	
	G. Protest Period End Date: 4/16/2020	
5.	Solicitations Picked up/Downloaded: 15	Bids/Proposals Received: 4
6.	Contract Administrator: Aryani L. Guzman	Telephone Number: 213-922-1387
7.	Project Manager: Adam Robertson	Telephone Number: 562-658-0231

A. Procurement Background

This Board Action is to approve Contract No. OP67225000 issued to procure thirty (30) One Ton Utility Trucks to support Metro's Bus and Rail Operations. Board approval of contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. OP67225 was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

A total of four (4) Bids were received on January 16, 2020.

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 received are listed below in alphabetical order:

1. Elite Auto Network
2. Fritts Ford
3. Penske Chevrolet
4. Theodore Robins Ford

All bidders were determined to be fully responsive and responsible to the bid requirements.

The firm recommended for award, Theodore Robins Ford, the lowest responsive and responsible bidder was found to meet all technical requirements and is in full compliance with the IFB's requirements.

C. Price Analysis

The recommended bid price from Theodore Robins Ford has been determined to be fair and reasonable based adequate price competition and comparison to Metro's Independent Cost Estimate (ICE).

Bidder Name	Bid Amount	Metro ICE
Theodore Robins Ford	\$1,417,782.25	\$1,505,000.00
Fritts Ford	\$1,475,719.52	
Penske Chevrolet	\$1,786,148.91	
Elite Auto Network	\$2,076,522.27	

D. Background on Recommended Contractor

Theodore Robins Ford has over 60 years of experience in providing Medium to heavy-duty trucks. Theodore Robins Ford has its operating and headquarters facility in Orange County in the city of Costa Mesa, California. Theodore Robins Ford has been operating since 1923. Metro has previously awarded contracts to Theodore Robins Ford and their performance has been satisfactory.

DEOD SUMMARY

ONE TON UTILITY TRUCKS / CONTRACT NO. OP67225000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement. A search of the Small/Disabled Veteran Business Enterprise (SBE/DVBE) directories revealed there are no certified SBE/DVBE firms that supply these vehicles.

B. Living Wage / Service Contract Worker Retention Policy Applicability

The Living Wage / 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 #: 2020-0187, File Type: Contract

Agenda Number: 23.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 16, 2020

SUBJECT: TIRE KITS FOR LIGHT RAIL VEHICLES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 36-month, firm fixed price contract under Bid No. SD634320000 to ORX Railway Corporation the lowest responsive and responsible bidder for Tire Kits for an amount not to exceed \$2,125,956 subject to resolution of protest(s), if any.

ISSUE

This procurement is for the acquisition of tire kits which are required for maintaining safe and reliable operation of the AnsaldoBreda P2550 and KinkiSharyo P3010 rail fleets. This procurement is part of the on-going Light Rail Vehicles (LRV) preventive maintenance program which impacts safety, reliability and performance of rail service.

DISCUSSION

There are fifty (50) P2550 and one hundred eighty-five (185) P3010 cars in the Metro rail fleet currently assigned to the Gold, Blue, Expo, and Green Lines. Each vehicle is equipped with 12 steel tires. The steel tire travels on the rail and is the outside part of the wheel assembly. The tires are replaced based on mileage in accordance with the Rail Fleet Service's maintenance schedule or when they no longer meet the appropriate tolerance size requirements. Tires per vehicle are changed at the same time so that the propulsion system is not adversely affected by tires of various dimensions.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro; therefore, it is imperative to maintain the P2550 and P3010 fleets to the highest standards. Award of contract will ensure light rail Divisions have adequate inventory to repair and maintain the rail cars according to Metro Maintenance standards.

FINANCIAL IMPACT

The total contract amount is \$2,125,956. Funding of \$200,000 for this procurement is included in the

FY20 budget in Rail Cost Center 3944 and 3948, Rail Fleet Services Maintenance Gold Line and Monrovia, line item 50441 - Parts - Revenue Vehicle, project 300055 - Gold Line.

Since this is a multi-year contract, the cost center manager, project manager, and executive officer will ensure that the balance of funds are budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action include operating eligible Measure R, Measure M, Passenger Fares, and Advertising revenues. Using these funding sources maximizes project funding allocations allowed by approved 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 contract is not recommended as tire kits are a vital component to the vehicle operation and if not properly maintained, could result in equipment failures, service delays, risk to passenger safety, with negative impact to vehicle availability and reliability.

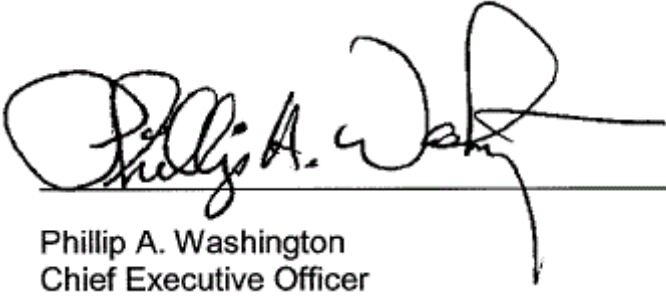
NEXT STEPS

Replacement of the steel tires on the applicable light rail vehicles will proceed under the provisions of the contract.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Michael Ornelas, Sr. Director Rail Vehicle Maintenance,
(213) 922-3223
Bob Spadafora, Sr. Executive Officer, Rail Fleet Services,
(213) 922-3144
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

PURCHASE OF P2550 & P3010 TIRE KIT SD63432

1.	Contract Number: SD634320000	
2.	Recommended Vendor: ORX One Park Avenue, Tipton, Pennsylvania 16684	
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: June 27, 2019	
	B. Advertised/Publicized: June 28, 2019	
	C. Pre-proposal/Pre-Bid Conference: July5, 2019	
	D. Proposals/Bids Due: August 27, 2019	
	E. Pre-Qualification Completed: December 10, 2019	
	F. Conflict of Interest Form Submitted to Ethics: March 12, 2020	
	G. Protest Period End Date: :	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 2
6.	Contract Administrator: Sherri Jackson	Telephone Number: 213/922-1025
7.	Project Manager: Mary Leigh	Telephone Number: 213/922-5860

A. Procurement Background

This Board Action is to approve Contract No.SD63432000 for the procurement of 612 P2550/P3010 Tire Kits for 36 months, with two-1-year options. Board approval of the contract award is subject to resolution of any properly submitted protest.

IFB No SD63432 was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price (FFP).

Two amendment were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on August 9, 2019 was to revise Pre-Qualification and Bid Opening/Closing date.

Amendment 2 issued on August 13, 2019 was to revise both the Technical Specifications and the Attachment A Pricing Sheet.

IFB No.SD63432 was released on June 28, 2019 as a competitive procurement

A total of two bid was received on August 27, 2019.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. Two bids were received:

1. Penn Machine Company, LLC
2. ORX

Both ORX and Penn Machine was determined to be responsive and responsible to the IFB requirements, and capable of meeting the compliance of the technical requirements.

C. Price Analysis

The recommended bid amount of \$ 2,125,956 is determined to be fair and reasonable based on an adequate and open competitive bid process. The recommended award amount is 21% lower than Metro's Independent Cost Estimate.

Low Bidder Name	Bid Amount	Metro ICE
ORX	\$2,125,956.00	\$2,691,976.00
Penn Machine Company	\$2,510,157.28	\$2,691,976.00

D. Background on Recommended Contractor

The recommended firm, ORX has been in business since 1979. ORX manufactures, overhauls and repairs axles, wheels, rail trucks and all related components for various types of rail vehicles, from light and heavy rail passenger railcars, freight, locomotives to industrial and historical vehicles. ORX has national and international clients, including public transit agencies such as Bay Area Rapid Transit (BART) Southeastern Pennsylvania Transportation Authority (SEPTA) and NJ Transit. ORX has performed satisfactorily on providing parts and services for the P2000, and P2550 Light Rail Vehicles and the A650 Heavy Rail Vehicles.

DEOD SUMMARY

PURCHASE OF P2550 & P3010 TIRE KIT SD63432

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this solicitation. ORX exceeded the goal by making a 2.41% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2.41% DBE
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	DBE Subcontractor	Ethnicity	% Committed
1.	Transit Sourcing Services	Female Caucasian	2.41%
Total Commitment			2.41%

B. Living Wage / 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.



File #: 2020-0137, File Type: Contract

Agenda Number: 24.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2020**

SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KITS

ACTION: AWARD CONTRACT

RECOMMENDATION

CONSIDER:

- A. FINDING that the procurement of Metro Bus Electric Cooling Systems under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and
- B. AUTHORIZING the Chief Executive Officer to award a single source, five-year, Indefinite Delivery, Indefinite Quantity Contract No. MA66578000 to Engineered Machined Products, Inc. (EMP) for 810 kits to rebuild EMP engine cooling systems currently installed on Metro buses. The Contract three-year base amount for \$2,712,857 inclusive of sales tax, with the first one-year option in the amount of \$841,668, inclusive of sales tax, and the second one-year option in the amount of \$841,668, inclusive of sales tax for a total contract amount of \$4,396,193 subject to resolution of protest(s), if any.

(REQUIRES TWO-THIRDS VOTE)

ISSUE

This procurement is for the acquisition of new engine cooling system kits scheduled to be installed as part of the Central Maintenance Shops (CMS) bus midlife/engine replacement program. The proposed cooling system kit is manufactured and sold by EMP to rebuild the EMP cooling system originally installed by the bus manufacturer, New Flyer. The original cooling system installed in the New Flyer buses is proprietary to EMP and cannot be copied and duplicated by others. This procurement is required to ensure the current bus midlife/engine replacement program can continue without delays and that revenue service is not impacted.

BACKGROUND

The New Flyer Xcelsior 3850-4199 and 5600-6149 series buses are scheduled for refurbishment through the bus midlife program. CMS production reports project approximately 145 bus midlife refurbishments and engine replacements during the current fiscal year. In the past, CMS installed complete electric fan engine cooling systems to replace hydraulic cooling systems, requiring intense

maintenance labor activities. Since the New Flyer Xcelsior buses came equipped with EMP electric fan engine cooling systems, the CMS evaluated rebuilding the existing EMP electric fan engine cooling system, rather than the costly replacement of the entire cooling system.

EMP is the original manufacturer of the cooling system installed in Metro's New Flyer Xcelsior bus fleet. The EMP cooling system was chosen by the manufacturer of Metro bus fleet, NFI Group, Inc. (New Flyer). The EMP proprietary cooling system technology meets or exceeds Metro standards.

Analysis

A study was conducted to determine the reliability of each of the components of the engine cooling system. The analysis revealed a low replacement rate for the heat exchangers installed on original EMP engine cooling systems but identified a trend of increased usage of the fans and electrical components. Based on this information, CMS staff determined that the most cost-effective option was to rebuild the existing EMP engine cooling systems with the installation of a kit that includes new fans, electrical harnesses, master controller, steel frame and shroud, door seals, and related hardware, which costs about 50 percent less than the cost of purchasing the complete engine cooling system.

Engine cooling systems are also required to maintain the manufacturer specified operating temperature for the new, near-zero Cummins L9N 280 HP engine packages installed on these buses as part of the midlife refurbishment process. Buses cannot operate without properly functioning engine cooling systems. The new engine cooling system kits will be installed by Metro mechanics at the CMS during the bus midlife program activities.

DISCUSSION

Engine cooling systems work by sending a liquid coolant through passages in the engine cylinder block, heads, and related components. As the coolant flows through the passages in the propulsion system, it transfers heat from the engine and transmission to the coolant, then the heated fluid makes its way through tubing to the radiator heat exchangers, and air flow produced by the electric fans reduce the temperature of the coolant as it passes through the heat exchangers. The engine cooling systems ensure the proper operating temperatures for the near-zero Cummins L9N engines being installed in buses as part of the midlife refurbishment program. Engine cooling systems are required for all Metro buses with internal combustion engines. In the future, different cooling systems will be required to maintain proper temperatures for electric bus energy storage, inverters, and drive systems.

The contract to be awarded is a "requirements type" agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any or all of the engine cooling system kits that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) recommended a two percent (2%) DBE goal for this solicitation.

The EMP engine cooling system kits will be purchased, maintained in inventory, and inventory managed by Material Management. As the EMP engine cooling system kits are issued to buses being refurbished in the midlife program, the appropriate budget project numbers and accounts will

be charged.

DETERMINATION OF SAFETY IMPACT

Award of this contract will result in a positive impact on safety and ensure that CMS has an adequate inventory for bus midlife refurbishments. The installation of these EMP engine cooling system kits will ensure that the bus is refurbished and maintained in accordance with Metro maintenance standards and improve on-road performance and reliability of the bus which will have a beneficial impact on system safety.

FINANCIAL IMPACT

Funding of \$725,000 for these EMP engine cooling system kits is included in the FY20 budget under account 50441, Parts - Revenue Vehicle in the Central Maintenance cost center 3366 under project 203024 midlife refurbishment program and 203025 bus engine replacement project.

Since this is a multi-year contract, the cost center manager and Chief Operations Officer will ensure that all related costs are budgeted in future Fiscal Years.

Impact to Budget

The current source of funds for this action will come from Federal, TDA, Proposition C operating eligible sources. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of EMP engine cooling system kits supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The installation of the EMP engine cooling system kits will maintain the reliability of the bus fleet and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The CMS staff considered installation of a completely new engine cooling system package to replace the existing system installed by the bus manufacturer. This alternative is not recommended since rebuilding the existing EMP engine cooling systems with the installation of a kit that includes new fans, electrical harnesses, master controller, steel frame and shroud, door seals, and related hardware can be accomplished at a cost of about 50 percent less than the cost of purchasing the complete engine cooling system.

The other alternative of not awarding this contract and procuring the EMP engine cooling system kits on an as-needed basis 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 engine cooling system kits for the bus midlife refurbishment and near-zero Cummins L9N engine replacement program will be fulfilled under the provisions of the contract.

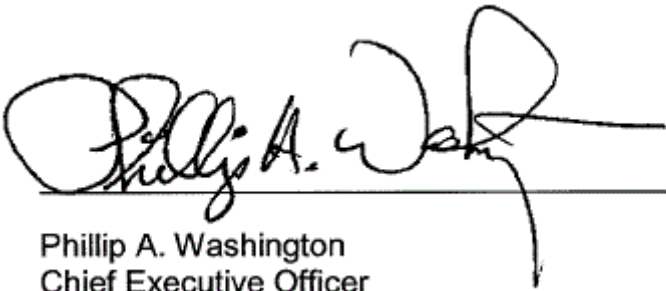
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: James D. Pachan, Superintendent of Maintenance, (213) 922-5804

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PURCHASE OF EMP ELECTRIC COOLING SYSTEM KITS

CONTRACT NO. MA66578000

1.	Contract Number: MA66578000	
2.	Recommended Vendor: Engineered Machined Products, Inc. (EMP), 3111 N. 28 th Street, Escanaba, MI	
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 type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 11/5/19	
	B. Advertised/Publicized: N/A Sole Source	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 12/17/19	
	E. Pre-Qualification Completed: 12/23/19	
	F. Conflict of Interest Form Submitted to Ethics: 1/24/2020	
	G. Protest Period End Date: 4/24/2020	
5.	Solicitations Picked up/Downloaded: 0	Bids/Proposals Received: 1
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: Alex DiNuzzo	Telephone Number: 213/922-5860

A. Procurement Background

This Board Action is to approve Contract No. MA66578000 for the procurement of EMP Electric Cooling System currently installed on Metro busses. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

A Request for Proposal (RFP) No. MA66578 was issued to the Original Equipment Manufacturer (OEM) Engineered Machined Products, Inc. (EMP) on November 5, 2019 in accordance with Metro's Acquisition Policy and the contract type is a not-to-exceed Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendment was issued during the solicitation phase of this RFP.

B. Evaluation of Proposal

This is a sole source procurement in accordance with California statute for non-competitive contract awards. EMP’s proposal was found to be technically acceptable and fully responsive to all the RFP requirements. The firm recommended for award, EMP, was found to be responsive and responsible.

C. Cost Analysis

In accordance with Metro’s Acquisition Policy for a sole source acquisition a cost analysis was performed. The recommended proposed price has been determined to be fair and reasonable based upon fact finding, technical evaluation and cost analysis conducted by staff.

Bidder Name	Proposal Amount	Metro ICE
Engineered Machined Products (EMP)	\$4,396,193	\$3,991,275

D. Background on Recommended Contractor

The recommended firm, EMP has been in business for thirty-six (36) years performing Precision Machining and Manufacturing, Engineering Services, R&D Testing, Prototypes and Aftermarket Retrofitting of Thermal Management Systems. EMP has extensive experience in supplying new and rebuilt electric cooling systems to other municipalities and companies such as WMATA, Baltimore, NYCT, NJT, Riverside, METC, Miami Dade, MESA, NFI, Gillig, Eldorado, MCI, New Flyer, Orio, CAT, Cummins and John Deere. EMP has provided satisfactory products and services to Metro.

DEOD SUMMARY

**PURCHASE OF EMP ELECTRIC COOLING SYSTEM KITS
CONTRACT NO. MA66578000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Engineered Machined Products, Inc., exceeded the goal by making a 2.02% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2.02% DBE
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	DBE Subcontractor	Ethnicity	% Committed
1.	Davis Freight Management	Female Caucasian	2.02%
Total Commitment			2.02%

B. Living Wage / 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.



Board Report

File #: 2020-0085, File Type: Plan

Agenda Number: 25.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 16, 2020

SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

**ACTION: APPROVE METRO'S PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
(PTASP)**

RECOMMENDATION

APPROVE the PTASP which documents Metro's processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations.

ISSUE

Metro's PTASP has been developed in accordance with Federal and State mandates that require Metro to establish and implement such a plan. The regulations require the PTASP to be approved by the Board of Directors.

BACKGROUND

The Federal Transit Administration (FTA) published the PTASP Regulation, 49 C.F.R. Part 673, on July 19, 2018. The regulation implements a risk-based SMS approach and requires Metro to have a PTASP in place no later than July 20, 2020. The PTASP is one element of FTA's comprehensive Public Transportation Safety Program. Our State Safety Oversight Agency, the California Public Utilities Commission (CPUC) adopted the requirements of FTA's regulation in its General Order 164-E, and is charged under the regulations with the review and approval of agency PTASPs.

DISCUSSION

Metro initiated the development of its PTASP in the fall of 2018. The PTASP, which is applicable to both the bus and rail mode, essentially is a document that describes the various safety programs and processes that the agency has in place to manage hazards and safety risks. The PTASP has been developed to be a top-down, data driven plan that incorporates the following four critical elements of a SMS-based approach - Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. For each of the four key components, the plan describes or references Metro's processes and procedures that have been in place at the agency that comply with the particular requirements. The plan also includes authorities, accountabilities, and responsibilities of all

staff who play a key role in managing safety, as well as performance measures and targets to support the data-driven approach. As required by the regulation, staff provided the draft PTASP to the Metropolitan Planning Organization (MPO), the Southern California Association of Governments, to coordinate our performance measures and targets. We received positive feedback from the MPO and will continue to work collaboratively with them in the future as they set their regional performance targets. Staff also distributed the plan to all internal stakeholders for review and comments and conducted two initial training sessions to explain the details of the plan.

Staff worked with the Rail Transit Safety Branch Staff of the CPUC during the development of the PTASP and submitted the final draft PTASP for preliminary approval. Subsequent to making minor revisions and clarifications based on CPUC's feedback, we received their preliminary approval of the plan. Once the plan is in effect, staff will audit the plan to verify the processes and programs are being followed and based on trends, implement strategies for continuous safety improvement. In addition to internal audits, the PTASP will also be audited by the FTA and the CPUC at least triennially.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will have a positive impact on the safety of Metro's patrons and employees.

FINANCIAL IMPACT

Since all the programs and processes described in the PTASP are currently in place, there is no financial impact as a result of approving this plan.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 1 "Provide high-quality mobility options that enable people to spend less time traveling" and goal # 5 "Provide responsive, accountable, and trustworthy governance within the Metro organization." Programs and processes described in the PTASP support the specific actions and initiatives described to advance Goal 1 and Goal 5 in the strategic plan.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the PTASP. However, this action is not recommended because such action will subject Metro to regulatory enforcement action by the FTA which could include withholding of federal funds for non-compliance with the FTA's Public Transportation Safety Program.

NEXT STEPS

Upon Board approval, staff will conduct training to implement the PTASP for all affected stakeholders and make the plan effective July 1, 2020 to coincide with the beginning of FY21. Metro will also certify to the FTA on an annual basis that it has established and implemented its PTASP as required by their regulations. Staff will provide the Board-approved plan to the CPUC, as required by the

regulations, for their final written approval.


ATTACHMENTS

Attachment A - Presentation

Attachment B - Public Transportation Agency Safety Plan (PTASP)

Prepared by: Vijay Khawani, Executive Officer, Risk, Safety, and Asset Management, (213)
922-4035

Reviewed by: Kenneth Hernandez, Chief Risk, Safety and Asset Management Officer, (213)
922-2990



Phillip A. Washington
Chief Executive Officer

Attachment B:

http://libraryarchives.metro.net/DB_Attachments/200401_Attachment%20B%20-%20PTASP.pdf



Public Transportation Agency Safety Plan (PTASP)



Operations, Safety, and Customer Experience Committee

April 16, 2020

Item # 25

Public Transportation Agency Safety Plan (PTASP)

- PTASP required by FTA and CPUC
 - Explains Metro's Safety Processes
 - Data-driven approach to manage hazards
 - Includes performance measures and targets (Coordinated with MPO)
 - Draft plan coordinated with internal stakeholders and provided training
- Based on Safety Management System (SMS) Principles

Four Components to SMS:

1. Safety Management Policy
2. Safety Risk Management
3. Safety Assurance
4. Safety Promotion

Safety Management System Components

Safety Management Policy

- Assigns authorities, accountabilities, and responsibilities for all Metro staff
- Integration with Emergency Management
- SMS Documentation and Records

Safety Risk Management

- Safety Hazard Identification
- Safety Risk Assessment
- Safety Risk Mitigation

Safety Assurance

- Safety Performance Monitoring and Measurement
- Management of Change
- Continuous Improvement

Safety Promotion

- Safety Training Program
- Safety Communication

Metro's Safety Performance Measures

BUS AND RAIL MEASURES AND TARGETS

Performance Measures	Targets
Fatalities	0
Fatality Rate per 100000 Revenue Miles	0
Reportable Injuries	≥5% Reduction of previous year's NTD reported numbers
Reportable Injuries Rate per 100000 Revenue Miles	Based on Total Reported Injuries
Reportable Safety Events	≥5% Reduction of previous year's NTD reported numbers
Reportable Safety Events Rate per 100000 Revenue Miles	Based on Total Reported Safety Events
System Reliability Rail (mean distance between major mechanical failures)	≥ 5% Increase in System Reliability based on previous year's NTD reported numbers

Safety's Plan Forward

Deadline for PTASP: July 20, 2020.

Steps:

1. Safety staff has reviewed and commented on initial draft (3 weeks)
2. Other affected stakeholders comment period (1 month)
3. Submit draft to (MPO) SCAG for comments (2 weeks)
4. Submit draft to CPUC for preliminary approval.
5. Presentation to Board for approval (April 2020).
6. Submit Final PTASP to CPUC for written approval (April 2020)
7. Role out PTASP effective July 1, 2020



Metro



Board Report

File #: 2020-0154, File Type: Project

Agenda Number: 30.

CONSTRUCTION COMMITTEE APRIL 16, 2020

SUBJECT: WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase the Life of Project Budget (LOP) Budget for Willowbrook/Rosa Parks Station Improvement Project (CP 210151) by \$18,998,400 from \$109,350,000 to \$128,348,400.

ISSUE

The Willowbrook Rosa Parks Project (WRP) Life of Project (LOP) budget requires an increase of \$18,998,400 in order to pay for increased real estate acquisition costs, construction escalation and 3rd party coordination to complete the project.

BACKGROUND

The Willowbrook Rosa Parks Station is situated at the intersection of the A and C Lines in the Willowbrook community, where over 35,000 passengers pass through the station daily by rail and bus and commuters fill the park and ride lot to capacity, making WRP the fourth busiest station in the entire Metro network. Despite this, WRP has had little community presence with a greater portion of the Station hidden behind a privately-owned shopping center and under the 105 Freeway.

The intent of this project has been to create a more substantial community connection and presence along with a more efficient, intuitive and healthier environment for the station users. The project scope includes the following:

- A new Public Plaza with Customer Service, Security and Mobility buildings providing services unavailable in this area and a strong visual connection to the surrounding community;
- An extended A Line platform and mezzanine with new amenities for efficient transfers and service and to push much of the station out from under the 105 Freeway;
- The installation of new bus bays to improve service;

- A redesigned Park and Ride lot with a new drop-off area

To achieve this full scope of work, Metro required acquisition via eminent domain for a portion of the adjacent shopping center property along with easements and full coordination with 3rd Party entities. Additional expenses for these two components along with construction escalation costs are the basis for the request to increase the LOP.

DISCUSSION

PROJECT SUMMARY:

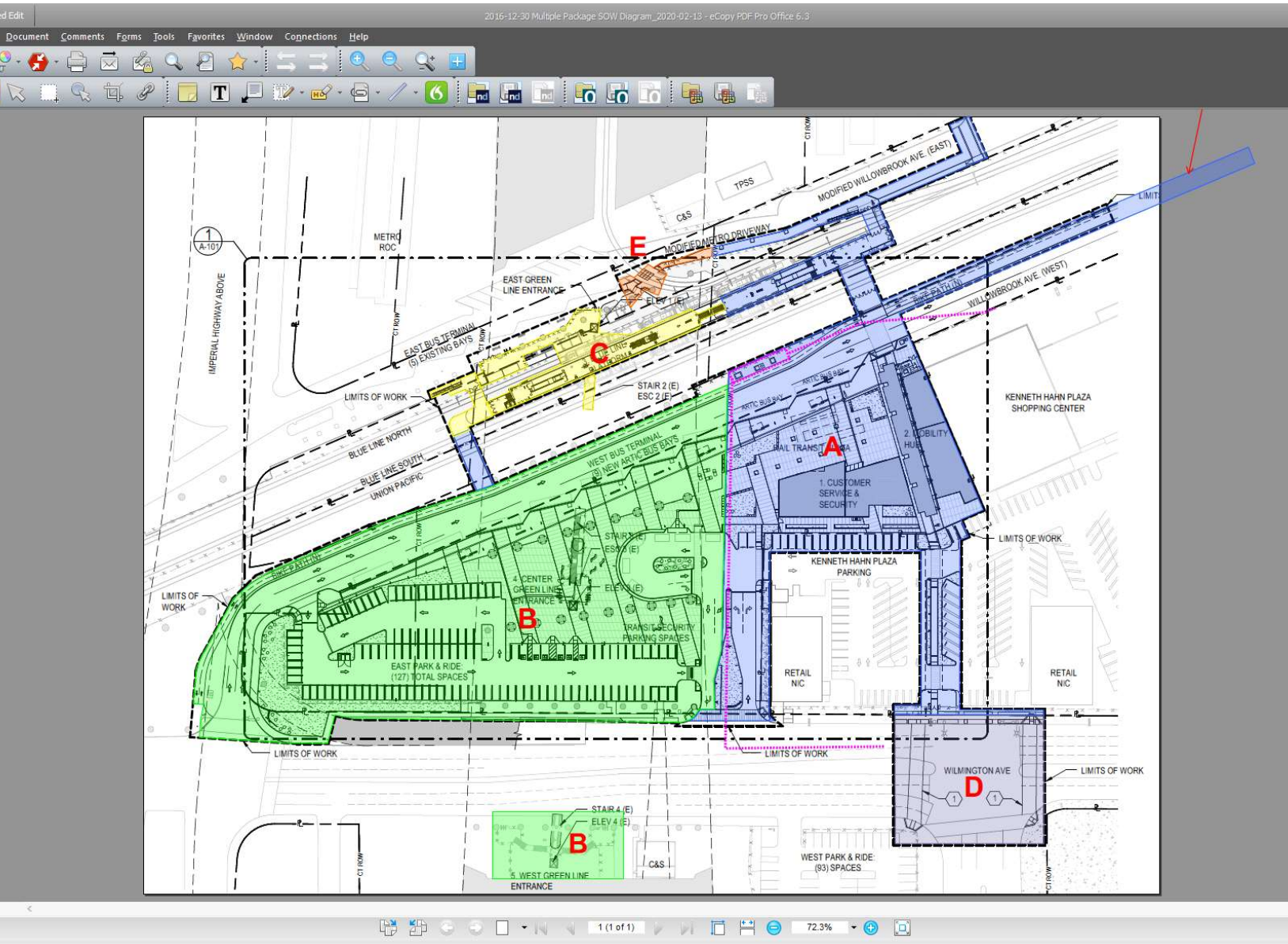
On December 1, 2016 the Board adopted a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire fee and leasehold interests in real property, which consisted of the north section of the existing Kenneth Hahn Shopping Center. The acquisition of the Property was necessary for construction of the Project as it created a prominent area for the public plaza and connected the station to the surrounding community. At the time of this resolution, the appraised fair market value of the property and property interests was estimated at \$3,254,000.

In May 2018, the Board approved the LOP Budget for the Willowbrook Rosa Parks Station Improvement Project (Project) in the amount of \$109,350,000, which included a budget for real estate acquisition of \$6,792,600.

In addition, the design development of the Project was coordinated with several 3rd party agencies including Caltrans, County of Los Angeles and Union Pacific Railroad. Moreover, significant funds were secured, including \$10.25 million from the United States Department of Transportation TIGER VI grant requiring the completion of the Project by Summer of 2021.

With these parameters, the Project Team determined that WRP would be delivered most efficiently per the following:

- WRP would be separated into four main Packages to maintain as much safety and efficiency in the public operations of the Station
- Define the scope of the packages based on the most efficient delivery method with regards to the various 3rd party requirements and deadlines
- Prioritize the Packages to align with the New Blue schedule and public opening.



Per the keyplan above, following is a summary of the Project Packages:

- Early Start Package (Packages E+D) - Installation of preliminary utility work and freeway crosswalk in preparations for the main Packages of the Project. Package scope defined by grant deadlines and coordination with LA County Street Improvements Work.
- Package A - Includes the Public Plaza, Customer Center/Security Building, Mobility Hub

Building, Pedestrian Promenade connecting the new Station to Wilmington Ave and new southern pedestrian crossing to the renovated A Line Station. Area of Package A was to meet FTA TIGER VI grant requirements and separate the Metro-owned project area from Caltrans ROW.

- Package B - Includes improvements to the Bus Bays, central C Line Plaza, addition of new Drop-Off zone and the redesign of the Park and Ride Lot. Also part of the TIGER VI grant. Separated from the other Packages as it is the only portion of the project within Caltrans ROW and their requirements.
- Package C - Extension of the A Line mezzanine and north end of the A Line platform. Combined with Package A to renovate the A Line platform in one project and to meet the expeditious New Blue schedule.

Construction of the Early Start Package began December 2017 and was completed in time for the start of Package A+C Construction. After an IFB process, the Design/Bid/Build Contract No. C1161 for Packages A+C was awarded to Icon West Inc. (IWI) in June 2018 with construction commencing in August 2018. This Project was expedited to allow for the A Line Station Work to be completed in time for the New Blue Opening. While there was some finish work still ongoing, the WRP A Line Station was opened to the public as scheduled on November 1, 2019 as part of the New Blue.

UNANTICIPATED EXPENSES:

UNION PACIFIC RAILROAD COORDINATION: The project team engaged UPRR in 2016 to coordinate their portion of the work for the new at-grade pedestrian crossing. Throughout the design development, consistent correspondence with UPRR was maintained. However, near the end of 2018, UPRR went through internal personnel changes and their project team was completely replaced. The new UPRR team advised Metro that their work would require a restart, pushing the schedule well past the public opening date of the station. Despite efforts to expedite, the expected start of UPRR work was pushed from Fall 2019 to Summer of 2020 at the earliest.

This delay required the installation of a fully accessible temporary pedestrian crossing including a prefabricated ADA ramp, temporary stand-alone validators, temporary signage, and security measures required for public operations. Unplanned design and expedited construction expenses for this temporary work has resulted in current change orders totaling over \$1,000,000. Additional expenses to cover current station operations and the future removal of this temporary crossing are expected once the new pedestrian crossing is open to the public. The totality of this Work is estimated to be \$2,000,000 additional cost to the project.

REAL ESTATE ACQUISITION: The approved LOP real estate budget of \$6,792,600 was based on an appraisal establishing the fair market value of \$5,292,500 for the acquisition of real property

(originally at \$3,254,000 in 2017 but adjusted to \$5,292,500 by LOP) and property interests in the amount of \$1,500,100 to cover relocation costs and legal fees required to construct and operate the Project.

While the cost of the relocations came in line with the original estimate, the loss of goodwill costs and property acquisition came in \$7,868,400 greater than the original appraisal. With the acquisition of the Property critical for construction of the Project, Metro issued a final offer of compensation at the Mandatory Settlement Conference pursuant to Code of Civil Procedure section 1250.410. As of today, the negotiations with all parties have been amicably settled but the additional cost for Real Estate acquisition and loss of goodwill costs was \$7,868,400 more than budgeted.

PACKAGE B CONSTRUCTION ESCALATION: As part of developing the original LOP, a 3rd Party Estimate was performed at 100% Design Development for Package B. The estimate had Caltrans related Work at \$3,000,000 and remaining Metro Work at \$4,000,000 for a total of \$7,000,000 for the complete Package. This amount was accounted for in the original LOP.

With grant deadlines as the leading factor and the estimated construction cost less than 15% of the original Package A+C construction contract, it was determined that a contract modification to the original IWI contract would provide the most cost efficient and timely construction for Package B.

However, as the construction progressed with Packages A+C, resolving unanticipated field conditions along with repairing unexpected and hidden deterioration in existing 30+ year old project, components became major added expenses. This understanding carried over to the Package B pricing where IWI submitted a preliminary cost and schedule proposal for the contract modification in the amount of \$12,800,000 (an increase of \$5.8 million) for the Package B Work to account for these conditions. The formal cost and schedule proposal must still be submitted, analyzed, and negotiated. Once the contract modification is negotiated for an agreed fixed price it can be authorized by the CEO within the approved LOP.

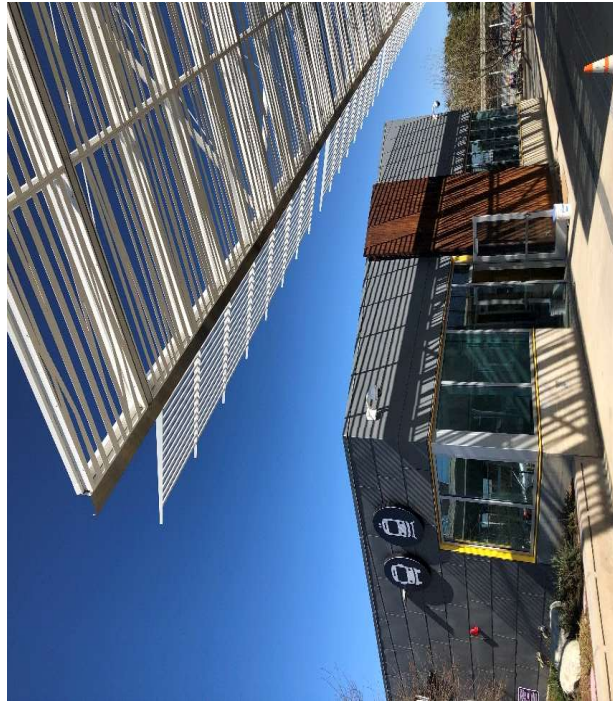
While this cost is higher than originally estimated, the additional amount is based on the Lessons Learned from Package A+C regarding unexpected project conditions as well as market escalation. The increase of \$5,800,000 from the original LOP for the construction of Package B Work is part of the budget increase request of this Report.

CALTRANS REQUIREMENT FOR PACKAGE B SOIL REMOVAL: Original environmental studies performed for the overall project revealed minimum contamination at the Package B portion of the site. However, as the only portion of the project under Caltrans review, additional environmental investigation was required by Caltrans into the soils condition at the Package B site. Results confirmed levels of Aerial Deposited Lead (ADL) that required full removal of any disturbed soil less than 5'-0" from the surface. With the entire site planned for construction, nearly 15,000 tons of soil will be removed and disposed of properly. The estimated cost for this work is \$2,500,000.

As of today, the project is nearly 83% complete with much of the remaining work consisting of Package B and the UPRR pedestrian work. The expected completion of the overall project is scheduled for Summer 2020 pending UPRR coordination.

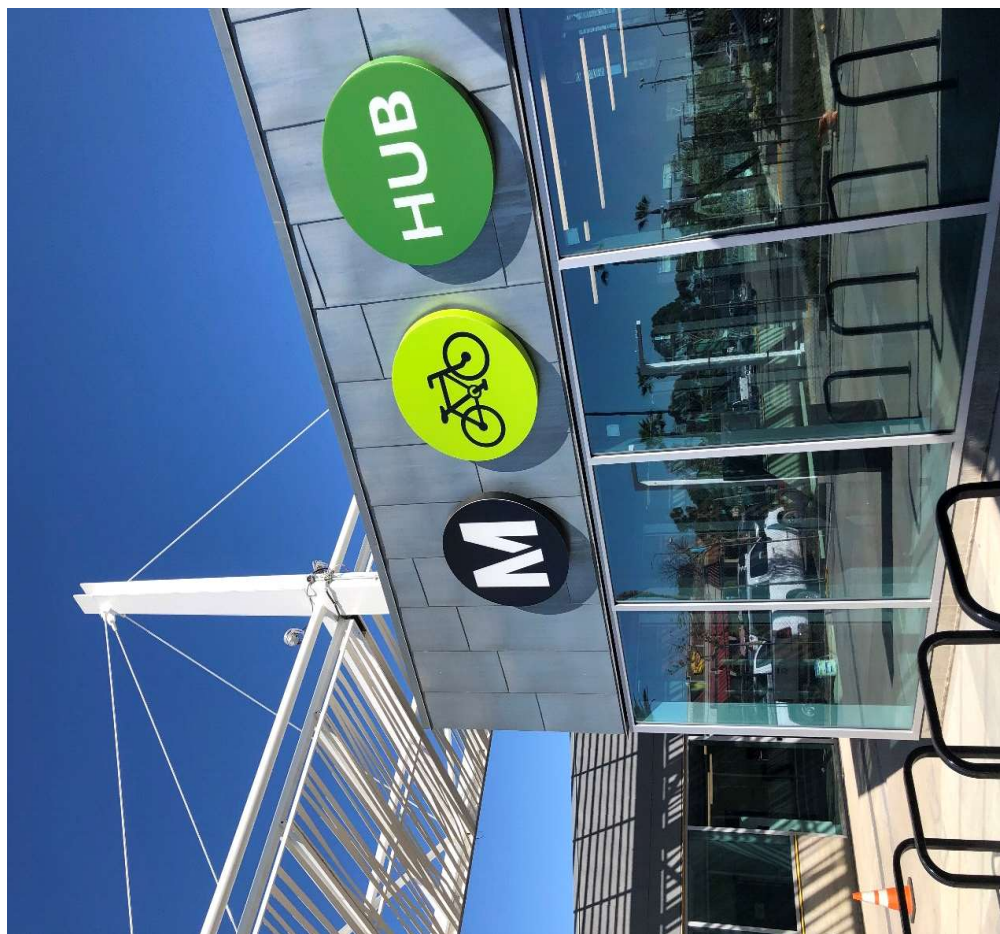
With this understanding, an increase in the Willowbrook Rosa Parks Project is requested based on the following:

• UPRR Delay Expenses	\$2,000,000
• Additional Property Acquisition Expenses	\$7,868,400
• Package B Escalation	\$5,800,000
• Caltrans required Soil Removal	\$2,500,000
• 10% Contingency for Package B overage	\$830,000
TOTAL LOP INCREASE	\$18,998,400









DETERMINATION OF SAFETY IMPACT

The Board action will have a positive impact on the safety of Metro's patrons and employees as the complete installation of the Package B Phase will create an increase in overall safety and security with the following:

- Circulation and accessibility improvements to the bus plaza and central C Line plaza
- Installation of a dedicated vehicle drop off area
- New LED lighting to improve visibility
- The final phase of installing over 150 security cameras throughout Willowbrook Rosa Park Station.

FINANCIAL IMPACT

Approval of Recommendation will increase the LOP for Project 210151 from \$109,350,000 to \$128,348,400. FY20 cashflow required is within the authorized \$109 million LOP. Since this is a multi-year project, the Project Manager, cost Center manager, and Chief, Program Management Officer will be responsible for budgeting the costs in future fiscal years.

Impact to Budget

The additional funds will be from available sales tax, eligible for work associated with this project such as Prop A 35% and Prop C 25%. These sources are eligible for use in bus and rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By supporting the recommendation to increase the LOP budget for the Project, the Board is supporting Metro's Strategic Plan Goals which ensures our transit assets are in a state of good repair and enhances communities and lives through mobility and access to opportunity. With a renovated A Line station, new public plaza and Customer Center, better integration of bus and rail services, and improved pedestrian and bicycle access, the Project seeks to better connect residents to a wider range of regional employment, educational, and cultural opportunities.

ALTERNATIVES CONSIDERED

The Board may choose to not to move forward with increasing the LOP Budget. This is not recommended. Keeping the value of the LOP at its current level will severely limit the scope of Package B scope Metro will be able to complete, including many of the passenger and safety enhancements, and jeopardize TIGER VI funding from the FTA and other grants secured for the Project.

NEXT STEPS

After Board approval, staff will finalize and execute a contract modification with Icon West Inc. to begin construction of the final phase (Package B) of the Project.


ATTACHMENTS

Attachment A - LOP Expenditure and Funding Plan

Prepared by: Paul Whang, Senior Director, Engineering, Program Management, (213) 922-4705;
Tim Lindholm, Senior Executive Officer, Capital Projects Program Management, (213) 922 -7297

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051;

Richard Clarke, Chief Program Management Officer, Transit Project Delivery,
(213) 922-7557



Phillip A. Washington
Chief Executive Officer

EXPENDITURE and FUNDING PLAN
Willowbrook/Rosa Parks Station Improvements Project

Use of Funds	Inception– FY19	FY20 Anticipated	FY21	FY22+	Total Capital Costs
Design and Property acquisition					
Design Costs/DSDC	8,277,000	-	-	-	8,277,000
Technical reviews	234,000	-	-	-	234,000
3rd Party Agreements (UP/CALTRANS/LAC)	440,000	-	-	-	440,000
Real Estate Acquisition/Appraisals/Acquisitions	5,819,000	6,451,000	-	-	12,270,000
Legal Assistance with Real Estate	346,000	437,000	-	-	783,000
Agency Costs	63,000	-	-	-	63,000
Design Phase Total	15,179,000	6,888,000	-	-	22,067,000
Construction Phase					
Construction Contracts (Packages E / F)	1,107,000	185,000	-	-	1,292,000
Construction Contracts (Packages A / C)	20,277,000	36,623,000	7,000,000	-	63,900,000
Construction Contracts (Package B)	-	3,500,000	12,000,000	-	15,500,000
Cubic work including TVMs and Gates	-	1,000,000	1,800,000	-	2,800,000
WRP Scope in Other Contracts	-	1,907,000	-	-	1,907,000
FF&E (Furniture / Equipment)	-	96,000	2,000,000	-	2,096,000
Special Conditions (3rd Party Agreements)	352,000	882,000	360,000	-	1,594,000
Design Support During Construction	532,000	1,887,000	250,000	-	2,669,000
CMSS and Program Mgmt Consultants	885,000	1,733,000	850,000	-	3,468,000
Other Professional Services (Geotech/ Env/DEOD)	41,000	221,000	300,000	-	562,000
Artwork (Fabrication/Installation/Staff)	71,000	462,000	500,000	-	1,033,000
Agency Costs: Project Control, Procurement Support, Safety, Communications, etc.	1,557,000	2,757,000	2,000,000	-	6,314,000
Unallocated Project Contingency	-	-	-	3,146,400	3,146,400
Construction Phase Total	24,822,000	51,253,000	27,060,000	3,146,400	106,281,400
Total Project Cost	40,001,000	58,141,000	27,060,000	3,146,400	128,348,400
Source of Funds	Inception– FY19	FY20*	FY21*	FY22+*	Totals
Federal - Section 5307 Urbanized Formula	-	-	2,221,778	-	2,221,778
Federal – TIGER VI Grant	8,435,000	1,815,000	-	-	10,250,000
Local - Proposition A 35%	-	-	8,484,050	646,400	9,130,450
Local - Proposition C 25%	22,819,000	14,711,599	10,000,000	-	47,530,599
Local - TDA Article 4	8,747,000	25,431,401	4,820,172	-	38,998,573
State - Active Transportation Program	-	1,375,000	1,534,000	-	2,909,000
State – MSRC (Air Quality Vehicle Registration Fee)	-	-	-	2,500,000	2,500,000
State - SB1 Local Partnership Program	-	14,808,000	-	-	14,808,000
Total Project Funding	40,001,000	58,141,000	27,060,000	3,146,400	128,348,400

* Local funding sources may change depending on available and eligible funding source.



Board Report

File #: 2020-0235, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 32.

EXECUTIVE MANAGEMENT COMMITTEE
APRIL 16, 2020

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended positions:

- Senate Bill 1366 (Archuleta) - Los Angeles County Metropolitan Transportation Authority: light rail: West Santa Ana Branch Transit Corridor. **WORK WITH AUTHOR**

ATTACHMENT

Attachment A - SB 1366 (Archuleta) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
Desarae Jones, Senior Manager, Transportation Planning/State Legislative Affairs,
Government Relations, (213) 922-2230

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154

A handwritten signature in black ink, appearing to read 'Phillip A. Washington', written over a horizontal line.

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: SENATE BILL 1366
AS INTRODUCED FEBRUARY 21, 2020

AUTHOR: SENATOR BOB ARCHULETA (D-PICO RIVERA)

SUBJECT: LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY: LIGHT RAIL: WEST SANTA ANA BRANCH
TRANSIT CORRIDOR.

STATUS: SENATE TRANSPORTATION COMMITTEE
HEARING SCHEDULED: 4/28/2020

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on Senate Bill 1366 (Archuleta) as introduced.

ISSUE

This bill was introduced on February 21, 2020 to section 130265 to the Public Utilities Code.

Specifically the bill would:

- Require the authority, or another entity, if it constructs a light rail project within the right-of-way for the West Santa Ana Branch Transit Corridor, to include or construct, as applicable, 11 specified stations as part of an initial operating segment.

DISCUSSION

SB 1366 (Archuleta), as introduced, would require Metro or another entity that constructs a light rail project in the West Santa Ana Branch Transit Corridor to include eleven stations in the initial operating segment. The bill is co-authored by Assembly Speaker Anthony Rendon (D-Lakewood) and Senator Lena Gonzalez (D-Long Beach). Included in the provisions of the bill are the following eleven stations:

- (1) Union Station
- (2) Slauson Station
- (3) Pacific/Randolph Station
- (4) Florence/Salt Lake Station
- (5) Firestone Station
- (6) Rio Hondo Confluence Station, if determined to be feasible by the authority or entity, as applicable
- (7) Gardendale Station
- (8) I-105/Green Line Station
- (9) Paramount/Rosecrans Station
- (10) Bellflower Station

(11) Pioneer Station

The West Santa Ana Branch (WSAB) project is a proposed light rail transit line included in Measure M that would connect southeast Los Angeles County to Downtown Los Angeles. Measure M and Metro's Long Range Transportation Plan (as amended) allocates \$4 billion to fund the project's construction in two decades. The WSAB has also been identified as one of the Board's "Four Pillar Projects" which aims to prioritize funding and planning efforts around key transportation improvement projects throughout the County.

In September 2019 – the Board approved staff's recommendation to evaluate the entire project alignment and two Initial Operating Segments (IOSs) as part of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for CEQA/NEPA clearance.

The Environmental document will evaluate the following alternatives:

- **Alternative 1: Los Angeles Union Station to Pioneer** (previously Alternative E Alameda Underground)
- **Alternative 2: 7th St/Metro Center to Pioneer** (previously Alternative G Downtown Transit Core Underground)
- **Alternative 3: Slauson/A Line to Pioneer** (previously IOS 2)
- **Alternative 4: I-105/Green Line to Pioneer** (previously IOS 1)

The consideration of Initial Operating Segments is typical when projects are considered for federal funding. The WSAB project is currently in both the state and federal environmental review processes which will enable the project to compete for federal funds. The Draft EIS/EIR is set to be released for public comment in Winter 2021. Staff is planning to make a recommendation to the Board to select the Locally Preferred Alternative in Mid-2021. At this point in the process the Board has not selected any locally preferred alternative.

Local funding availability is included in two phases for the project according to the Measure M expenditure plan – FY 2028 includes \$1 billion in funding, with \$3 billion available in FY 2041. The updated project cost estimates (based on 5 percent project design) is \$6.5-\$6.6 billion (2018\$). This figure does not include additional costs related to Right of Way acquisitions, agreements with Union Pacific Railroad and does not include funding for First/Last mile project planning and construction. The project was awarded \$300 million in Senate Bill 1 State transportation funding in 2018.

Staff is evaluating methods to accelerate construction of the project, including the option of entering into a Public Private Partnership (P3) to accelerate the second funding cycle and complete the project in advance of the Measure M timeline. Alternatively, the Board has adopted an aggressive Twenty-Eight by 2028 project delivery timeline which would seek to accelerate the project construction to meet the transportation demands of the upcoming 2028 Olympic and Paralympic Games in Los Angeles.

The exact light rail project description, terminus, alignment and stations are not included in the Measure M Expenditure plan and are instead defined through the environmental review process. SB 1366 (Archuleta) could predetermine the outcome of the environmental review and locally preferred alternative alignment evaluation process by including a specified list of stations that are to be constructed in the IOS. The bill's provisions include Union Station in the construction of the IOS. According to previous staff reports on the WSAB project twelve stations are currently being environmentally cleared for the entire project.

Staff recommends that the Board adopt a WORK WITH AUTHOR position on SB 1366 (Archuleta) to give staff the authorization to work with the author to determine how to find alternatives of the bill that will have the least impact to the funding and construction of the WSAB and other Measure M projects. Staff would also like to work with the author to evaluate strategies that will actually accelerate the delivery of the WSAB and the projects included in Measure M and the LRTP.

Staff has evaluated two potential outcomes if the legislation passes as drafted. One outcome would require Metro (or a JPA) to build a project connecting Union Station to the Pioneer Station in one Initial Operating Segment (IOS). This could potentially add significant project delays due to the timing of available local, state and federal funding for the project. If Metro is required by state law to construct the project in one segment, other projects included in the Measure M expenditure plan may be delayed to make funding available for WSAB. The alternate option is that the Board would be required to make a determination that the project would need to be delayed until the project funding becomes available.

By identifying specific stations the bill does appear to prejudge the outcome of the environmental process. For example, the identification of Union Station has not been determined as the final alignment. The environmental process is evaluating alignment options for the northern segment which includes extensive outreach to stakeholders along that section of the alignment. The planning, design and construction of the \$6 billion+ WSAB project is reliant on significant local funding. The state's funding commitment to the WSAB at this time is currently \$300 million.

Additionally – the bill references a joint powers authority that may construct the light rail project. Staff would recommend seeking an amendment to eliminate the reference to the joint-powers authority as an entity that would build the WSAB.

For these reasons, staff recommends that the Board adopt a WORK WITH AUTHOR position on Senate Bill 1366 (Archuleta).

DETERMINATION OF SAFETY IMPACT

Passage of the legislation would not have an immediate impact on safety.

FINANCIAL IMPACT

The estimated financial impact of this action is still being evaluated. Potentially, the funding determinations for Measure M projects will need to be re-evaluated if the legislation passes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal # 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a support or oppose position on the bill. A support position would be inconsistent with Metro's Board approved 2020 State Legislative Program Goal #3: work to ensure implementation of Metro's Board-adopted Long Range Transportation Plan (LRTP). An oppose position would preclude staff's ability to work with the author on potential amendments and alternative solutions to address the issue.

NEXT STEPS

Should the Board approve the adoption of a WORK WITH AUTHOR position on the legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Board Report

File #: 2020-0225, File Type: Policy

Agenda Number: 34.

EXECUTIVE MANAGEMENT COMMITTEE APRIL 16, 2020

SUBJECT: METRO PARKING MANAGEMENT PROGRAM AND SYSTEMWIDE PARKING OPERATOR SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING revisions to Metro's Parking Ordinance Administrative Code Title 8 (Attachment C) and Metro's Parking Rates and Fee Resolution (Attachment D) in support of the implementation of the Parking Management Program.
- B. AUTHORIZING the Chief Executive Officer ("CEO") to execute a five-year base period, firm fixed price Contract No. PS66007000 to L & R Auto Parks, Inc. DBA Joe's Auto Parks for systemwide parking operator services in the amount of \$26,878,513 with two, one-year options, in the amounts of \$5,840,059 and \$7,651,918, respectively, for a total amount of \$40,370,490, through a revenue generating contract where the contractor will be compensated for their operating costs from the parking revenue collected and Metro will receive the net revenue amount collected, subject to resolution of protest(s) if any.

ISSUE

The Metro Board adopted the Supportive Transit Parking Program Master Plan ("Master Plan") at the January 2018 Board Meeting. The Master Plan included implementing a Parking Management Program ("Program") at Metro parking facilities over several years. The actions in this Board report will allow for implementation of the Program at Metro parking facilities along transit corridors that consistently surpass 70% utilization rates. If approved, the contract will take effect in the last quarter of FY20 and begin operating in the first quarter of FY21. Program implementation at each facility is dependent on parking occupancy and station proximity, as described in the Master Plan (Attachment E).

Concurrently, Union Station management, working with parking operators, has determined that a rate adjustment for daily and monthly parking fees is necessary to maintain operational standards and security, given parking demand and service level expectations.

Finally, the current contract for parking management services will expire and a new contract award is needed to continue with Program implementation. This parking operator service contract is a net revenue generating contract which includes the procurement of additional parking equipment and parking operator services. The contractor is responsible for the capital investment and business expenses which are then deducted from the generated gross revenue. If approved, the contract will take effect in the last quarter of FY20 and the implementation of additional locations is anticipated to begin in the first quarter of FY21.

BACKGROUND

In February 2016, the Paid Parking Pilot Program (“Pilot”) was introduced to the Metro Board. The goal of the Pilot was to retain parking resources for transit customers by reducing the number of non-transit user parking at the Metro parking facilities. The intent was to develop a self-sustainable program by generating revenue to offset the cost of technology enhancements and operations at multiple parking facilities. The Pilot was introduced at 13 initial locations that had immediate need of a parking demand management plan, including Expo/Bundy, Expo/Sepulveda, 17th St/SMC, La Cienega/Jefferson, North Hollywood, Universal City, APU/Citrus, Irwindale, El Monte, Atlantic, Norwalk, Lakewood and Aviation/LAX. In May 2017, the implementation for Monrovia and Crenshaw stations was approved by the Board, increasing the Pilot locations to 15 stations.

The success of the Pilot led to the adoption of a permanent program in January 2018, as part of the Board-approved Master Plan. After the adoption of the Program, more locations along Metro’s transit corridors showed an immediate need for the Program and were approved by the Board accordingly. These additional high priority locations were Willow, Wardlow, Hawthorne/Lennox, Expo/Crenshaw, Indiana, Arcadia, Duarte and Downtown Azusa, bringing the total approved Program locations to 23. All approved locations will be implemented into the Program by the last quarter of FY20.

DISCUSSION

Case Studies and Lessons Learned

The Pilot was effective and presented several case studies for parking demand management. One goal of the Pilot was to shift demand to underutilized parking facilities. Prior to implementation, the terminus North Hollywood Station reached capacity by 7 am daily. The Program implementation realigned utilization by shifting parkers from the inundated North Hollywood facility to underutilized stations along the G Line (Orange), such as Van Nuys and Sepulveda. The pricing policy enabled patrons to make a choice of which parking resources to use, and the ridership verification system ensured that parkers were transit riders. By using these tools together, parking resources were made available for transit users at the North Hollywood station throughout the entirety of the day.

Another lesson was learned during the L Line (Gold) implementation. The Program was initially executed at the APU/Citrus, Irwindale and Monrovia stations. At that time, the Arcadia and Duarte stations were not above the 70% occupancy threshold for parking implementation. However, these stations were in close enough proximity to be impacted by the Program implementation at the other targeted stations. Utilization at Arcadia and Duarte drastically increased to above capacity levels when the other stations used ridership verification and pricing to manage demand. This impacted not

only the parking facilities but the surrounding streets and communities. Once Arcadia and Duarte were added to the Program, parking occupancy rebalanced and parking became available at all impacted stations along the L Line. The overspill parking into the streets was corrected as transit patrons returned to their home stations for transit parking. Sierra Madre was far enough away and had enough capacity that its utilization stayed lower than 70% after Program implementation.

Program Implementation

Metro currently has 23 locations that have been approved for Program implementation. If this contract is approved, over the course of the next 5 to 7 years, up to 74 stations are marked for implementation. Program implementation, as defined in the Master Plan, will occur at locations that reach 70% occupancy, or are in close proximity to high demand stations (similar to the Arcadia/Duarte circumstance).

The current COVID-19 pandemic has temporarily changed mobility needs and work schedules across LA County. Due to the significant impacts of COVID-19, staff recognizes the need for flexible timing in the implementation of the Program. Staff will continue to monitor occupancy as the economy recovers and will not implement all locations at once. Metro will not incur any upfront investment costs with the award of the contract but instead will only order and fund parking equipment when locations are ready to be implemented.

Continued implementation of the Master Plan is critical in accomplishing Metro's strategic goal, enabling people to spend less time traveling, by retaining parking resources for parking demand management. Even with parking locations not immediately being implemented into the Program, the contract is still necessary to continue the operations of the Program's current locations.

Planned future transit corridors, such as the West Santa Ana Branch, East Side Transit Corridor Phase 2, L (Gold) Line Foothill Extension Phase 2B and Crenshaw/LAX Lines are proposed for Program implementation upon opening of the stations. Staff used parking and ridership data from previous program-implemented locations to forecast parking capacity at these upcoming transit corridors and avoid overbuilding parking.

With Program implementation, the approved parking facilities have experienced a manageable level of utilization. Staff has concluded that the combination of a pricing policy and ridership verification yields the desired outcome to allow patrons to locate parking at any hour of the day.

Parking Fee Structure

Daily parking rates will be implemented at all stations meeting the minimum implementation threshold of over 70% parking occupancy, or locations in proximity of high demand stations. The current rate is up to a \$3 flat rate per day, depending on the station parking demand and location. Pricing is strategically determined to have a minimal impact to overall commuting costs. The \$3 daily parking rate plus the cost of transit fare is still reasonable compared to the cost of gas and monthly parking in urban areas. Transit parking rates are significantly below market rates.

A parking rate adjustment can only occur within the Metro Board-approved fee structure range. Rate

adjustments, increases or decreases, will not occur more frequently than every 180 days. Any pricing adjustments would occur after initial implementation and staff will utilize the comprehensive outreach program to inform patrons of the changes with a minimum of 30 days advance notice.

Program parking fee structure requires the amendment of Metro’s Permit Fee Resolution (Attachment D).

Outreach Program

Program implementation includes a comprehensive outreach and communication plan. Staff will launch a stakeholder and transit user outreach and communications process, working in conjunction with the Community Relations and Communications Departments. Outreach efforts will include, but are not limited to:

- Informational messages on Metro’s parking website;
- Signage at stations;
- Email blast notifications;
- Information on social media; and
- Distributed windshield flyers.

Union Station Daily and Monthly Parking Fees

Parking at Union Station is operated commercially by Metro’s contracted property manager. Rates at the station were last adjusted in 2016. Since then, there have been rising operational costs for hourly labor and contracted security personnel who police the structure to address increased theft and vandalism and to provide general transit patron safety.

In September 2019, a survey was conducted to determine relative competitiveness in pricing at Union Station compared to other parking facilities in the immediate area. The pricing at Union Station is significantly below market and will continue to be so even with the proposed rate adjustments. The proposed parking rate adjustments are as follows:

STATION	DESCRIPTION	CURRENT RATE	PROPOSED RATE
LAUS East	Daily	\$8	up to \$12
	Monthly Commuter	\$75	up to \$85
LAUS West	Daily	\$16	up to \$18

No rate changes will be implemented until parking demand recovers from COVID-19 impacts.

Metro Parking Ordinance

Metro’s Parking Ordinance was adopted by the Metro Board in July 2015. Since then a number of updates have been incorporated into the documents to support the goals of the Master Plan and the

Program. Staff is proposing minor updates to further clarify policy definitions with grammatical corrections and parking fee structure revisions in the fee resolution to be in-line with the Master Plan and the Program.

Equity Platform

This program aligns with the third pillar of Metro's equity platform, Focus and Deliver. By managing parking demand and Metro's parking resources, all transit users, not just early morning commuters, will have an additional choice of how to access transit. In addition, Metro staff anticipates a future discounted parking fee structure, based on LIFE TAP card eligibility.

DETERMINATION OF SAFETY IMPACT

The Program will not create any safety impacts because it will operate within the existing infrastructure. Internally, all contractors and subcontractors are required to attend Metro Safety Training prior to working at any Metro station. Any equipment installation will be coordinated with Metro's Track Allocation program to ensure that proper assistance and support is present.

FINANCIAL IMPACT

Implementation of the Program will not have any impact to Metro's expense budget as this contract is a revenue generating contract where the contractor's operating costs and amortized initial capital investment will be deducted from the parking revenue collected. Metro will receive the net revenue amount collected. No budget expense amendment is required.

Union Station's parking facilities are managed by a third-party. Costs associated with the management and operation of these facilities is a part of the Union Station budget and no budget increases are anticipated with the adjustment in parking rates. There will be no impact to any local, state or federal funds.

Impact to Budget

The Program (excepting Union Station) currently generates approximately \$3,000,000 in net revenue per year and staff anticipates that the net revenue will continue to increase as Program implementation occurs and will potentially be up to \$4,000,000 in net revenue per year after capital amortization and all operating costs are absorbed. All net revenue will be deposited in Account 40707 for parking revenue. There will be no impact to any local, state or federal funds.

Union Station management anticipates the fee adjustment will generate an additional \$1.3 million, bringing total annual gross revenue to \$5.5 million. The additional revenue will be utilized to offset increased maintenance and security costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Program at Metro parking facilities will support:

-
- a. Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The Program reduces patron's travel time by spending less time searching for parking.
 - b. Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Enhancing parking availability and providing well maintained parking facilities improves the patrons' experience of transit trips.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the Metro's Parking Ordinance Administrative Code Title 8 and Metro's Parking Rates and Fee Resolution and not to approve this contract. This is not recommended as Metro's Parking Ordinance, Fee Resolution and Program implementation is a major component of the Master Plan as a long term strategy for managing parking demand. The award of this contract is necessary for the continued implementation of the Program.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS66007000 with L & R Auto Parks, Inc. DBA Joe's Auto Parks for systemwide parking operator services to implement the Parking Management Program.

Union Station's parking adjusted rates will be applied after a minimum 30-day period from Board approval for proper notification of all affected by the rate adjustment.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Metro Parking Ordinance
- Attachment D - Metro Parking Rates and Permit Fee Resolution
- Attachment E - Supportive Transit Parking Program Master Plan

Prepared by: Stacie Endler, Manager, Countywide Planning & Development, (213) 922-2538
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

PROCUREMENT SUMMARY

SYSTEMWIDE PARKING OPERATOR SERVICES/PS66007000

1.	Contract Number: PS66007000	
2.	Recommended Vendor: L&R Auto Parks, Inc. DBA Joe's Auto Parks	
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: October 2, 2019	
	B. Advertised/Publicized: October 1 and 2, 2019	
	C. Pre-Proposal Conference: October 9, 2019	
	D. Proposals Due: November 7, 2019	
	E. Pre-Qualification Completed: January 31, 2020	
	F. Conflict of Interest Form Submitted to Ethics: February 13, 2020	
	G. Protest Period End Date: March 24, 2020	
5.	Solicitations Picked up/Downloaded: 28	Bids/Proposals Received: 4
6.	Contract Administrator: Samira Baghdikian	Telephone Number: (213) 922-1033
7.	Project Manager: Stacie Endler	Telephone Number: (213) 922-2548

A. Procurement Background

This Board Action is to approve Contract No. PS66007000 issued in support of systemwide parking operator services through a revenue generating contract. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

One amendment was issued during the solicitation phase of this RFP to clarify that Exhibit 2, Schedule of Quantities was not required.

A pre-proposal conference was held on October 9, 2019 and was attended by 18 participants representing 13 companies. There were 46 questions asked, and responses were released prior to the proposal due date.

A total of four proposals were received on November 7, 2019.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Parking Management, City of Pasadena and City of Inglewood was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Operational Plan 35 percent
- Experience 20 percent
- Appreciation and Customer Service 25 percent
- Price 20 percent

Several factors were considered when developing these weights, giving the greatest importance to the operational plan.

Of the four proposals received, two were determined to be within the competitive range and are listed below in alphabetical order:

1. L&R Auto Parks, Inc. DBA Joe's Auto Parks
2. SP+ Municipal Services

Two firms were determined to be outside the competitive range and were not included for further consideration. Examples that led to no further consideration include an operational plan failing to adequately demonstrate/identify auditing techniques, revenue control measures, and the ability to manage daily operations and staffing volumes and schedules. Quality control and/or operational control measures were not thoroughly explained. In addition, a customer service training plan was lacking or inadequate, and a customer call center requirement was not addressed as required in the RFP.

During the weeks of November 11, 2019 through December 2, 2019, the PET 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 PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were operational and staffing plans, and perceived project issues. Each team was asked questions relative to each firm's proposal and previous experience.

Qualifications Summary of Firms within the Competitive Range:

L&R Auto Parks, Inc. DBA Joe's Auto Parks

L&R Auto Parks, Inc. DBA Joe's Auto Parks (Joe's Auto Parks) has been involved in municipal parking operations for over 60 years and manages over 100 parking facilities in the downtown Los Angeles area. Joe's Auto Parks submitted a detailed proposal and assembled a cohesive team that demonstrated that they are knowledgeable, experienced and the most qualified firm to perform the required services.

Joe's Auto Parks is an experienced parking operator service provider and has extensive experience on the Program development and implementation as a capital and service provider. Joe's Auto Parks presented a solid organizational chart with clear management organization and support and was the only proposer to provide staffing volumes. Joe's Auto Parks also provided a thorough explanation of their customer service training program.

Joe's Auto Parks clearly identified a plan for daily operation to implement new facilities into the Parking Management Program and demonstrated experience in opening facilities. The plan outlined what to do pre-implementation, on implementation day and post-implementation of the Parking Management Program. The plan included the operations of payment kiosks, mobile application and revenue collection.

Joe's Auto Parks presented a 24/7 command center that is available for real-time visibility and management of parking facilities around the county. Joe's Auto Parks will have a dedicated line for Metro patrons to access 24/7.

SP+ Municipal Services

SP+ Municipal Services (SP+) is a division of SP Plus Corporation formed in 1929 and offers a wide-array of parking management services. SP+ provides parking management services to municipalities, institutions, and governmental agencies.

SP+'s proposal clearly defined the organizational support from the corporate office and identified the management staff proposed. However, the operational plan staffing levels and schedules were not defined or appropriate for the term of the contract. SP+'s proposal outlined quality control measures relating to reporting and financial analysis but did not clearly identify other quality control measures relating to operations or functionality of the Program.

SP+ demonstrated experience in parking management with municipalities. Although the proposed staff demonstrated extensive parking management experience, SP+ did not outline staff experience in opening new locations. Metro is planning on opening several locations throughout the term of this contract and it is important to have a team experienced in opening new locations.

SP+ is an experienced firm but did not demonstrate understanding of Metro's objectives and requirements for this project.

Following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	L&R Auto Parks DBA Joe's Auto Park				
3	Operational Plan	92.21	35.00%	32.27	
4	Experience	96.67	20.00%	19.33	
5	Appreciation and Customer Service	91.12	25.00%	22.78	
6	Price	90.00	20.00%	18.00	
7	Total		100.00%	92.39	1
8	SP+ Municipal Services				
9	Operational Plan	69.45	35.00%	24.31	
10	Experience	80.67	20.00%	16.13	
11	Appreciation and Customer Service	52.77	25.00%	13.19	
12	Price	80.00	20.00%	16.00	
13	Total		100.00%	69.63	2

C. Price Analysis

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

	Proposer Name	Proposal Amount	Metro ICE	Award Amount
1.	L&R Auto Parks DBA Joe's Auto Park	\$40,370,491	\$46,240,000	\$40,370,490
2.	SP+ Municipal Services	\$45,157,049	\$46,240,000	

This Contract is a net revenue generating contract. The contractor shall cover all equipment and operating costs and shall be compensated through the parking revenue collected on behalf of Metro. The purchase of the parking equipment and installation will be amortized throughout the seven-year contract term, on a monthly basis.

D. Background on Recommended Contractor

The recommended firm, L&R Auto Parks DBA Joe's Auto Parks (Joe's Auto Parks), located in Los Angeles, CA, has been in business for over 60 years. Joe's Auto Parks' relationships include a 24-year contract for the parking operations at JFK Airport and a 24-year contract for the parking operations for the county of Los

Angeles, as large as 58 parking facilities and over 30,000 parking spaces. Joe's Auto Parks operates more than 100 facilities nationwide. This portfolio of properties annually collects more than \$120 million in parking receipts.

The proposed team is composed of Joe's Auto Parks and four subcontractors, including Park Consulting, a Metro certified SBE. The proposed team is experienced in managing large-scale parking facilities and the proposed project manager is a 15-year veteran of the parking industry. The proposed project manager's experience includes retail businesses such as The Beverly Center in Los Angeles and City Place in Long Beach, as well as overseeing municipality locations for the City of Long Beach including the Aquarium of the Pacific Parking garage. Currently, Joe's Auto Parks is the parking operator for Metro's parking facilities along Metro's transit corridors and has performed satisfactorily.

DEOD SUMMARY

SYSTEMWIDE PARKING OPERATOR SERVICES/PS66007000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish an SBE/DVBE goal for this revenue generating procurement. However, L & R Auto Parks, Inc. DBA Joe's Auto Parks listed one Small Business Enterprise (SBE) firm to perform services on this contract and made a 0.63% SBE commitment.

Small Business Goal	0% SBE/DVBE	Small Business Commitment	0.63% SBE
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	SBE Subcontractors	% Committed
1.	Park Consulting	0.63%
	Total Commitment	0.63%

B. Living Wage / Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$19.56 per hour (\$14.22 base + \$5.34 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

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).

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:

http://libraryarchives.metro.net/DB_Attachments/200311_Attachment%20C%20-%20Metro%20Parking%20Ordinance%20Administrative%20Code%20Title%208.pdf

ATTACHMENT D

A RESOLUTION OF THE METRO BOARD OF LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ESTABLISHING PARKING RATES AND PERMIT FEES FOR ALL METRO PARKING FACILITIES AND RESOURCES

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) operates parking facilities throughout the Los Angeles County in the City of Los Angeles, Pasadena, Long Beach, North Hollywood, Culver City, Norwalk, Downey, Lynwood, Hawthorne, Inglewood, El Segundo, Redondo Beach, Compton, El Monte and Gardena. At Metro A Line (Blue) Line Stations at: Willow, Wardlow, Del Amo, Artesia, Compton, Willowbrook/Rosa Parks, 103rd St/Watts Towers, and Florence. Metro C Line (Green) Line Stations at: Norwalk, Lakewood Blvd, Long Beach Blvd, Avalon, Harbor Freeway, Vermont/Athens, Crenshaw, Hawthorne/Lennox, Aviation/LAX, El Segundo, Douglas and Redondo Beach and Metro B Line (Red) Line Stations at: Westlake/MacArthur Park, Universal City/Studio City and North Hollywood. Metro L Line (Gold) Line Stations at: Atlantic, Indiana, Lincoln Heights/Cypress, Heritage Square, Fillmore, Sierra Madre, Arcadia, Monrovia, Duarte/City of Hope, Irwindale, Azusa Downtown and APU/Citrus College. Metro E Line (Expo) Line Stations at 17th St/SMC, Expo/Bundy, Expo/Sepulveda, Culver City, La Cienega/Jefferson, and Expo/Crenshaw. Metro G Line (Orange) Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro J Line (Silver) Line Stations at: Harbor Beacon, Pacific Coast Highway, Carson, Slauson, Manchester, Rosecrans, Harbor Gateway Transit Center and El Monte. Metro also operates the parking at Los Angeles Union Station.

WHEREAS, Metro has designated preferred parking zones throughout its parking facilities with parking restrictions to manage parking availability to patrons; and

WHEREAS, the Metro Board of Directors is authorized to set parking rates and permit fees, by resolution, at Metro owned, leased, operated, contracted and managed parking facilities and preferred parking zones; and

WHEREAS, the METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility; and

WHEREAS, adopting the parking rates and permit fees as a means of regulating the use of all Metro parking facilities and resources will distribute the parking load more evenly between transit patrons and non-transit users, and maximize the utility and use of Metro operated parking facilities and resources, enhance transit ridership and customer service experience, thereby making parking easier, reducing traffic hazards and congestion, and promoting the public convenience, safety, and welfare;

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WHEREAS, Metro is entering an agreement with car share and micro mobility vehicle operators subject to the negotiated license agreement which will set aside designated areas for these operators;

NOW, THEREFORE, THE BOARD OF DIRECTORS OF METRO DOES RESOLVE AS FOLLOWS:

SECTION 1. The parking rates established in this Resolution are effective as of ~~February~~April 1, 20~~18~~20 at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term “daily”, for transit patrons, means a consecutive 24-hour period commencing upon the time of entry of a vehicle into a parking facility. The term “daily” for public patrons, means a consecutive 24-hour period, unless time restrictions do not allow for 24 consecutive hours, then “daily” refers to the time of entry into the parking facility until the expiration of the time limitation, not exceeding 24-hours. All “daily” parking commences at the time of entry of a vehicle into a parking facility.

SECTION 3. The parking rates listed in this Resolution shall apply to vehicles entering the specified Metro on-street and off-street parking facilities for the specified times, and rates unless a special event is scheduled that is anticipated to increase traffic and parking demands. If an event is scheduled, the rate may be determined by the METRO CEO, which approval may be granted based on Metro’s best interests. The maximum rate may be set as either a flat rate per entry or an increased incremental rate based upon time of entry and duration of parking.

SECTION 4. The following fees are established for all Metro stations except for those identified in Sections 5 through 9:~~at the Metro Willow Blue Line Station:~~

Transit Parking information and rates shall be as follows:

- a. ~~Daily parking rates will require up to a \$5.00 daily flat rate. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- b. Monthly parking rate is equivalent to the daily rate multiplied by 20 business days. ~~Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- c. ~~Monthly carpool rate is equivalent to 25% off the monthly parking rate. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- d.c. ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

SECTION 5. The following fees are established at the Metro Atlantic L Line Station:~~Wardlow Blue Line Station:~~

Parking information and rates shall be as follows:

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- a. ~~Daily parking rates will require up to a \$5.00 daily flat rate. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- b. ~~Monthly parking rate is equivalent to the daily rate multiplied by 20 business days. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- c. ~~Monthly carpool rate is equivalent to 25% off the monthly parking rate. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- c. ~~Rates may be negotiated between Metro and tenant, government or business entity.~~
- d. ~~Daily public parking rates will require \$3 for 3 hours flat rate after 11:00 AM and before 4:00 AM, daily. Public parking is prohibited daily between 4:00 AM and 11:00 AM.~~

SECTION 6. The following fees are established at the Metro Monrovia L Line Station~~Del Amo Blue Line Station~~:

Parking information and rates shall be as follows:

- a. ~~Daily parking rates will require up to a \$5.00 daily flat rate. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- b. ~~Monthly parking rate is equivalent to the daily rate multiplied by 20 business days. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- c. ~~Monthly carpool rate is equivalent to 25% off the monthly parking rate. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- c. ~~Rates may be negotiated between Metro and tenant, government or business entity.~~
- d. ~~Daily public parking rates will require up to a \$5.00 flat rate after 6:00 PM and before 6:00 AM. Public parking is prohibited daily between 6:00 AM and 6:00 PM.~~

SECTION 7. The following fees are established at the Metro Expo/Sepulveda E Line Station~~Artesia Blue Line Station~~:

Parking information and rates shall be as follows:

- a. ~~Daily parking rates will require up to a \$5.00 daily flat rate. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- b. ~~Monthly parking rate is equivalent to the daily rate multiplied by 20 business days. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- c. ~~Monthly carpool rate is equivalent to 25% off the monthly parking rate. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- e.d. ~~Monthly non-transit parking rates will require a \$120.00 flat monthly rate.~~

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~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 8. The following fees are established at the Metro Willowbrook/Rosa Parks Blue Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 9. The following fees are established at the Metro 103rd St/Watts Tower Blue Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 10. The following fees are established at the Metro Florence Blue Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~e. Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 11. The following fees are established at the Metro Norwalk Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 12. The following fees are established at the Metro Lakewood Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 13. The following fees are established at the Metro Long Beach Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 14. The following fees are established at the Metro Avalon Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 15. The following fees are established at the Metro Harbor Freeway Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 16. The following fees are established at the Metro Vermont/Athens Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

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~~SECTION 17. The following fees are established at the Metro Crenshaw Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 18. The following fees are established at the Metro Hawthorne/Lennox Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~d. Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 19. The following fees are established at the Metro Aviation/LAX Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 20. The following fees are established at the Metro El Segundo Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 21. The following fees are established at the Metro Douglas Green Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 22. The following fees are established at the Metro Redondo Beach Green Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 23. The following fees are established at the Metro Westlake/MacArthur Park Red Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 24. The following fees are established at the Metro Universal City/Studio City Red Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 25. The following fees are established at the Metro North Hollywood Red Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

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~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 26. The following fees are established at the Metro Atlantic Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
 - ~~d. Daily parking rate for non-transit users without verified ridership within 96 hours of parking their vehicle will require \$3.00 rate per 3-hour period with a maximum parking time of 3 hours.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 27. The following fees are established at the Metro Indiana Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 28. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 29. The following fees are established at the Metro Heritage Square Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 30. The following fees are established at the Metro Fillmore Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.~~
- ~~c. Rates may be negotiated between Metro and tenant, government or business entity.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 31. The following fees are established at the Metro Sierra Madre Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 32. The following fees are established at the Metro Arcadia Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

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~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 33. The following fees are established at the Metro Monrovia Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
 - ~~d. Daily parking rates for non-transit users without verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 34. The following fees are established at the Metro Duarte/City of Hope Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 35. The following fees are established at the Metro Irwindale Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
 - ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 36. The following fees are established at the Metro Azusa Downtown Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
 - ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.~~
- ~~Rates may be negotiated between Metro and tenant, government or business entity.~~

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~~SECTION 37. The following fees are established at the Metro APU/Citrus College Gold Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 38. The following fees are established at the Metro 17th St/SMC Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 39. The following fees are established at the Expo/Bundy Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 40. The following fees are established at the Metro Expo/Sepulveda Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Non-transit monthly permit parking will require a \$120.00 monthly flat rate.~~
- ~~d. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~

~~Rates may be negotiated between Metro and tenant, government or business entity.~~

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~~SECTION 41. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 42. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~c. Rates may be negotiated between Metro and tenant, government or business entity.
Parking is only available from Monday at 2 AM through Sunday at 2 AM.~~

~~SECTION 43. The following fees are established at the Metro Chatsworth Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 44. The following fees are established at the Metro Sherman Way Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 45. The following fees are established at the Metro Canoga Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

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~~SECTION 46. The following fees are established at the Metro Pierce College Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 47. The following fees are established at the Metro Reseda Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 48. The following fees are established at the Metro Balboa Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 49. The following fees are established at the Metro Sepulveda Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 50. The following fees are established at the Metro Van Nuys Orange Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 51. The following fees are established at the Metro El Monte Silver Line Station:~~

~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.~~

~~SECTION 52. The following fees are established at the Metro Slauson Silver Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 53. The following fees are established at the Metro Manchester Silver Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 54. The following fees are established at the Metro Rosecrans Silver Line Station:~~

~~Parking information and rates shall be as follows:~~

~~Parking is free of charge, seven days per week.~~

~~SECTION 55. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:~~

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~~Parking information and rates shall be as follows:~~

- ~~a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.~~
- ~~b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.~~
- ~~c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.~~
- ~~d. Rates may be negotiated between Metro and tenant, government or business entity.~~
- ~~e. METRO CEO is hereby authorized to adjust parking rates based on parking demand.~~

SECTION 568. The following fees are established at Los Angeles Union Station ~~East Gateway~~:

Parking information and rates shall be as follows:

- a. Each 15 minutes is \$3.00.
- b. Daily Maximum shall be up to \$12.00~~\$8.00~~ per entry, per every 24 hour stay.
- c. Public monthly parking will require up to a \$11068.00 monthly flat rate.
~~Monthly fees for the general public are \$110.00 monthly flat rate.~~
- d. Monthly commuter parking will require up to an \$85.00 monthly flat rate.
- ~~d.e.~~ Event parking fees can be established based on market rate conditions.
- ~~e.f.~~ Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
~~Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.~~

SECTION 579. The following fees are established at Los Angeles Union Station West:

Parking information and rates shall be as follows:

- a. Daily Maximum shall be up to \$18.00 per entry, per every 24 hour stay.
- ~~a.b.~~ Monthly fees for parking garage reserved stalls shall be \$130.00 monthly flat rate.
- ~~b.c.~~ Monthly fees for parking garage tandem spaces shall be \$82.50 monthly flat rate.
- ~~e.d.~~ Valet parking shall be \$20.00 daily flat rate.
- ~~d.e.~~ Valet parking for special events shall be \$25.00 daily flat rate.
- ~~e.f.~~ Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
~~Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.~~

SECTION 5810. All parking fees and rate structures, including hourly, daily, weekly and monthly parking shall be approved and established by resolution of the METRO Board.

ATTACHMENT D

METRO staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

- a. The METRO CEO is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand.
- b. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility.
- c. The METRO CEO will review and authorize adjustments to the parking rates pursuant to the parking management program, parking demand and the targeted occupancy levels. Parking rate adjustments requires 30 days' notice for pricing changes (increase or decrease) and only allows for price adjustments every ~~180~~90 days. Parking rate adjustments will be within the current Metro Board approved fee structure and range.

SECTION ~~59~~11. The following fees shall be established for all parking permits:

- a. Initiation fee of parking passes or permits, including access cards, shall be a non-refundable fee of up to \$25.00.
- b. Replacement of a lost or stolen parking permit or access card shall be up to \$25.00.
- c. Permit holder must maintain permit eligibility requirements as defined in the permit program terms & conditions. Patrons not meeting the eligibility requirements may file an appeal for exemption. The application administration fee is up to \$10.00 per application.
- d. Any vehicle parked over 72 consecutive hours requires an Extended Parking Permit. Extended Parking Permit administration fee of \$10.00 flat rate will be assessed per application.
- e. Permit holders requesting a monthly statement to be mailed to a physical address will be charged an administrative fee up to \$5.00.

~~SECTION 6012. Parking rates may be negotiated between Metro and tenant, government, or business entity. Short-term reserved parking may be purchased by phone or by internet web page.~~

SECTION ~~61~~13. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION ~~62~~14. Transit parking rates also encompass non-Metro public transit agencies that accept Metro's TAP Card as fare payment.

SECTION ~~63~~15. Daily parking fees, where applicable, are valid seven days per week.

SECTION ~~64~~16. All parking rates set forth in this Resolution include city's parking tax, if applicable.

ATTACHMENT D

SECTION ~~65~~17. Permit holders, including all monthly carpool participants, must maintain permit eligibility requirements as defined in the permit program terms & conditions.

SECTION ~~66~~18. Parking is available on a first-come, first-served basis.

SECTION ~~67~~19. ~~Transit~~Daily parking rates ~~for transit users with verified ridership within 96 hours of parking their vehicle~~ will not exceed a \$5.00 daily flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution. Monthly parking rates ~~for transit users with verified ridership~~ will not exceed the daily rate multiplied by 20 business days, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution. The carpool monthly rate will not exceed 75% of the monthly rate, unless rate is otherwise a \$99.00 flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution.

SECTION ~~68~~20. The following fees are established for each type of violation:

	Chapter	Title	Citation Fee
1	8-01-100	Permissions, Space Assignment, Signage and Parking Management Approvals	\$63.00
2	8-05-030	Illegal Parking Outside of a Defined Parking Space or Parking Space Markings	\$63.00
3	8-05-040	Failure to Obey Signs	\$63.00
4	8-05-050	Exceeding Posted Time Limit	\$53.00
5	8-05-060	Temporary No Parking	\$53.00
6	8-05-070	Restricted Parking	\$53.00
7	8-05-080	Parking Within Marked Bicycle Lane	\$63.00
8	8-05-090	Illegal Parking in Loading Zone	\$53.00
9	8-05-100	Vehicle Exceeds Load Size Limit	\$53.00
10	8-05-110	Disconnected Trailer	\$53.00
11	8-05-120	Bus Loading Zones	\$263.00
12	8-05-130	Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone	\$53.00
13	8-05-140	No Parking – Alley	\$53.00
14	8-05-150	Illegal Parking in Red Zones	\$53.00
15	8-05-160	Vehicle Parked Seventy-Two (72) or More Hours	\$53.00
16	8-05-170	Improperly Parked on Parking Grades	\$63.00
17	8-05-180	Improperly Parked in Angled Parking	\$63.00
18	8-05-190	Double Parking	\$53.00
19	8-05-200	No Parking Anytime/Posted Hours	\$53.00
20	8-05-210	Wrong Side Two Way Traffic or Roadway	\$53.00
21	8-05-220	Blocking Street or Access	\$53.00
22	8-05-230	Parking Special Hazard	\$53.00
23	8-05-240	Illegal Parking at Fire Hydrant	\$68.00
24	8-05-250	Illegal Parking at Assigned / Reserved Spaces	\$53.00
25	8-05-260	Illegal Parking at Taxicab Stands	\$53.00

ATTACHMENT D

26	8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	\$53.00
27	8-05-280a	Failure to Properly Register Vehicle License Plate Information	\$53.00
28	8-05-280b	Parking in a Permit Parking Spaces Without a Permit	\$53.00
29	8-05-280c	Display and Altered, Counterfeit, or Expired Permit	\$53.00
30	8-05-280d	Display a Permit Registered to Another Vehicle	\$53.00
31	8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	\$53.00
32	8-05-310	Permit Penalty Provisions	\$53.00
33	8-05-320	Expired Meter or Pay Station	\$53.00
34	8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	\$53.00
35	8-05-340	Electric Vehicle Parking Spaces	\$53.00
36	8-05-350	Parking on Sidewalk/ Parkway	\$53.00
37	8-05-370	Peak Hour Traffic Zones	\$53.00
38	8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	\$53.00
39	8-05-400	Car Share, Vanpool, or Micro Mobility Vehicle Authorization Required	\$53.00
40	8-05-410	Speed Limit	\$53.00
44	8-05-420	Motor Vehicle Access	\$63.00
42	8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	\$338.00
<u>43</u>	<u>8-05-450</u>	<u>Transit Ridership Requirements</u>	<u>\$63.00</u>
<u>44</u>	<u>8-05-460</u>	<u>Designated Clean Air Vehicle Spaces</u>	<u>\$53.00</u>
<u>45</u>	<u>8-07-030(2)(a)</u>	<u>Improperly Parked Bicycles outside of Designated Bicycle Parking Areas</u>	<u>\$100.00</u>
<u>46</u>	<u>8-07-030(2)(b)</u>	<u>Bicycle parked in Landscaped Areas Violation</u>	<u>\$38.00</u>
<u>47</u>	<u>8-07-040(2)(c)</u>	<u>Operation of Motorcycles on Bicycle Pathways or Sidewalks</u>	<u>\$100.00</u>
<u>4548</u>	8-07-050(2)(a)	Improperly Parked Micro Mobility Vehicle outside of Designated Micro Mobility Vehicle Parking Areas	\$100.00
<u>4749</u>	8-07-050(2)(b)	Operation of Micro Mobility Vehicle on Transit Platform, Transit Vehicle Lane, or Transit Vehicle	\$100.00
<u>50</u>	8-07-050(2)(c)	Improperly Parked Micro Mobility in ADA Spaces and ADA Accessible path of travel for Vehicle Operators with Disabilities	\$338.00
<u>4951</u>	8-07-050(2)(d)	Abandoned Micro Mobility Vehicle on transit platform, transit vehicle lane, or transit vehicle	\$338.00

SECTION 6921. The Parking Fee Resolution adopted by the Metro Board of Directors on, ~~May 18 2017~~July 25, 2019, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION 7022. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

SECTION 7423. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.

ATTACHMENT E

Supportive Transit Parking Program Master Plan

<http://libraryarchives.metro.net/DPGTL/parking/Metro%20STPP%20Reportv10%2020180110.pdf>

Metro Parking Management Program and Systemwide Parking Operator Services

Legistar #: 2020-0225
Executive Management Committee
April 16, 2020



Recommendation/Action

- Approve revisions to Metro's Parking Ordinance Administrative Code Title 8 and Metro's Parking Rates and Fee Resolution in support of the implementation of the Parking Management Program, and Union Station Parking Rates Adjustments.
- Authorize the CEO to execute a five-year base period, firm fixed price contract to L&R Auto Parks, Inc. DBA Joe's Auto Parks for systemwide parking operator services in the amount of \$26,878,513, with two, one-year options, in the amounts of \$5,840,059 and \$7,651,918, respectively, for a total amount of \$40,370,490, through a revenue generating contract.



Parking Management Program

Program Goals

- Manage parking demand through pricing policy
- Ensure parking availability for transit users
- Maintain a self sustaining program

Strategic Goals

- Goal 1: Reduces patron's travel time by spending less time searching for parking
- Goal 2: Increases patron's experience of transit trips by enhancing parking availability and provides well maintained parking facilities

Lessons Learned

- Parking Demand Balancing
 - Increased utilization at underutilized facilities
 - Stations in close proximity to high demand stations also require implementation if unable to absorb additional demand
- Ridership Verification
 - Increased availability by ensuring those using resources are transit patrons.



Parking Operator Services

- 5 year contract with two one year options
- No up front cost to Metro, expenses reimbursed through future revenues.
- Longer term contract allows for flexibility for continued implementation of the Supportive Transit Parking Program.



Union Station

- Rate adjustment for daily and monthly parking fees
- Last adjusted in 2016
- Pricing is significantly below market value and will maintain below market with the recommended adjustments

STATION	DESCRIPTION	CURRENT RATE	PROPOSED RATE
LAUS East	Daily	\$8	up to \$12
	Monthly Commuter	\$75	up to \$85
	Monthly Public	\$110	up to \$168
LAUS West	Daily	\$16	up to \$18





Board Report

File #: 2020-0228, File Type: Informational Report

Agenda Number: 35.

2nd REVISED
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 16, 2020

SUBJECT: INVENTORY OF SUITABLE LOCATIONS FOR TEMPORARY HOMELESS HOUSING ON METRO LAND

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

1. RECEIVING AND FILING Metro Property Inventory for Temporary Sheltering of the Homeless Report (Attachment A); and
2. DELEGATING authority to the Chief Executive Officer (CEO) to enter into no-fee leases with local jurisdictions for temporary (less than five years) supportive homelessness-related facilities, including bridge housing for Metro-owned properties that do not have a conflicting transit or joint development purpose.

ISSUE

According to the 2019 Greater Los Angeles Homeless Point-in-Time Count released by Los Angeles Homeless Services Authority (LAHSA), 36,300 homeless individuals reside in the City of Los Angeles, 27,221 of who are unsheltered. In May 2018, Metro prepared an inventory of Metro-owned property suitable for temporary homeless housing. This item is to update the inventory of available properties as of February 2020 and delegate authority to the CEO to enter into no-fee leases in order to facilitate processing of temporary homeless shelters.

BACKGROUND

At the May 2018 Board meeting (File #: 2018-0214), the Real Estate staff, working with System Safety and Law Enforcement, provided an inventory of locations suitable for use as sites to locate temporary housing of the homeless.

The updated inventory has utilized the following criteria:

1. Level site conditions;
2. Site is at least 285 feet by 125 feet;

3. Water, power, and sewer in the adjacent street;
4. Available for a minimum of three years; and
5. Not subject to a binding agreement.

DISCUSSION

The updated inventory provides 7 sites suitable for temporary shelters based on the established criteria. The sites are situated along the Orange Line, West Santa Ana right of way, and the southeastern portions of the City of Los Angeles.

~~The total available square footage is calculated at approximately 1.7 million square feet or 40 acres. Three sites are located within the City of Los Angeles: two within Paramount and one each within Artesia and Bellflower.~~

The total available square footage is calculated at approximately 1.7 million square feet or 40 acres. Three sites are located within the City of Los Angeles: two within Paramount, one in Artesia and two sites with a total of four parcels in Cerritos.

Equity Platform

The inventory and any eventual site provide an opportunity for Metro's underutilized land to ameliorate the circumstances many of the county's residents face around housing security.

FINANCIAL IMPACT

There is no direct financial or budgetary impact from the development of this inventory. The sites will be made available with no lease fee for temporary homeless uses. There is a potential loss of revenue from not leasing the properties at market rent, but also a potential to lower maintenance costs for unutilized sites.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of a temporary shelter location inventory correlates to Metro's Strategic Goal 4 to "Transform LA County through regional collaboration and national leadership" by engaging in the region's most challenging issue and providing support and assistance to those agencies actively working to end homelessness.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the CEO to execute the no-fee leases. This is not recommended as homelessness continues to be a challenging issue that requires housing and supportive services, and obtaining board approval delays the timeframe in which leases can be executed.

NEXT STEPS

Real Estate will make the inventory available to the county and cities in which these properties are

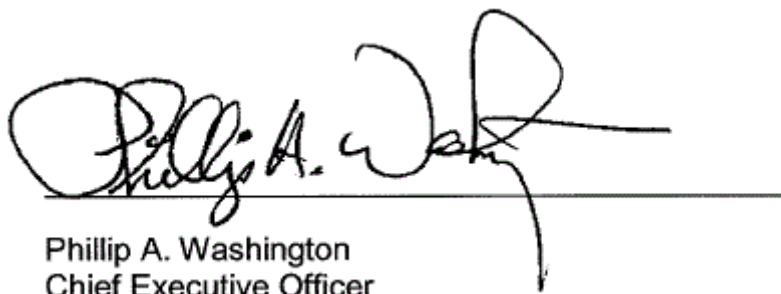
located and work with those agencies to determine if there is a suitable fit. Real Estate staff will return to the Board for any proposed lease which would have a potential impact on the timing or construction method of a transit project or joint development project, or which would reduce asset management revenues being utilized for transit operations.

ATTACHMENTS

Attachment A - Metro Property Inventory for Temporary Sheltering of the Homeless

Prepared by: John Potts, Executive Officer, Countywide Planning & Development, (213) 928-3397
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

METRO PROPERTY INVENTORY

FOR TEMPORARY SHELTERING OF THE HOMELESS

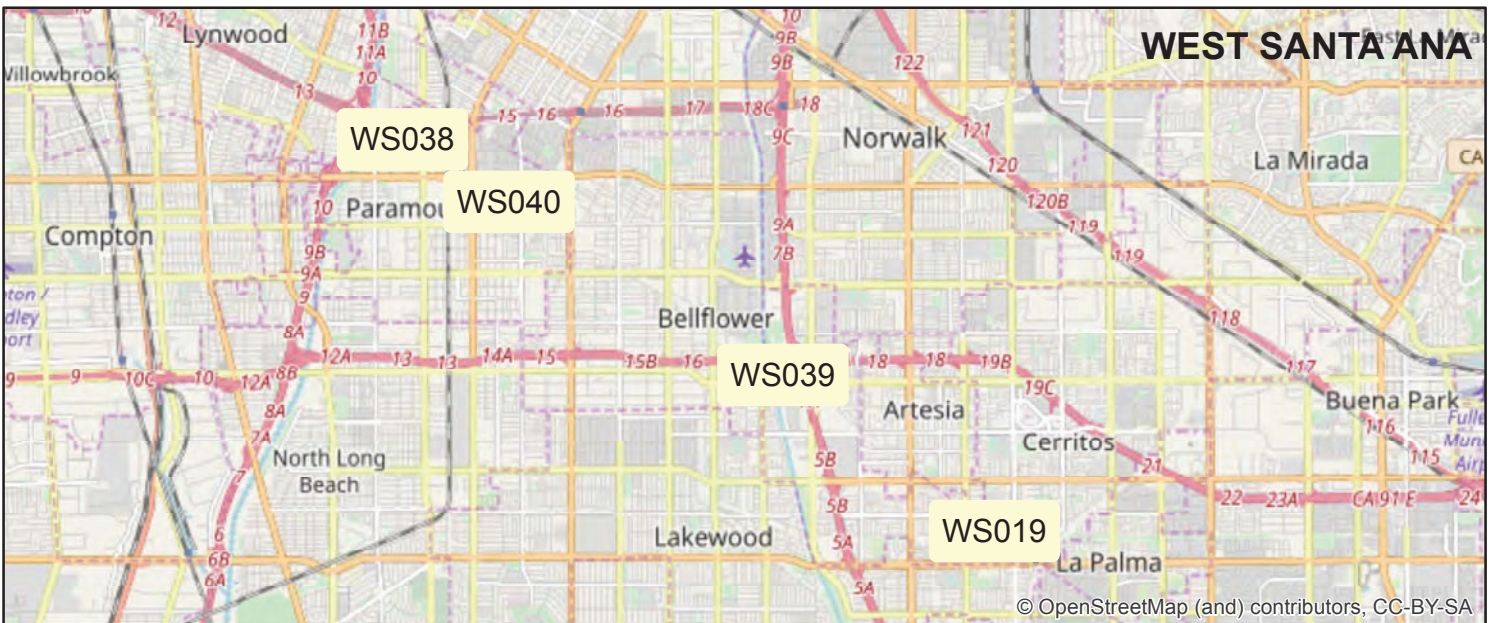
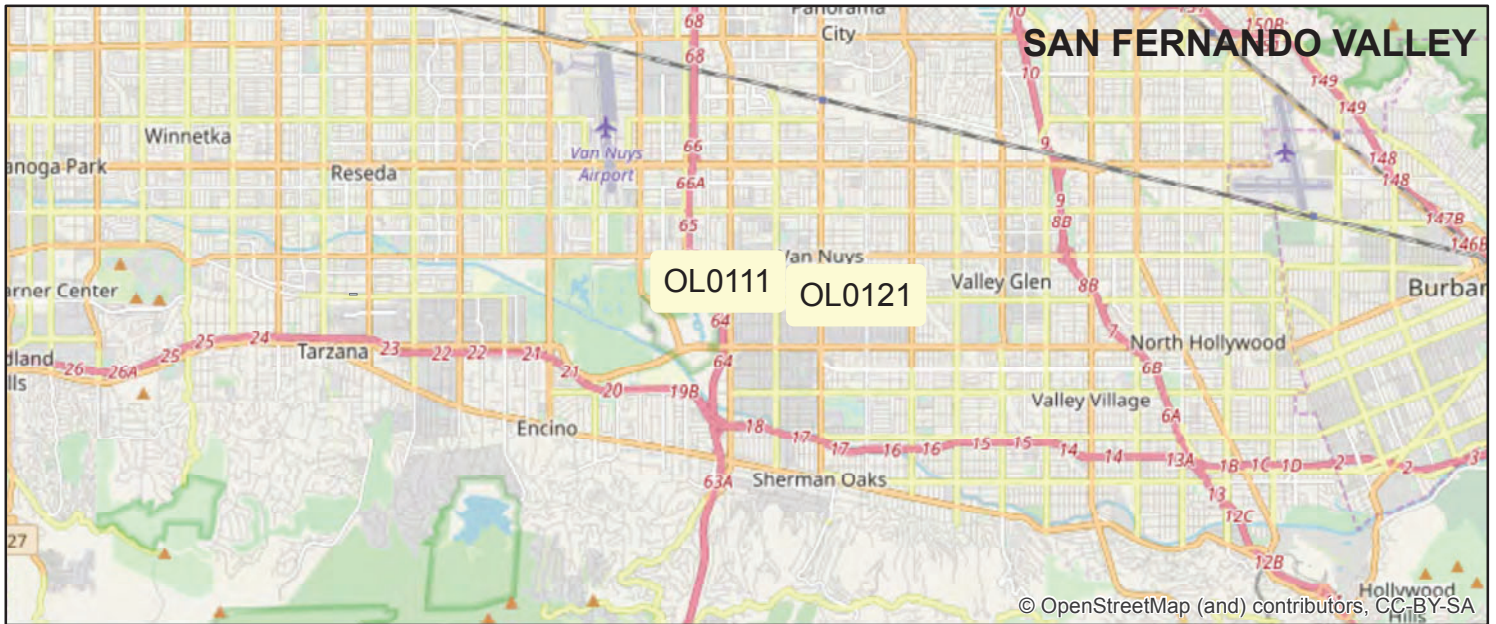
METRO REAL ESTATE DEPARTMENT

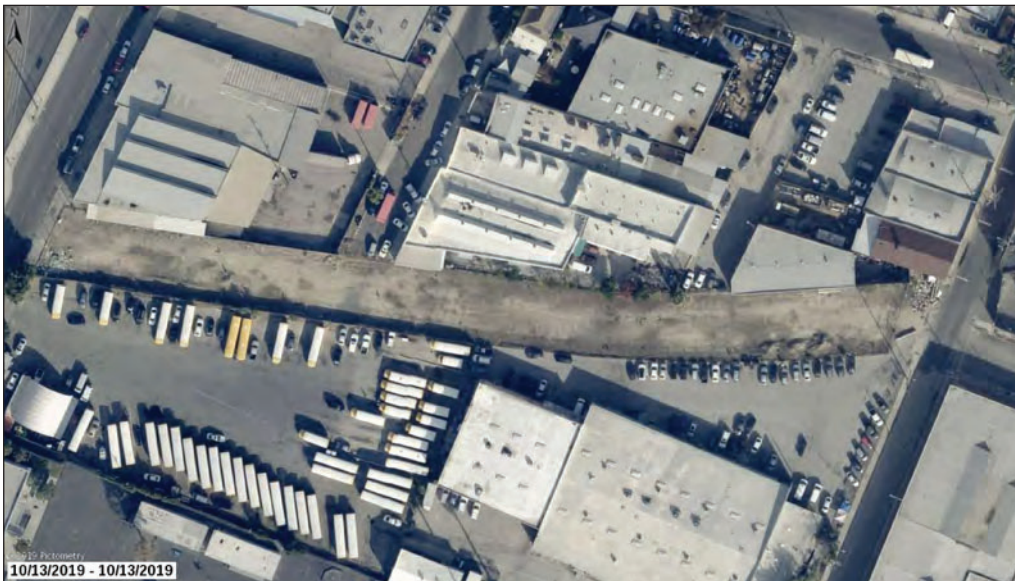
MARCH 2020



Version 2.1

OVERVIEW OF SITE LOCATIONS





TEMPORARY SHELTER/HOUSING LOCATIONS

SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

48,838

Metro POC

Frances Impert
Real Estate Project Manager
213-9222410

Parcel Number(s)

5118-015-900

Current Use

Vacant Land.

Future Use

Maintenance of Way has expressed interest as storage but no project or operational uses are confirmed.

Districts

Supervisor District 2,
Council District 9

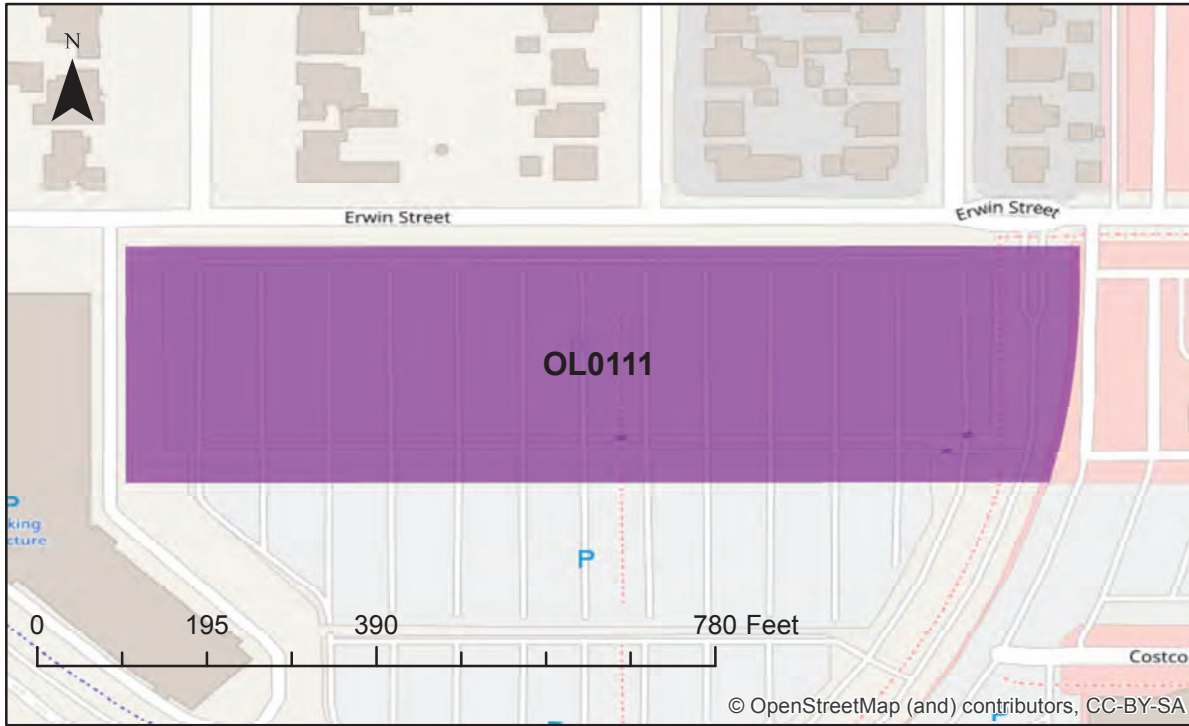


15330 W. Erwin St.

Los Angeles

SITE ID

OL0111



SITE INFORMATION

Site Conditions

Parking Lot.
Adjacent to Sepulveda OL Park 'n Ride.

Area (Square Feet)

243,092

Metro POC

Maria Garcia
Senior Real Estate Officer
213-922-4678

Parcel Number(s)

2242-001-903

Current Use

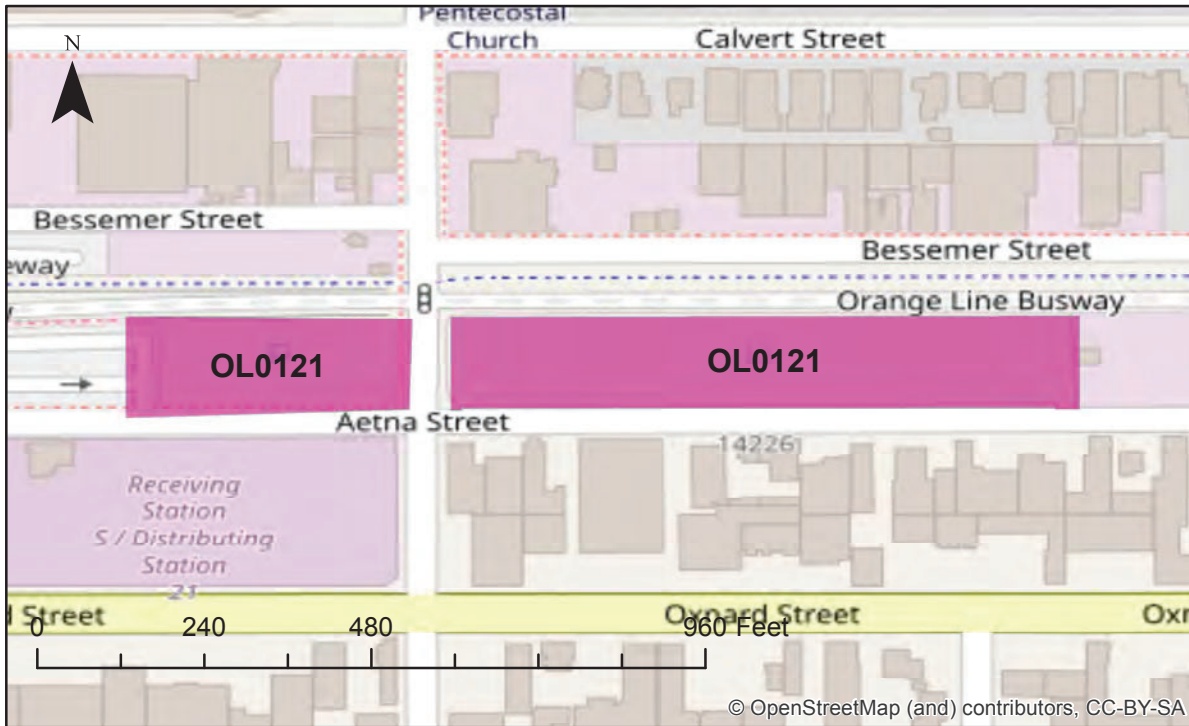
Month-to Month Keyes Auto Lease.

Future Use

Orange Line Improvements
Laydown Yard in two to three years.

Districts

Supervisor District 3,
Council District 6



SITE INFORMATION

Site Conditions

Parking Lot.
Adjacent to Van Nuys OL Park 'n Ride.

Area (Square Feet)

115,423.3

Metro POC

Maria Garcia
Senior Real Estate Officer
213-922-4678

Parcel Number(s)

2240-008-903

Current Use

Center Street Automotive Lease.
Month-to-month effective May 1, 2020.

Future Use

Available August 15, 2023.

Districts

Supervisor District 3,
Council District 6

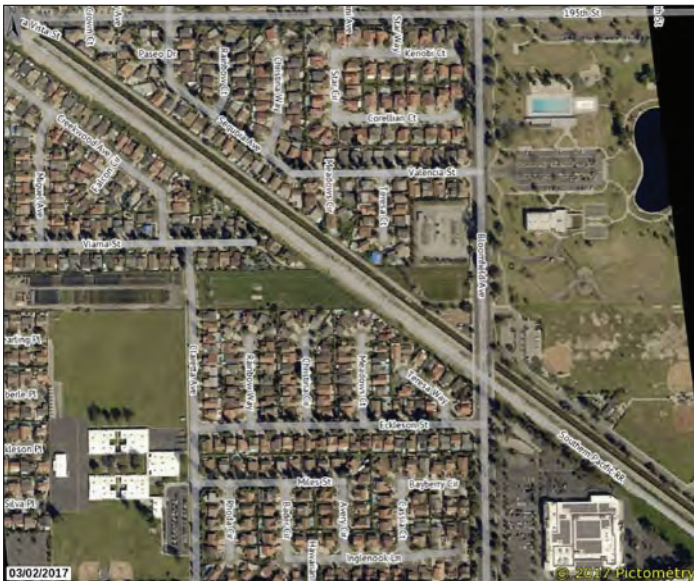
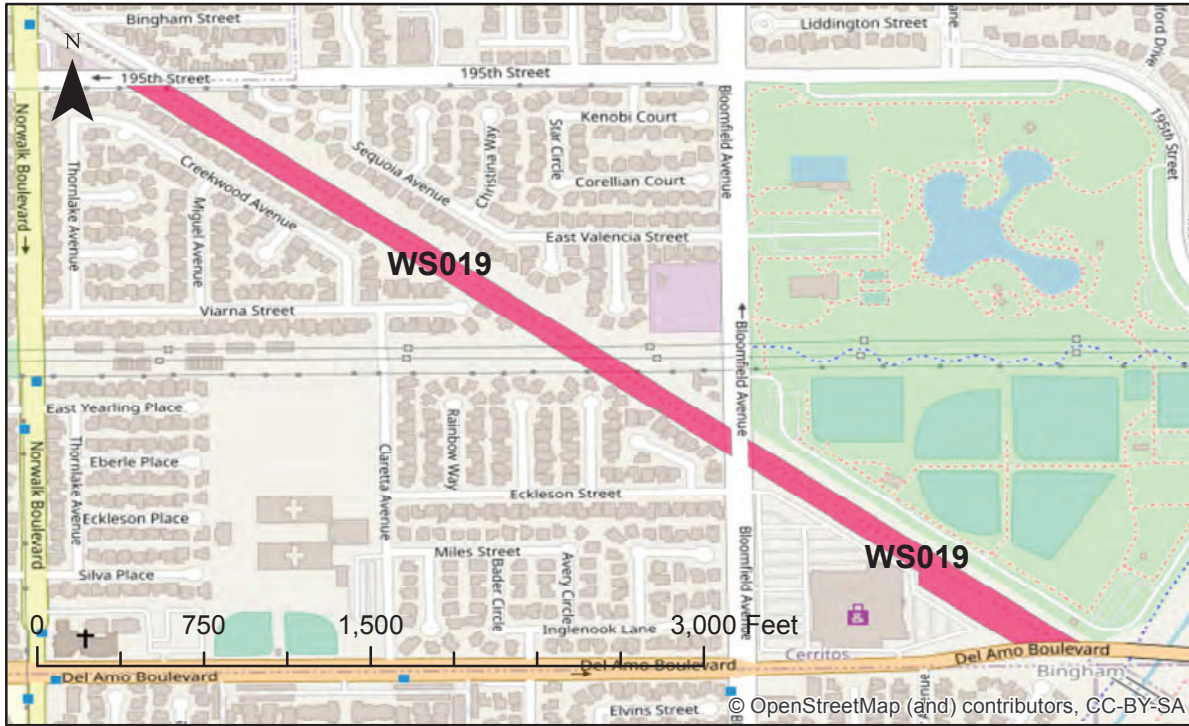




Norwalk Blvd & Del Amo Blvd
Artesia City of Artesia & City of Cerritos

SITE ID

WS019



SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

488,811

Metro POC

Aaron Demirci,
 Real Estate Officer
 213-922-2427

Parcel Number(s)

7044-016-910, 7056-00-906,
 7056-009-905, 7054-011-900

Current Use

Vacant Land.

Future Use

West Santa Ana
 Light Rail in July 2023.

Districts

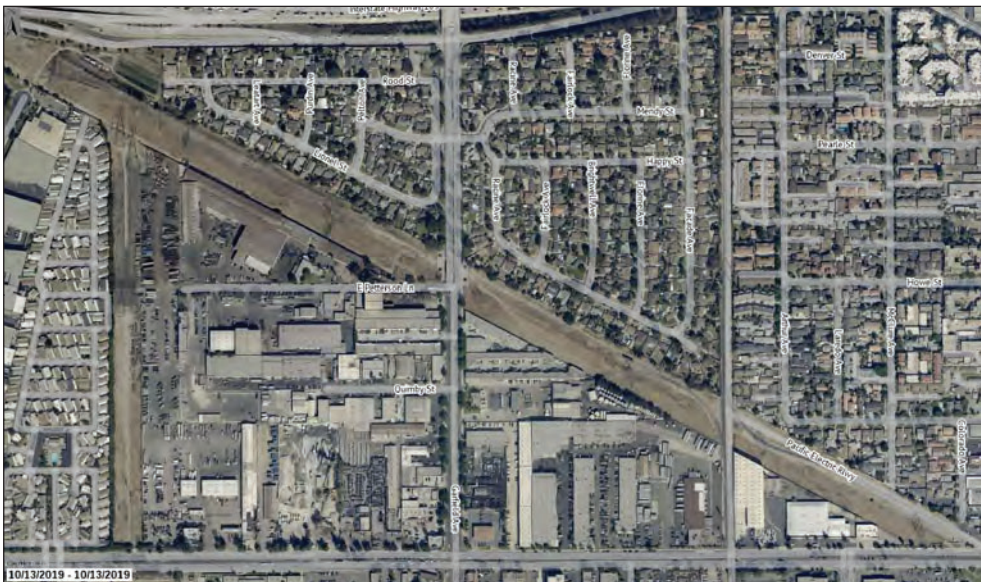
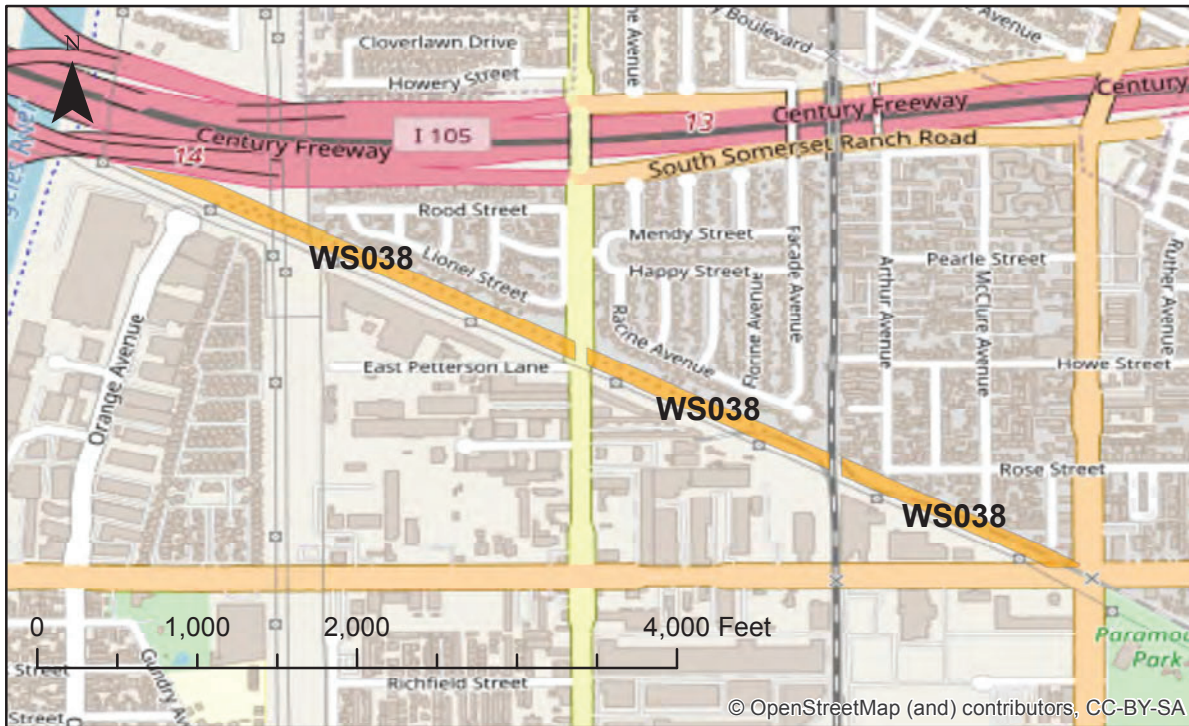
Supervisor District 4



105 Freeway & Paramount Blvd.
Paramount

SITE ID

WS038



TEMPORARY SHELTER/HOUSING LOCATIONS

SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

511,614

Metro POC

Aaron Demirci,
Real Estate Officer
213-922-2427

Parcel Number(s)

6236-003-903, 6236-027-900,
6236-027-901, 6242-019-900,
6242-025-901, 6242-025-902

Current Use

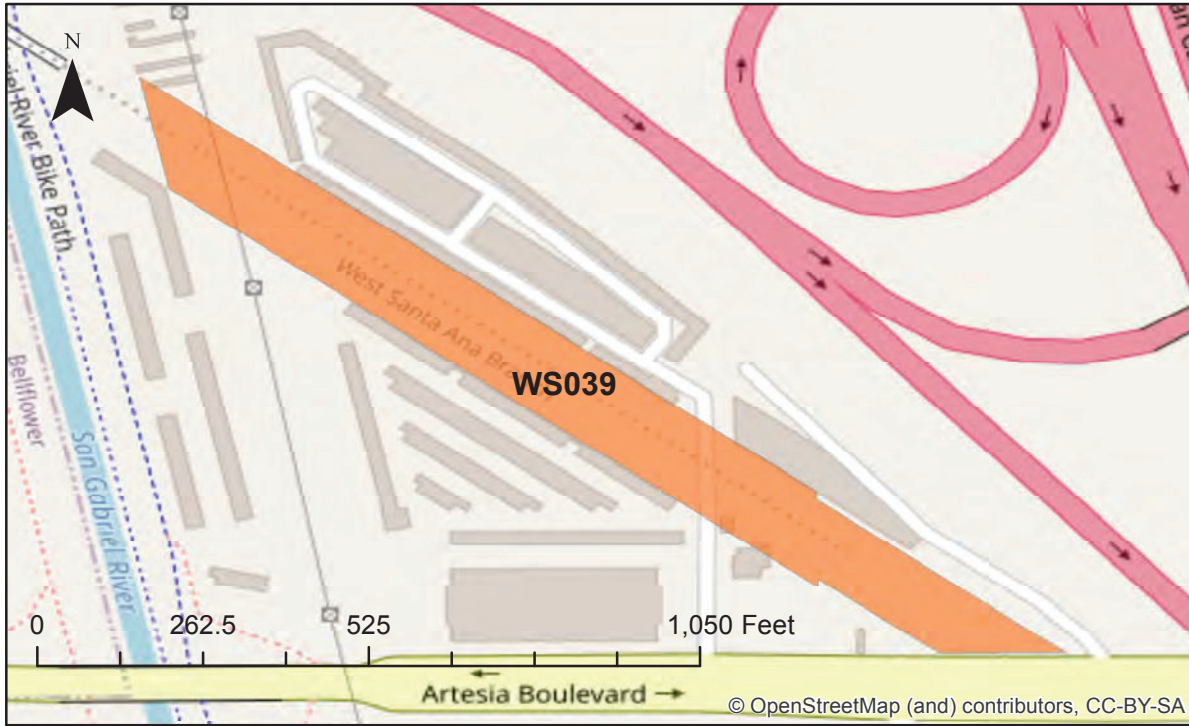
Vacant Land.

Future Use

West Santa Ana
Light Rail in July 2023.

Districts

Supervisor District 5, 4
~~Council District 12~~



SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

167,810

Metro POC

Aaron Demirci,
Real Estate Officer
213-922-2427

Parcel Number(s)

7034-001-901, 7034-001-902

Current Use

Kia Auto Lease on
month-to-month basis.

Future Use

West Santa Ana
Light Rail in July 2023.

Districts

Supervisor District 5, 4
~~Council District 12~~

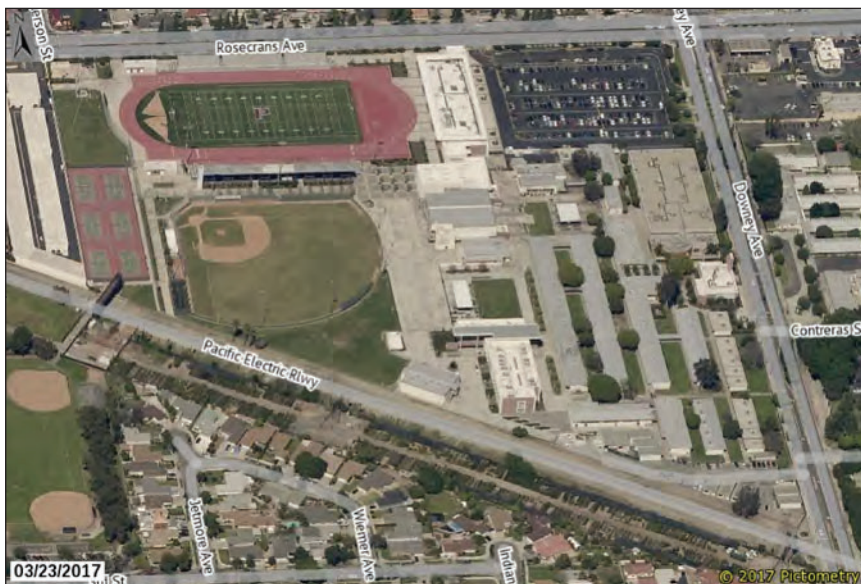
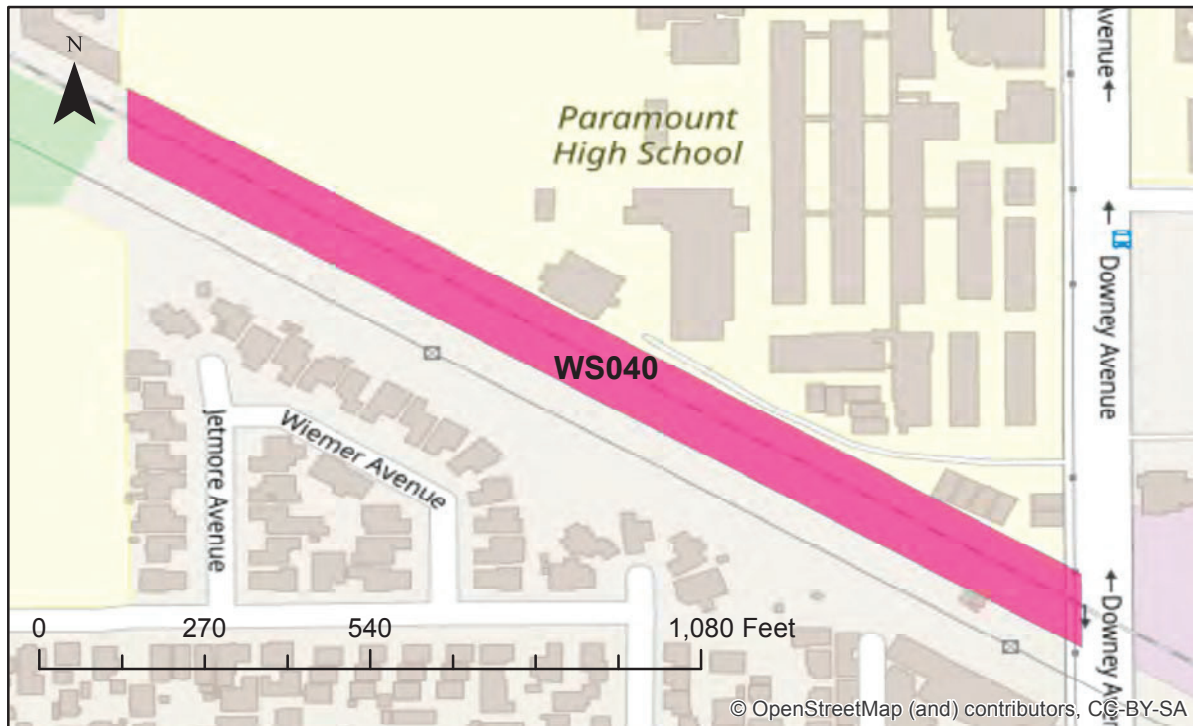


Paramount Blvd & Downey Ave.

Paramount

SITE ID

WS040



SITE INFORMATION

Site Conditions

Dirt lot.

Area (Square Feet)

147,913

Metro POC

Aaron Demirci,
Real Estate Officer
213-922-2427

Parcel Number(s)

6241-001-911, 6241-001-910

Current Use

Vacant Land.

Future Use

West Santa Ana
Light Rail in July 2023.

Districts

Supervisor District 5, 4
~~Council District 12~~

TEMPORARY SHELTER/HOUSING LOCATIONS

METRO PROPERTY INVENTORY

For Temporary Sheltering of the Homeless

Executive Management Committee

March 19, 2020

Legistar 2020-0080

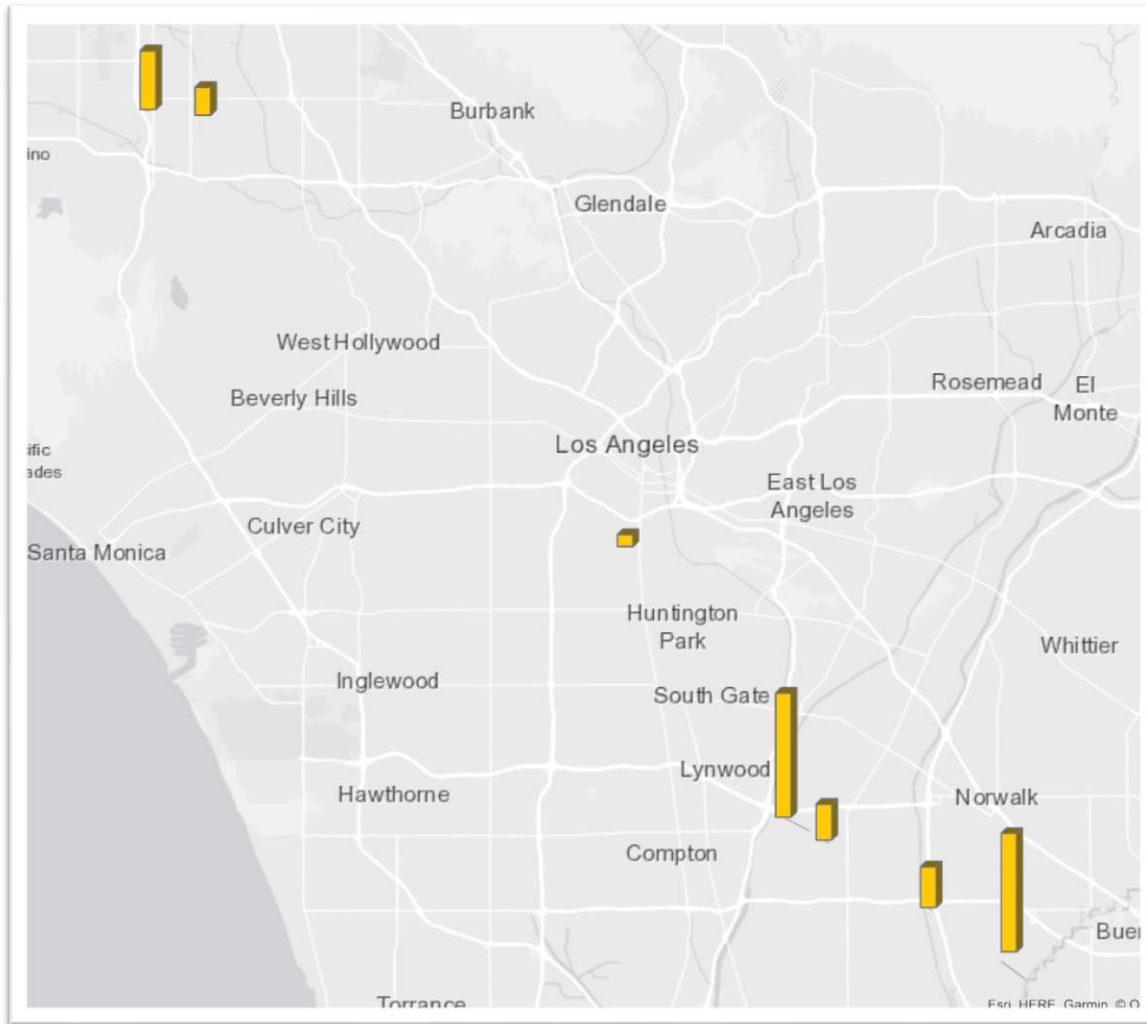


Metro

BACKGROUND

- May 2018 Board meeting (File #: 2018-0214), Real Estate staff provided an inventory of locations suitable for use as sites to locate temporary housing of the homeless.
- The revised inventory provided has been updated by staff to account for new sites adhering as closely as possible to the following requirements:
 - Level site conditions;
 - Site is at least 285 ft by 125 ft;
 - Water, power, and sewer must be in the adjacent street;
 - Available for a minimum of three years; and
 - Not subject to a binding agreement.

INVENTORY



- Resulting inventory has identified **seven** suitable sites as provided in *Attachment A*.
- Map at left shows locations and relative size in square footage.
- Many of the sites have a date of *availability* for use as temporary sheltering or a *need-by* date for Metro's planned use.

QUESTIONS





Board Report

File #: 2020-0221, File Type: Resolution

Agenda Number: 14.

FINANCE, BUDGET AND AUDIT COMMITTEE APRIL 15, 2020

SUBJECT: PROPOSITION C BONDS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT a resolution, Attachment A, that:

- A. AUTHORIZES the issuance of bonds to refund the Proposition C Series 2010-A Bonds, consistent with the Debt Policy to achieve approximately \$4.4 million in net present value savings over the three-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, Bond Purchase Contract 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.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

ISSUE

Low interest rates offer an opportunity for Metro to lower its debt service costs by refunding on a current basis the outstanding Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2010-A (the "2010-A Bonds"). Approximately \$37.15 million of the outstanding 2010-A Bonds can be refunded. Under current market conditions, the issuance of the Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds (the "Refunding Bonds") would achieve approximately \$4.4 million in net present value savings over the three plus year life of the bonds.

BACKGROUND

The 2010-A Bonds may be current refunded in early May 2020 as their call date is July 1, 2020. The Debt Policy establishes criteria to evaluate refunding opportunities. The refunding

of the 2010-A Bonds is currently estimated to provide net present value savings in excess of the minimum 3% of the refunded par amount set forth in the Debt Policy criteria for evaluating refunding opportunities.

DISCUSSION

The Refunding Bonds will be sold as fixed rate bonds. The Refunding Bonds will either be issued using a competitive process where prospective underwriters bid on the date of sale or a negotiated process where a price is negotiated between Metro and underwriters for the purchase of the bonds. The Refunding Bonds will be sold to the underwriter offering the lowest true interest cost in a competitive process or to a group of underwriters in a negotiated process. The timing of the bond sale is contingent upon our ability to take advantage of favorable market conditions as they arise. In the event that bids do not meet our criteria if a competitive process is pursued, all bids will be rejected, and the sale will be rescheduled.

DETERMINATION OF SAFETY IMPACT

Approval of this report will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The costs of issuance for the Refunding Bonds will be paid from proceeds of the financing and will be budget neutral. Savings from the Refunding Bonds will be reflected in future budgets under principal account 51101 and the bond interest account 51121.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following Metro Strategic Plan Goal:

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

ALTERNATIVES CONSIDERED

The Board could defer the issuance of the Refunding Bonds to a later time or indefinitely. This is not recommended because we cannot predict that interest rates will remain low enough to generate comparable benefit. Federal Reserve Bank actions and political and other market and economic conditions may push interest rates higher and result in a loss of refunding savings.

NEXT STEPS

- Develop bond issuance documentation
- Obtain ratings
- Distribute the Preliminary Official Statement and Notice Inviting Bids to prospective underwriters and potential investors and publish the Notice of Intention to Sell Bonds or negotiate the sale of bonds with the underwriters

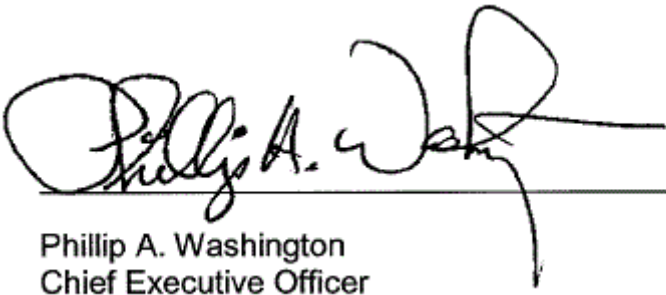
- Finalize bond documentation and deliver the Refunding Bonds

ATTACHMENTS

Attachment A - Authorizing Resolution

Prepared by: Rodney Johnson, Senior Director, Finance (213) 922-3417
Donna Mills, Treasurer (213) 922-4047

Reviewed by: Nalini Ahuja, Chief Financial Officer (213) 922-3088



Phillip A. Washington
Chief Executive Officer

Additional Documents

http://libraryarchives.metro.net/DB_Attachments/LACMTA_Prop_C_2020_A_Continuing_Disclosure_Certificate.pdf

http://libraryarchives.metro.net/DB_Attachments/LACMTA_Prop_C_2020_A_Escrow_Agreement.pdf

http://libraryarchives.metro.net/DB_Attachments/LACMTA_Prop_C_2020_A_Notice_Inviting_Bids.pdf

http://libraryarchives.metro.net/DB_Attachments/LACMTA_Prop_C_2020_A_Notice_of_Intention_to_Sell.pdf

http://libraryarchives.metro.net/DB_Attachments/LACMTA_Prop_C_2020_A_POS.pdf

http://libraryarchives.metro.net/DB_Attachments/LACMTA_Prop_C_2020_A_Purchase_Contract.pdf

http://libraryarchives.metro.net/DB_Attachments/LACMTA_Prop_C_2020_A_Thirty_First_Supplemental_Trust_Agreement.pdf

Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF ONE OR MORE SERIES OF ITS LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY PROPOSITION C SALES TAX REVENUE REFUNDING BONDS, APPROVING THE EXECUTION AND/OR DELIVERY OF A SUPPLEMENTAL TRUST AGREEMENT, AN ESCROW AGREEMENT, A CONTINUING DISCLOSURE CERTIFICATE, A NOTICE OF INTENTION TO SELL BONDS, A NOTICE INVITING BIDS, A BOND PURCHASE AGREEMENT, AS APPLICABLE, THE PRELIMINARY OFFICIAL STATEMENT AND THE FINAL OFFICIAL STATEMENT, AND THE TAKING OF ALL OTHER ACTIONS NECESSARY IN CONNECTION THEREWITH.

(PROPOSITION C SALES TAX)

W I T N E S S E T H:

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue bonds to finance and refinance the acquisition, construction or rehabilitation of facilities to be used as part of a countywide transit system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission was authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval by the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 49 adopted August 28, 1990 ("Ordinance No. 49"), imposed a ½ of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition C Tax"), and such tax was approved by the electors of the County on November 6, 1990; and

WHEREAS, the revenues received by the LACMTA from the imposition of the transactions and use tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any bonds issued pursuant to the Act and include the payments or provision for the payment of the principal of the bonds and any premium, interest on the bonds and the costs of issuance of the bonds; and

WHEREAS, the LACMTA is planning and engineering a Countywide rail, bus and highway transit system (the "Rail, Bus and Highway Transit System") to serve the County and has commenced construction of portions of the Rail, Bus and Highway Transit System; and

WHEREAS, to facilitate the development and construction of the Rail, Bus and Highway Transit System, the LACMTA, as authorized by the Act, pursuant to the terms of the Amended

and Restated Trust Agreement, dated as of January 1, 2010, as amended and supplemented (the “Trust Agreement”), by and between the LACMTA and U.S. Bank National Association, as trustee (the “Trustee”), has issued multiple series of bonds, including its Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2009-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2010-A (the “Series 2010-A Bonds”); Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-A; Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2013-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-C; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2014-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2016-A; Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2017-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2018-A; Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2019-A (Green Bonds); Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2019-B; and Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2019-C (collectively, the “Prior Senior Bonds”); and

WHEREAS, the LACMTA now desires to provide for the issuance of one or more series of its Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, from time to time and in one or more transactions (collectively, the “Refunding Bonds”) to: (a) current refund all or a portion of the outstanding Series 2010-A Bonds (the Series 2010-A Bonds so refunded shall be collectively referred to herein as the “Refunded Series 2010-A Bonds”), provided that the refunding of the Refunded Series 2010-A Bonds is consistent with the Debt Policy of the LACMTA (the “Debt Policy”) as in effect at the time of pricing of the applicable series of Refunding Bonds; (b) fund or make provision for one or more reserve funds or accounts, if necessary or desirable, for the Refunding Bonds; and (c) pay certain costs of issuance related thereto (collectively, the “Financing”); and

WHEREAS, in connection with each issuance of the Refunding Bonds, the LACMTA may either (a) enter into one or more Bond Purchase Agreements (a “Purchase Agreement”), to be dated as of sale of the Refunding Bonds, between the LACMTA and one or more municipal broker-dealers, banking and financial institutions and/or other persons (each, an “Underwriter”) as the Designated Officer (as defined in Section 2 of this Resolution) deems necessary or desirable or (b) undertake a competitive process for the sale of the Refunding Bonds to one or more Underwriters; and

WHEREAS, the sale of the Refunding Bonds shall be in accordance with the Debt Policy; and

WHEREAS, forms of the following documents are on file with the Secretary of the Board of Directors of the LACMTA and have been made available to the members of the Board of Directors of the LACMTA (the “Board”):

- (a) a Supplemental Trust Agreement (the “Supplemental Trust Agreement”), by and between the LACMTA and the Trustee, which will supplement the Trust Agreement for the purposes of providing the terms and conditions of the Refunding Bonds;

(b) an Escrow Agreement (the “Escrow Agreement”), among the LACMTA, the Trustee and U.S. Bank National Association, as escrow agent, which will be executed and delivered in connection with the refunding and defeasance of the Refunded Series 2010-A Bonds;

(c) a Preliminary Official Statement (the “Preliminary Official Statement”), which will provide information about the Refunding Bonds, the LACMTA, the Proposition C Tax and certain other related matters, and will be used, from time to time, in connection with the offer and sale of the Refunding Bonds;

(d) a Notice of Intention to Sell Bonds (the “Notice of Intention to Sell Bonds”), which will be published in connection with any proposed sale of the Refunding Bonds, if the Refunding Bonds are sold on a competitive basis;

(e) a Notice Inviting Bids (the “Notice Inviting Bids”), which will set forth the terms and the manner in which proposals from qualified bidders for the purchase of the Refunding Bonds shall be received, if the Refunding Bonds are sold on a competitive basis;

(f) a Purchase Agreement, which will set forth the terms and the manner in which the LACMTA will sell and issue the Refunding Bonds and the Underwriters thereunder, to be selected by the Designated Officer, will purchase the Refunding Bonds, if the Refunding Bonds are sold on a negotiated basis; and

(g) a Continuing Disclosure Certificate (the “Continuing Disclosure Certificate”), which will be executed by the LACMTA and will be used in order to assist the underwriters of the Refunding Bonds in complying with Securities and Exchange Commission Rule 15c2-12(b)(5), and which will provide for the annual and periodic update of certain financial and operating data with respect to the LACMTA and the collection of the Proposition C Tax, among other things, and certain enumerated events; and

WHEREAS, the LACMTA has been advised by its Bond Counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified and amended to reflect the various details applicable to the Refunding Bonds, whether the Refunding Bonds are issued in a single issuance or multiple issuances, and that said documents are subject to completion to reflect the results of the sale of the Refunding Bonds; and

WHEREAS, the LACMTA has pledged the Proposition C Tax (less the 20% local allocation and the California Department of Tax and Fee Administration’s costs of administering such tax) (the “Pledged Taxes”) pursuant to the terms of the Trust Agreement to secure the Prior Senior Bonds and certain other obligations of the LACMTA, and once issued, the Refunding Bonds will be “Bonds” and “Senior Bonds” as defined in the Trust Agreement and will be secured by the pledge of the Pledged Revenues under the Trust Agreement; and

WHEREAS, the LACMTA desires to designate the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), and any such officer serving in an acting

or interim capacity, and any written designee of any of them as an “Authorized Authority Representative” for all purposes under the Trust Agreement and the Supplemental Trust Agreement; and

WHEREAS, Senate Bill 450 (Chapter 625 of the 2017-2018 Session of the California Legislature) (“SB 450”) requires that the governing body of a public body obtain from an underwriter, financial advisor or private lender and disclose, prior to authorizing the issuance of bonds with a term of greater than 13 months, good faith estimates of the following information in a meeting open to the public: (a) the true interest cost of the bonds, (b) the sum of all fees and charges paid to third parties with respect to the bonds, (c) the amount of proceeds of the bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the bonds, and (d) the sum total of all debt service payments on the bonds calculated to the final maturity of the bonds plus the fees and charges paid to third parties not paid with the proceeds of the bonds; and

WHEREAS, the LACMTA is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the Financing and to authorize the execution and/or delivery of a Supplemental Trust Agreement, an Escrow Agreement, a Notice of Intention to Sell Bonds, a Notice Inviting Bids, a Purchase Agreement, as applicable, and a Continuing Disclosure Certificate, the preparation of one or more Preliminary Official Statements and the preparation, execution and delivery of one or more Official Statements (as hereinafter defined) for the purposes, in the manner and upon the terms provided; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings. The LACMTA hereby finds and determines that:

(a) The issuance of one or more series of its Refunding Bonds under the Trust Agreement to current refund all or a portion of the Series 2010-A Bonds (provided that the refunding of the Refunded Series 2010-A Bonds is consistent with the Debt Policy as in effect at the time of pricing of the applicable series of Refunding Bonds), to fund or make provision for one or more reserve funds or accounts, if necessary or desirable, for the Refunding Bonds, and to pay certain costs related to the issuance of the Refunding Bonds, is in the public interest.

(b) Under the provisions of Ordinance No. 49, all of the Pledged Taxes are revenues of the LACMTA available for rail, bus and highway transit purposes and are available to be and are, by the terms of the resolutions and the Trust Agreement under which the Prior Senior Bonds were issued, pledged, along with the Pledged Revenues, to secure the Prior Senior Bonds and are pledged to secure the Refunding Bonds, and, by this Resolution, such pledge is reaffirmed.

(c) The provisions contained in the Trust Agreement, as previously amended and supplemented, and to be set forth in the Supplemental Trust Agreement, are reasonable and proper for the security of the holders of the Refunding Bonds.

Section 2. Issuance of Refunding Bonds. The Board hereby authorizes the issuance by the LACMTA of one or more series of Refunding Bonds, from time to time and in one or more transactions, for the purposes of (a) current refunding all or a portion of the Series 2010-A Bonds (provided that the refunding of the Refunded Series 2010-A Bonds is consistent with the Debt Policy as in effect at the time of pricing of the Refunding Bonds as determined and calculated at the discretion of the Treasurer of the LACMTA, which shall be conclusive for all purposes of this Resolution), (b) funding or making provision for one or more reserve funds or accounts, if necessary or desirable, for the Refunding Bonds, and (c) paying certain costs of issuance related to the issuance of the Refunding Bonds. The aggregate principal amount of the Refunding Bonds issued by the LACMTA shall not exceed an amount sufficient (taking into account any original issue discount) to refund all or a portion of the Series 2010-A Bonds, fund or make provision for one or more reserve funds or accounts, if necessary or desirable, for the Refunding Bonds, and pay certain costs related to the issuance of the Refunding Bonds (including, but not limited to, underwriters' discount), and in any event the aggregate principal amount of all Refunding Bonds shall not exceed \$37.5 million. The True Interest Cost of the Refunding Bonds shall not exceed 3.00%, as such shall be calculated by LACMTA's municipal advisor as of the date of delivery of each series of the Refunding Bonds. The Refunding Bonds shall not mature later than the final maturity date of the Refunded Series 2010-A Bonds that are being refunded with proceeds of the Refunding Bonds.

The Refunding Bonds shall be issued in a manner by which the interest thereon is excludable from gross income under the Internal Revenue Code of 1986, as amended. The Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), and any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a "Designated Officer"), acting in accordance with this Section 2, are each hereby severally authorized to determine the actual aggregate principal amount of the Refunding Bonds to be issued (not in excess of the maximum amount set forth above), and to direct the execution and authentication of the Refunding Bonds in such amount. Such direction shall be conclusive as to the principal amounts hereby authorized. The Refunding Bonds shall be in fully registered form and shall be issued as Book-Entry Bonds as provided in the Supplemental Trust Agreement. Payment of the principal of, interest on and premium, if any, on the Refunding Bonds shall be made at the place or places and in the manner provided in the Supplemental Trust Agreement.

As used herein, the term "True Interest Cost" shall be the interest rate (compounded semiannually) necessary to discount the debt service payments from their respective payment dates to the dated date of the Refunding Bonds and to the principal amount, and premium or discount if any, of the Refunding Bonds. For the purpose of calculating the True Interest Cost, the principal amount of the Refunding Bonds scheduled for mandatory sinking fund redemption as part of a term bond shall be treated as a serial maturity for such year. The calculation of the True Interest

Cost shall include such other reasonable assumptions and methods as determined by the LACMTA's municipal advisor.

Section 3. Terms of the Refunding Bonds. The Refunding Bonds shall be issued as current interest bonds and shall be available in denominations of \$5,000 and integral multiples thereof. The Refunding Bonds, when issued, shall be in the aggregate principal amounts and shall be dated as shall be provided in the final form of the Supplemental Trust Agreement. The Refunding Bonds may be issued as serial bonds or as term bonds or as both serial bonds and term bonds, all as set forth in the Supplemental Trust Agreement. Interest on the Refunding Bonds shall be paid at the rates and on the dates set forth in the Supplemental Trust Agreement. No Refunding Bond shall bear interest at a rate in excess of 5.00% per annum. The Refunding Bonds shall be subject to redemption at the option of the LACMTA on such terms and conditions as shall be set forth in the Supplemental Trust Agreement, or not be subject to redemption. The Refunding Bonds issued as term bonds also shall be subject to mandatory sinking fund redemption as shall be set forth in the Supplemental Trust Agreement(s).

Execution and delivery of the Supplemental Trust Agreement, which document will contain the maturities, principal amounts, interest rates and the fixed interest payment obligations of the LACMTA within parameters set forth in this Resolution, shall constitute conclusive evidence of the LACMTA's approval of such maturities, principal amounts, interest rates and payment obligations.

Section 4. Special Obligations. The Refunding Bonds shall be special obligations of the LACMTA secured by and payable from the Pledged Revenues and from the funds and accounts held by the Trustee under the Trust Agreement. The Refunding Bonds shall also be secured by and be paid from such other sources as the LACMTA may hereafter provide.

Section 5. Form of Refunding Bonds. The Refunding Bonds and the Trustee's Certificate of Authentication to appear thereon shall be in substantially the form set forth in Exhibit A to the Supplemental Trust Agreement on file with the Secretary of the Board and made available to the Board, with such necessary or appropriate variations, omissions and insertions as permitted or required by the Trust Agreement or the Supplemental Trust Agreement or as appropriate to adequately reflect the terms of such Refunding Bonds and the obligations represented thereby.

Section 6. Execution of Refunding Bonds. Each of the Refunding Bonds shall be executed on behalf of the LACMTA by any Designated Officer and any such execution may be by manual or facsimile signature, and each bond shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of such Designated Officer shall have the same force and effect as if such officer had manually signed each of such Refunding Bonds.

Section 7. Approval of Documents, Authorization for Execution. The form, terms and provisions of the Supplemental Trust Agreement, the Escrow Agreement, the Notice of Intention to Sell Bonds, the Notice Inviting Bids, Purchase Agreement and the Continuing Disclosure Certificate on file with the Secretary of the Board and made available to the Board within the parameters set forth in this Resolution are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA one or more Supplemental Trust

Agreements, one or more Escrow Agreements, one or more Notices of Intention to Sell Bonds, one or more Notices Inviting Bids, one or more Purchase Agreements, as applicable, and one or more Continuing Disclosure Certificates, including counterparts thereof. The Supplemental Trust Agreement(s), the Escrow Agreement(s), the Notice(s) of Intention to Sell Bonds, the Notice(s) Inviting Bids, Purchase Agreement(s), as applicable, and the Continuing Disclosure Certificate(s), as executed and delivered, shall be in substantially the forms now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Supplemental Trust Agreement, the Escrow Agreement, the Notice of Intention to Sell Bonds, the Notice Inviting Bids, the Purchase Agreement and the Continuing Disclosure Certificate now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of each Supplemental Trust Agreement, each Escrow Agreement, each Notice of Intention to Sell Bonds, each Notice Inviting Bids, each Purchase Agreement, as applicable, and each Continuing Disclosure Certificate, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of each Supplemental Trust Agreement, each Escrow Agreement, each Notice of Intention to Sell Bonds, each Notice Inviting Bids, each Purchase Agreement, as applicable, and each Continuing Disclosure Certificate.

Section 8. Sale of Refunding Bonds.

(a) The LACMTA hereby authorizes the sale of the Refunding Bonds from time to time in one or more series through one or more competitive sales and/or one or more private, negotiated sales to one or more Underwriters, as determined by a Designated Officer.

(b) The Bonds, if sold to the Underwriter or Underwriters, shall be sold subject to an underwriters' discount (excluding original issue discount) not to exceed \$[] per \$1,000 of principal amount of Refunding Bonds and subject to the terms and conditions set forth in the Purchase Agreement or the published bid notice.

(c) If a Designated Officer determines to sell some or all of the Bonds in one or more competitive sales, the Designated Officers are each authorized and directed to:

(i) From time to time, choose such times and dates as such Designated Officer shall, in his or her discretion, deem to be necessary or desirable to provide for the sale of the Refunding Bonds, to receive proposals from qualified bidders for the purchase of the Refunding Bonds (through the receipt of bids through the use of computerized bidding systems) upon the terms and in the manner set forth in each Notice Inviting Bids.

(ii) Execute one or more Notices Inviting Bids, from time to time, in such form as the Designated Officer executing the same shall approve, and call for bids for the sale of the Refunding Bonds from qualified bidders in accordance with each such Notice Inviting Bids.

(iii) Cause each Notice of Intention to Sell Bonds to be published from time to time (after completion, modification or correction thereof reflecting the terms of each series of the Refunding Bonds, as approved by said Designated Officer, such approval to be conclusively evidenced by such publication) in *The Bond Buyer* (or such other publication as may be selected by Bond Counsel and/or a Designated Officer), a financial publication generally circulated throughout the State of California or reasonably expected to be disseminated among prospective bidders for the Refunding Bonds, at least five days prior to the sale of each series of the Refunding Bonds in accordance with Section 53692 of the Government Code of the State of California and any such action previously taken is hereby confirmed, ratified and approved.

(iv) Cause each Notice Inviting Bids to be published, if determined by Bond Counsel and/or a Designated Officer to be necessary or desirable (after completion, modification or correction thereof reflecting the terms of each series of the Refunding Bonds, as approved by said Designated Officer, such approval to be conclusively evidenced by such publication) in such publication(s) as selected by a Designated Officer and Bond Counsel and any such action previously taken is hereby confirmed, ratified and approved.

(v) Distribute each Notice Inviting Bids (including via electronic methods) to such municipal broker-dealers, banking and financial institutions and other persons as such Designated Officer deems necessary or desirable, and any such action previously taken is hereby confirmed, ratified and approved.

(vi) On behalf of the LACMTA, accept the best bid for the Refunding Bonds received from qualified bidders pursuant to and subject to the terms and conditions set forth in this Resolution and the Notice(s) Inviting Bids herein approved and to award the Refunding Bonds, from time to time, to such best bidder(s).

(d) If a Designated Officer determines to sell some or all of the Refunding Bonds in one or more negotiated sales, each Designated Officer shall be authorized to appoint an Underwriter or Underwriters following a competitive request for proposal process or competitive request for proposal processes conducted by the LACMTA's Municipal Advisor or another process deemed appropriate by a Designated Officer.

(e) Take any other action such Designated Officer determines is necessary or desirable to cause any such sale to comply with the LACMTA's Debt Policy and applicable law.

Section 9. Preliminary Official Statement and Official Statement. One or more Preliminary Official Statements shall be used by the LACMTA in connection with the sale and issuance of the Refunding Bonds. The form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board is hereby approved. The Preliminary Official Statement shall be substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as a Designated

Officer approves (such approval to be conclusively evidenced by the execution and delivery of the certificate referenced in the following sentence). The Preliminary Official Statement shall be circulated (via printed format and/or through electronic means) for use in selling the Refunding Bonds at such time or times as a Designated Officer shall deem such Preliminary Official Statement to be final within the meaning of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended, said determination to be conclusively evidenced by a certificate signed by said Designated Officer to said effect. The Preliminary Official Statement shall contain a description of the finances and operations of the LACMTA, a description of the Proposition C Tax and a description of historical receipts of sales tax revenues substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as any Designated Officer determines are appropriate or necessary. The Preliminary Official Statement shall also contain a description of the Refunding Bonds and the terms and conditions of the Trust Agreement and the Supplemental Trust Agreement together with such information and description as a Designated Officer determines is appropriate or necessary.

Upon the sale of the Refunding Bonds, one or more of the Designated Officers shall provide for the preparation, publication, execution and delivery of one or more final Official Statements in substantially the form of the Preliminary Official Statement deemed final by a Designated Officer with such changes as any Designated Officer approves, such approval to be conclusively evidenced by the execution of such final Official Statement. Any Designated Officer is hereby authorized and directed to execute and deliver one or more final Official Statements in the name and on behalf of the LACMTA. One or more supplements to the final Official Statement(s) or revised final Official Statement(s) may be prepared and delivered reflecting updated and revised information as any Designated Officers deems appropriate or necessary. Each final Official Statement shall be circulated (via printed format and/or through electronic means) for use in selling the Refunding Bonds at such time or times as a Designated Officer deems appropriate after consultation with the LACMTA's Municipal Advisor, LACMTA's Disclosure Counsel and LACMTA's Bond Counsel and such other advisors as a Designated Officer believes to be useful.

Section 10. Trustee, Paying Agent and Registrar. U.S. Bank National Association is hereby appointed as Trustee, Paying Agent and Registrar for the Refunding Bonds. Such appointments shall be effective upon the issuance of the Refunding Bonds and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

Section 11. Escrow Agent. U.S. Bank National Association is hereby appointed as Escrow Agent under the Escrow Agreement. Such appointment shall be effective upon the issuance of the Refunding Bonds and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

Section 12. Authorized Authority Representative. The Board hereby designates each of the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA, and any such officer serving in an acting or interim capacity, as an "Authorized Authority Representative" for all purposes under the Trust Agreement, the Supplemental Trust Agreement, and any amendments or supplements to the Trust Agreement or the Supplemental Trust Agreement. Such

appointment shall remain in effect until modified by resolution. The prior designation of officers, including the Chairperson of the Board and the Chief Executive Officer of the LACMTA, as Authorized Authority Representatives under the Trust Agreement and any amendments or supplements thereto shall continue.

Section 13. Additional Authorization. The Designated Officers, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the issuance of the Refunding Bonds, and the execution and delivery of each Supplemental Trust Agreement, each Escrow Agreement, each Notice of Intention to Sell Bonds, each Notice Inviting Bids, each Purchase Agreement, as applicable, and each Continuing Disclosure Certificate, and to carry out the terms thereof. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments and take all other actions that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Trust Agreement, each Supplemental Trust Agreement, each Escrow Agreement, each Notice of Intention to Sell Bonds, each Notice Inviting Bids, each Purchase Agreement, as applicable, and each Continuing Disclosure Certificate or to evidence said authority and its exercise. The foregoing authorization includes, but is in no way limited to, the direction (from time to time) by a Designated Officer of the investment of the proceeds of the Refunding Bonds and of the Pledged Revenues including the execution and delivery of investment agreements or purchase agreements related thereto, the execution by a Designated Officer and the delivery of one or more tax certificates as required by each Supplemental Trust Agreement for the purpose of complying with the rebate and arbitrage requirements and restrictions of the Internal Revenue Code of 1986, as amended; and the execution and delivery of documents required by The Depository Trust Company in connection with the Book-Entry Bonds. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Any Designated Officer, on behalf of the LACMTA, is further authorized and directed to cause written notice(s) to be provided to the California Debt and Investment Advisory Commission (“CDIAC”) of the proposed sale of the Refunding Bonds, said notice(s) to be provided in accordance with Section 8855 et seq. of the California Government Code, to file the notice(s) of final sale with CDIAC, to file the rebates and notices required under section 148(f) and 149(e) of the Internal Revenue Code of 1986, as amended, if necessary, and to file such additional notices and reports as are deemed necessary or desirable by such Designated Officer in connection with the Refunding Bonds, and any such notices are hereby ratified, confirmed and approved.

Section 14. Continuing Authority of Designated Officers. The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by the Chief Executive Officer, the Chief Financial Officer, the Treasurer, any Deputy Executive Officer, Finance, or any Assistant Treasurer (or such other titles as the LACMTA may from time to time assign for such respective positions), shall remain valid notwithstanding the fact that the individual officer of the LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

Section 15. Investments. From and after the delivery of the Refunding Bonds, each Designated Officer is hereby authorized to invest the proceeds of the Refunding Bonds in

accordance with the Trust Agreement, the Supplemental Trust Agreement, the Escrow Agreement and the LACMTA's Investment Policy and is further authorized to enter into or to instruct the Trustee to enter into one or more investment agreements, float contracts, swaps or other hedging products (hereinafter collectively referred to as the "Investment Agreement") providing for the investment of moneys in any of the funds and accounts created under the Trust Agreement, the Supplemental Trust Agreement and the Escrow Agreement, on such terms as the Designated Officer shall deem appropriate. Pursuant to Section 5922 of the California Government Code, the LACMTA hereby finds and determines that the Investment Agreement will reduce the amount and duration of interest rate risk with respect to amounts invested pursuant to the Investment Agreement and is designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the Refunding Bonds or enhance the relationship between risk and return with respect to investments.

Section 16. Good Faith Estimates. In accordance with SB 450, good faith estimates of the following are set forth in Exhibit A attached hereto: (a) the true interest cost of the Refunding Bonds, (b) the sum of all fees and charges paid to third parties with respect to the Refunding Bonds, (c) the amount of proceeds of the Refunding Bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the Refunding Bonds, and (d) the sum total of all debt service payments on the Refunding Bonds calculated to the final maturity of the Refunding Bonds plus the fees and charges paid to third parties not paid with the proceeds of the Refunding Bonds.

Section 17. Further Actions. From and after the delivery of the Refunding Bonds, the Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify each Supplemental Trust Agreement, each Escrow Agreement and each Continuing Disclosure Certificate at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement, or modification, upon consultation with the LACMTA's municipal advisor and LACMTA's Bond Counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof.

Section 18. Costs of Issuance. The LACMTA authorizes funds of the LACMTA, together with the proceeds of the Refunding Bonds, to be used to pay costs of issuance of the Refunding Bonds, including, but not limited to, costs of attorneys, accountants, verification agents, municipal advisors, trustees, escrow agents, the costs associated with rating agencies, printing, publication and mailing expenses and any related filing fees.

Section 19. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

Section 20. Effective Date. This Resolution shall be effective upon adoption and shall be effective with respect to the Refunding Bonds issued on or before December 31, 2020.

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CERTIFICATION

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2020.

[SEAL]

By _____
Board Secretary, Los Angeles County
Metropolitan Transportation Authority

Dated: _____, 2020

EXHIBIT A

GOOD FAITH ESTIMATES

The following information was obtained from Hilltop Securities Inc. (the “Municipal Advisor”) with respect to the bonds (the “Refunding Bonds”) approved in the attached Resolution, and is provided in compliance with Senate Bill 450 (Chapter 625 of the 2017-2018 Session of the California Legislature) with respect to the Refunding Bonds:

Section 1. True Interest Cost of the Refunding Bonds. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the true interest cost of the Refunding Bonds, which means the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the Refunding Bonds, is 1.015652%.

Section 2. Finance Charge of the Refunding Bonds. Based on market interest rates prevailing at the time of preparation of this information and certain other available information, a good faith estimate of the finance charge of the Refunding Bonds, which means the sum of all fees and charges paid to third parties (or costs associated with the Refunding Bonds), is \$268,816.45, as follows:

(a)	Underwriters' Discount	\$72,300.00
(b)	Bond Counsel and Disbursements	39,500.00
(c)	Disclosure Counsel and Disbursements	50,000.00
(d)	Municipal Advisor and Disbursements	16,200.00
(e)	Rating Agencies	54,500.00
(f)	Other	<u>46,316.45</u>
	Total	\$268,816.45

Section 3. Amount of Proceeds to be Received. Based on market interest rates prevailing at the time of preparation of this information and certain other available information, a good faith estimate of the amount of proceeds expected to be received by the LACMTA for sale of the Refunding Bonds less the finance charge of the Refunding Bonds described in Section 2 above and any reserves or capitalized interest paid or funded with proceeds of the Refunding Bonds, is \$32,267,629.55.

Section 4. Total Payment Amount. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the total payment amount, which means the sum total of all payments the LACMTA will make to pay debt service on the Refunding Bonds plus the finance charge of the Refunding Bonds described in Section 2 above not paid with the proceeds of the Refunding Bonds, calculated to the final maturity of the Refunding Bonds, is \$33,450,800.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest cost, finance charges, amount of proceeds and total payment amount may vary from the estimates above due to variations from these estimates in the timing of Refunding Bonds sale, the amount of Refunding Bonds sold, the amortization of the Refunding Bonds sold and market interest rates at the time of each sale. The date of sale and the amount of Refunding Bonds sold will be determined by the LACMTA based on the need to provide funds for the Financing and other factors. The actual interest rates at which the Refunding Bonds will be sold will depend on the bond market at the time of each sale. The actual amortization of the Refunding Bonds will also depend, in part, on market interest rates at the time of sale. Market interest rates are affected by economic and other factors beyond the LACMTA's control. The LACMTA has approved the issuance of the Refunding Bonds with a maximum true interest cost of 3.00%.



Board Report

File #: 2020-0222, File Type: Resolution

Agenda Number: 15.

FINANCE, BUDGET & AUDIT COMMITTEE
APRIL 15, 2020

SUBJECT: MEASURE R BONDS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING a Resolution, Attachment A, that:
 - 1. AUTHORIZES Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds in one or more series, to refinance one or more of Metro’s Transportation Infrastructure Finance and Innovation Act (“TIFIA”) Loans to achieve up to \$170 million estimated net present value savings over the 18-year life of the bonds through the negotiated bond sale of up to \$1.75 billion of bonds.
 - 2. APPROVES the forms of the supplemental trust agreement, second amended and restated trust agreement, junior subordinate trust agreement, supplemental junior subordinate trust agreement, continuing disclosure certificate, preliminary official statement and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the Resolution;
 - 3. APPROVES the form of the bond purchase contract on file with the Board Secretary, that will be entered into with the underwriters as listed in Attachment B hereto; and
 - 4. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of the bond purchase contract and bond documentation associated with the issuance of the Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds (the “Refunding Bonds”).
- B. ESTABLISHING an underwriter pool as shown in Attachment B that will be used to select underwriters for all future negotiated debt issues through June 30, 2024; and
- C. APPOINTING the underwriter team selected for the Refunding Bonds from the above underwriter pool as shown in Attachment B that will be used to market the refunding bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

ISSUE

Long-term interest rates are at historic lows and currently provide the opportunity to refinance one or more of Metro's TIFIA loans. Issuing tax-exempt bonds to refinance the loans will lower debt expense.

BACKGROUND

The Refunding Bonds will refinance one or more of the TIFIA loans. The TIFIA Loans were secured as project specific financing for the Crenshaw/LAX Transit Corridor (2012), Regional Connector Transit Corridor (2014), the Westside Purple Line Extension Section 1 (2014), the Westside Purple Line Section 2 (2016) projects. The Refunding Bonds are currently estimated to provide net present value savings in excess of the minimum 3% of refunded par amount set forth in the Debt Policy criteria for evaluating refunding opportunities.

DISCUSSION

The Measure R Ordinance (Ordinance) anticipated and authorized the use of debt to finance projects in the Measure R Expenditure Plan. Metro's Long Range Transportation Plan (LRTP) assumes the issuance of long-term debt to deliver projects faster than the alternative "pay as you go" basis.

The primary benefits of using TIFIA loans to finance large capital projects occur during design and early construction phases. The TIFIA loans provided greater flexibility than traditional tax-exempt bonds during the early phases of the projects. Early phase benefits included:

- Loan draws based on our actual cash flow needs over time
- Up to 5-years of deferred draw-down of loan did not reset interest rate
- Interest did not accrue until the initial draw on the loan
- No prepayment penalty

The use of TIFIA loans proved to be not only prudent but successful in facilitating board approved infrastructure projects throughout Los Angeles County. However low rates available in the current market environment, coupled with the no prepayment penalty present an opportunity to replace the loans with lower cost debt, resulting in an economic benefit to Metro.

In accordance with Section 8(i)(4) of the Measure R Ordinance, the Proposition R Independent Taxpayers Oversight Committee of Metro (the "Oversight Committee") is required to find that the benefits of any proposed Measure R debt outweigh the costs of financing. After a review of the Ordinance, it was determined by County Counsel that the TIFIA refinancing does not require a finding of benefit by the Oversight Committee. This is due to the prior findings of benefit for each respective loan (Attachment C).

The negotiated sale method is recommended for this sale of Measure R Junior Subordinate Bonds.

This is in accordance with the Debt Policy criteria for determining the method of bond sale, including the relatively large size of the proposed sale on the junior subordinate lien level. Further, recent interest rate volatility in the bond markets due to economic uncertainty and geopolitical events also supports a negotiated sale. If market conditions change suddenly, a negotiated sale puts Metro in the best position to alter the sale date and/or bond structure as needed.

Additionally, a negotiated sale gives us greater ability to target investor groups dedicated to purchasing green bonds. Pending self-certification, the Crenshaw portion of the Refunding Bonds, approximately \$600 million, are expected to be refinanced as green bonds. The Crenshaw project has been previously verified by First Environment to meet the requirements under the Climate Bonds Initiative for low carbon assets and infrastructure.

The underwriter's sales force will assist with addressing any investor concerns regarding the issue size and junior subordinate lien. In performing due diligence, Metro met with firms in the investment community that purchase municipal debt. The firms were presented with the proposed details of the refinancing. Each of the firms conveyed a strong interest in Metro-backed debt and confirmed there will be strong market interest in the sale. Underwriters from the board-approved, negotiated pool will pre-market the issue, assist with the rating process and advise on market timing for pricing the bonds.

Consistent with the Metro Debt Policy, in order to select underwriters for this transaction, a competitive Request for Proposal (RFP) process was conducted by Montague DeRose and Associates (MDA), our lead Municipal Advisor. MDA received twenty-seven proposals. Treasury staff and MDA reviewed the proposals, evaluating them based on the criteria listed in the RFP. Of the twenty-seven received, fifteen are recommended for the negotiated underwriting pool. Four of the fifteen recommended firms are DBE/SBE/DVBE.

Staff is recommending a team of underwriters to be led by Wells Fargo Securities, who was ranked first in the selection process to lead the marketing and sales effort for the Refunding Bonds. The additional underwriting team members are Citigroup Global Markets, Bank of America Securities Inc., Barclays Capital, Loop Capital Markets LLC, and Ramirez & Co, Inc. Attachment B sets forth not-to-exceed "take down (commission)" the underwriters will receive as consideration for underwriting the transaction.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The costs of issuance for the bonds will be paid from proceeds of the financing and will be budget neutral. The fund source for the bond principal and interest expense will be Measure R 35% Transit Capital. Expenses for this financing will be included in future budgets as follows: bond principal, account 51101 and bond interest account 51121.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following Metro Strategic Plan Goal:

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

ALTERNATIVES CONSIDERED

Authorization of the sale and the appointment of the underwriters could be delayed. This is not recommended as market and geopolitical conditions could push interest rates higher, reducing or potentially eliminating the economic benefit of the transaction.

NEXT STEPS

- Obtain ratings on the bonds
- Complete legal documentation and distribute the preliminary official statement to potential investors, initiate the pre-marketing effort
- Negotiate the sale of the bonds with the underwriters

ATTACHMENTS

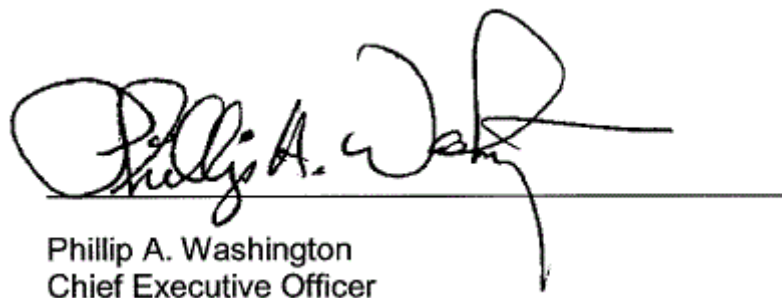
Attachment A - Authorizing Resolution

Attachment B - Summary of Underwriter Selection

Attachment C - Findings of Benefit

Prepared by: Donna R. Mills, Treasurer, (213) 922-4047
Rodney Johnson, Senior Director (213) 922-3417

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

Additional Documents

- http://libraryarchives.metro.net/DB_Attachments/LACMTA_Measure_R_2020_Continuing_Disclosure_Certificate.pdf
- http://libraryarchives.metro.net/DB_Attachments/LACMTA_Measure_R_2020_First_Supplemental_Junior_Subordinate_Trust_Agreement.pdf
- http://libraryarchives.metro.net/DB_Attachments/LACMTA_Measure_R_2020_Junior_Subordinate_Trust_Agreement.pdf
- http://libraryarchives.metro.net/DB_Attachments/LACMTA_Measure_R_2020_POS.pdf
- http://libraryarchives.metro.net/DB_Attachments/LACMTA_Measure_R_2020_Purchase_Contract.pdf
- http://libraryarchives.metro.net/DB_Attachments/LACMTA_Measure_R_2020_Second_Amended_and_Restated_Trust_Agreement.pdf
- http://libraryarchives.metro.net/DB_Attachments/LACMTA_Measure_R_2020_Sixth_Supplemental_Trust_Agreement.pdf

Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF ONE OR MORE SERIES OF ITS LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY MEASURE R JUNIOR SUBORDINATE SALES TAX REVENUE REFUNDING BONDS, APPROVING THE EXECUTION AND DELIVERY OF A SIXTH SUPPLEMENTAL TRUST AGREEMENT, A SECOND AMENDED AND RESTATED TRUST AGREEMENT, A JUNIOR SUBORDINATE TRUST AGREEMENT, A FIRST SUPPLEMENTAL JUNIOR SUBORDINATE TRUST AGREEMENT, A PURCHASE CONTRACT, A CONTINUING DISCLOSURE CERTIFICATE AND PRELIMINARY AND FINAL OFFICIAL STATEMENTS, AND THE TAKING OF ALL OTHER ACTIONS NECESSARY IN CONNECTION THEREWITH

(MEASURE R SALES TAX)

W I T N E S S E T H :

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA") is a county transportation commission duly organized and existing pursuant to Section 130050.2 of the California Public Utilities Code; and

WHEREAS, the LACMTA is authorized by Sections 130350.4 and 130350.5 of the California Public Utilities Code to impose a retail transactions and use tax at a rate of 0.5% that is applicable in the incorporated and unincorporated areas of the County of Los Angeles, California (the "County") if authorized by at least two-thirds of the electors voting on the issue; and

WHEREAS, in accordance with such provision, the LACMTA, on July 24, 2008, adopted Ordinance No. 08-01, known as the Traffic Relief and Rail Expansion Ordinance, Imposing a Transactions and Use Tax to be Administered by the State Board of Equalization (the "Ordinance") imposing the transactions and use tax for a period of 30 years, and the Ordinance was submitted to the electors of the County in the form of Measure R and approved by more than a two-thirds vote at an election held on November 4, 2008; and

WHEREAS, the Ordinance, as so approved, imposes for a period of 30 years, beginning July 1, 2009, a tax upon the sale of tangible personal property at retail at a rate of 1/2 of 1% of the gross receipts of the sale and a complementary tax upon the storage, use or other consumption in the County at a rate of 1/2 of 1% of the sales price of the property whose storage, use or other consumption is subject to the tax (the "Measure R Sales Tax"); and

WHEREAS, Section 130500 et seq. of the California Public Utilities Code (the "Act") provides that the LACMTA may issue bonds, which terms includes indebtedness and securities of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other obligations, and all of such obligations shall be special obligations of the LACMTA, payable from the proceeds of the Measure R Sales Tax; and

WHEREAS, to facilitate the development and construction of the Rail, Bus and Highway Transit System, the LACMTA, as authorized by the Act, has heretofore executed and delivered (i) the TIFIA Loan Agreement, dated as of December 20, 2016, between the LACMTA and the United States Department of Transportation (the “TIFIA Lender”), (ii) the TIFIA Loan Agreement, dated as of May 21, 2014, between the LACMTA and the TIFIA Lender, and (iii) the TIFIA Loan Agreement, dated as of February 20, 2014 (collectively, the “Primary TIFIA Loan Agreements”), and the TIFIA Loan Agreement, dated as of September 28, 2012, between the Crenshaw Project Corporation (“CPC”) and the TIFIA Lender, the related Funding Agreement, dated as of September 28, 2012, between the LACMTA and CPC, and the related Direct Agreement, dated as of September 28, 2012, between the LACMTA and the TIFIA Lender (collectively, and as amended, the “Crenshaw TIFIA Loan Agreement,” and together with the Primary TIFIA Loan Agreements, the “TIFIA Loan Agreements”); and

WHEREAS, pursuant to the Act and the provisions of the Amended and Restated Trust Agreement, dated as of February 1, 2014 (as supplemented and amended from time to time, the “Trust Agreement”), between the LACMTA and U.S. Bank National Association, as trustee (the “Trustee”), the LACMTA is authorized to issue Senior Bonds, Subordinate Obligations and Junior Subordinate Obligations (each as defined in the Trust Agreement); and

WHEREAS, the LACMTA now desires to provide for the issuance of one or more Series from time to time and in one or more transactions of its Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds (the “Bonds”), as Junior Subordinate Obligations, to (a) repay and retire all or a portion of its obligations under the TIFIA Loan Agreements (such TIFIA Loan Agreements repaid in full shall be referred to herein as “Refunded TIFIA Loan Agreements”); (b) finance Costs of the Project (as defined in the Trust Agreement) in an amount equal to the aggregate undrawn amounts under the Refunded TIFIA Loan Agreements; (c) fund a reserve fund and/or capitalized interest, at the discretion of a Designated Officer (as defined herein); and (d) pay the costs of issuance related thereto (collectively, the “Financing”); and

WHEREAS, to the extent that all obligations of the LACMTA under the Primary TIFIA Loan Agreements are repaid and retired in connection with the Financing, or the TIFIA Lender so consents, and any other required consents are obtained, to the extent that a Designated Officer determines that it is in the interest of the LACMTA to do so, the LACMTA desires to amend and restate the Trust Agreement, and execute and deliver a Junior Subordinate Trust Agreement and First Supplemental Junior Subordinate Trust Agreement to provide for the issuance of the Bonds (collectively, the “Amendment,” and together with the Financing, the “Transaction”), and

WHEREAS, the LACMTA has determined that it is in its best interest to sell the Bonds to the public through a negotiated sale to the underwriters selected through a competitive process by the LACMTA and approved by the Board pursuant to this Resolution (the “Underwriters”); and

WHEREAS, forms of the following documents are on file with the Secretary of the Board of Directors of the LACMTA and have been made available to the members of the Board of Directors of the LACMTA (the “Board”):

- (a) a Sixth Supplemental Trust Agreement (the “Sixth Supplemental Trust Agreement”), by and between the LACMTA and the Trustee, which, along with the Trust

Agreement, shall set forth the terms and provisions of the Bonds if the Second Amended and Restated Trust Agreement is not executed and delivered;

(b) a Second Amended and Restated Trust Agreement (the “Second Amended and Restated Trust Agreement”), by and between the LACMTA and the Trustee, amending and restating the Trust Agreement;

(c) a Junior Subordinate Trust Agreement (the “Junior Subordinate Trust Agreement”), by and between the LACMTA and U.S. Bank National Association, as trustee (the “Junior Subordinate Trustee”), providing for the issuance of Junior Subordinate Obligations if the Second Amended and Restated Trust Agreement is executed and delivered;

(d) a First Supplemental Junior Subordinate Trust Agreement (the “First Supplemental Junior Subordinate Trust Agreement”), by and between LACMTA and Junior Subordinate Trustee, which, along with the Second Amended and Restated Trust Agreement and the Junior Subordinate Trust Agreement, shall set forth the terms and provisions of the Bonds if the Second Amended and Restated Trust Agreement is executed and delivered;

(e) a Purchase Contract (the “Purchase Contract”), to be entered into by one or more of the Underwriters and the LACMTA, which shall set forth the terms of the sale of the Bonds;

(f) a Preliminary Official Statement (the “Preliminary Official Statement”), which will provide information about the Bonds, the LACMTA, the Measure R Sales Tax and certain other related matters, and will be used, from time to time, in connection with the offer and sale of the Bonds; and

(g) a Continuing Disclosure Certificate (the “Continuing Disclosure Certificate”), to be executed by the LACMTA, which will assist the Underwriters in complying with Securities and Exchange Commission Rule 15c2-12 (“Rule 15c2-12”); and

WHEREAS, the LACMTA has been advised by its Bond Counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified and amended to reflect the various details applicable to the Bonds and said documents are subject to completion to reflect the results of the sale of the Bonds; and

WHEREAS, the Board of the LACMTA desires to permit the issuance of the Bonds in one or more Series and from time to time so long as the refunding portion of each issuance complies with the interest savings or other provisions of the Debt Policy of the LACMTA (including the provisions that give the Treasurer discretion with respect to various matters); and

WHEREAS, the LACMTA is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the Transaction and to authorize the execution and delivery of the Sixth Supplemental Trust Agreement, the Second Amended and Restated Trust Agreement, the Junior Subordinate Trust Agreement, the First Supplemental Junior Subordinate Trust Agreement, the Purchase Contract and the Continuing Disclosure Certificate, the preparation of the Preliminary

Official Statement and the execution and delivery of the Official Statement (as hereinafter defined) for the purposes, in the manner and upon the terms provided; and

WHEREAS, Senate Bill 450 (Chapter 625 of the 2017-2018 Session of the California Legislature) (“SB 450”) requires that the governing body of a public body obtain from an underwriter, financial advisor or private lender and disclose, prior to authorizing the issuance of bonds with a term of greater than 13 months, good faith estimates of the following information in a meeting open to the public: (a) the true interest cost of the bonds, (b) the sum of all fees and charges paid to third parties with respect to the bonds, (c) the amount of proceeds of the bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the bonds, and (d) the sum total of all debt service payments on the bonds calculated to the final maturity of the bonds plus the fees and charges paid to third parties not paid with the proceeds of the bonds; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement and the Sixth Supplemental Trust Agreement or alternatively in the Second Amended and Restated Trust Agreement, the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement (each in the forms hereof made available to the Board);

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings. The Board finds and determines that the foregoing recitals are true and correct.

Section 2. Issuance of Bonds. The Board of the LACMTA hereby authorizes the issuance of one or more Series of Bonds from time to time in an aggregate principal amount not to exceed \$1,750,000,000, for the purpose of (a) repaying and retiring all or any portion of the obligations of the LACMTA under the TIFIA Loan Agreements; (b) financing Costs of the Project in an amount equal to the aggregate undrawn amounts under the Refunded TIFIA Loan Agreements; (c) funding a reserve fund and/or capitalized interest, at the discretion of a Designated Officer; and (d) paying the costs of issuance related thereto; *provided, however*, that, as of the date of sale of the Bonds, the issuance of such Series of Bonds satisfies the requirements of the Debt Policy of the LACMTA as determined and calculated in the discretion of the Treasurer of the LACMTA, which shall be conclusive for all purposes of this Resolution. The LACMTA hereby specifies that the Bonds shall not mature later than June 1, 2037. The Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, a Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), and any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a “Designated Officer”), acting in accordance with this Section 2, are each hereby authorized to determine whether all or any portion, and which portion, of the obligations of the LACMTA under the TIFIA Loan Agreements shall be repaid and retired, whether any proceeds of the Bonds will fund a debt service reserve fund or capitalized interest and the amount thereof, the actual aggregate principal amount of each Series of Bonds to be issued and to direct the execution

and authentication of the Bonds in such amount. Such direction shall be conclusive as to the principal amounts hereby authorized, and the execution of the Bonds shall be conclusive evidence of such determinations.

Section 3. Terms of Bonds. The Bonds shall, when issued, be in the aggregate principal amounts and shall be dated as shall be provided in the Supplemental Trust Agreement, or alternatively in the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement. The Bonds may be issued as serial bonds or as term bonds or as both serial bonds and term bonds, all as set forth in the Sixth Supplemental Trust Agreement, or alternatively in the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement. Interest on the Bonds shall be paid on the dates set forth in the Sixth Supplemental Trust Agreement, or alternatively in the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement. The Bonds may be subject to redemption at the option of the LACMTA on such terms and conditions as shall be set forth in the Sixth Supplemental Trust Agreement, or alternatively in the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement, or not be subject to redemption. The Bonds may also be subject to mandatory sinking fund redemption as and to the extent set forth in the Sixth Supplemental Trust Agreement, or alternatively in the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement. Payment of principal of, and interest and premium, if any, on the Bonds shall be made at the place or places and in the manner provided in the Sixth Supplemental Trust Agreement, or alternatively in the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement.

Execution and delivery of the Sixth Supplemental Trust Agreement, or alternatively the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement, which documents will contain the maturities, interest rates and the payment obligations of the LACMTA within parameters set forth in this Resolution, shall constitute conclusive evidence of the LACMTA's approval of such maturities, interest rates and payment obligations.

Section 4. Special Obligations. The Bonds shall be special obligations of the LACMTA payable from and secured (on a junior subordinate basis) by a portion of the proceeds of the Measure R Sales Tax, and from certain funds and accounts held by the Trustee under the Trust Agreement or the Second Amended and Restated Trust Agreement as specified therein. The Bonds shall also be payable from and secured by such other sources as the LACMTA may hereafter provide.

Section 5. Execution of Bonds. Each of the Bonds shall be executed on behalf of the LACMTA by any Designated Officer and any such execution may be by manual or facsimile signature, and each bond shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of such Designated Officer(s) shall have the same force and effect as if such officer(s) had manually signed each of such Bonds.

Section 6. Approval of Sixth Supplemental Trust Agreement. The form, terms and provisions of the Sixth Supplemental Trust Agreement on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and

directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the Sixth Supplemental Trust Agreement, including counterparts thereof, as determined by a Designated Officer. The Sixth Supplemental Trust Agreement, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Sixth Supplemental Trust Agreement now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the Sixth Supplemental Trust Agreement, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Sixth Supplemental Trust Agreement.

Section 7. Approval of Second Amended and Restated Trust Agreement. The form, terms and provisions of the Second Amended and Restated Trust Agreement on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the Second Amended and Restated Trust Agreement, including counterparts thereof, as determined by a Designated Officer. The Second Amended and Restated Trust Agreement, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Second Amended and Restated Trust Agreement now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the Second Amended and Restated Trust Agreement, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Second Amended and Restated Trust Agreement.

Section 8. Approval of Junior Subordinate Trust Agreement. The form, terms and provisions of the Junior Subordinate Trust Agreement on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the Junior Subordinate Trust Agreement, including counterparts thereof, as determined by a Designated Officer. The Junior Subordinate Trust Agreement, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Junior Subordinate Trust Agreement now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the Junior Subordinate Trust Agreement, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may

be necessary to carry out and comply with the provisions of the Junior Subordinate Trust Agreement.

Section 9. Approval of First Supplemental Junior Subordinate Trust Agreement.

The form, terms and provisions of the First Supplemental Junior Subordinate Trust Agreement on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the First Supplemental Junior Subordinate Trust Agreement, including counterparts thereof, as determined by a Designated Officer. The First Supplemental Junior Subordinate Trust Agreement, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the First Supplemental Junior Subordinate Trust Agreement now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the First Supplemental Junior Subordinate Trust Agreement, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the First Supplemental Junior Subordinate Trust Agreement.

Section 10. Sale of Bonds.

(a) The Board hereby authorizes the initial sale of the Bonds to the public through a negotiated sale to the Underwriters. The Bonds shall be sold subject to an underwriters' discount (excluding original issue discount and premium) not to exceed \$1.50 per \$1,000 in principal amount of the Bonds and subject to the terms and conditions set forth in the form of the Purchase Contract. The true interest cost of the Bonds shall not exceed 3.00%. The form, terms and provisions of the Purchase Contract on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, and the Underwriters named therein, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver from time to time the Purchase Contract, including counterparts thereof, as determined by a Designated Officer, in the name of and on behalf of the LACMTA. The Purchase Contract, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the LACMTA's approval of any and all changes or revisions therein from the form of the Purchase Contract now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the Purchase Contract, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Purchase Contract.

(b) The form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board is hereby approved. The Preliminary Official Statement shall be substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as a Designated Officer approves (such approval to be conclusively evidenced by the execution and delivery of the certificate referenced in the following sentence). The Preliminary Official Statement shall be circulated for use in selling the Bonds at such time or times as a Designated Officer shall deem such Preliminary Official Statement to be final within the meaning of Rule 15c2-12, said determination to be conclusively evidenced by a certificate signed by said Designated Officer to said effect. The Preliminary Official Statement shall contain a description of the finances and operations of the LACMTA, a description of the Measure R Sales Tax and a description of historical receipts of sales tax revenues substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as any Designated Officer determines are appropriate or necessary. The Preliminary Official Statement shall also contain a description of the Bonds and the terms and conditions of the Trust Agreement, the Sixth Supplemental Trust Agreement, the Second Amended and Restated Trust Agreement, the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement, together with such information and description as a Designated Officer determines is appropriate or necessary. The Underwriters are hereby authorized to circulate (via printed format and/or through electronic means) the Preliminary Official Statement for use in selling the Bonds from time to time. The Underwriters are hereby further authorized to distribute (via written format and/or through electronic means) copies of the LACMTA's most recent annual audited financial statements and such other financial statements of the LACMTA as any Designated Officer shall approve.

(c) Upon the execution and delivery of the Purchase Contract, from time to time, one or more of the Designated Officers shall provide for the preparation, publication, execution and delivery of one or more final Official Statements in substantially the form of the Preliminary Official Statement deemed final by a Designated Officer with such changes as any Designated Officer approves, such approval to be conclusively evidenced by the execution of such final Official Statement. Any Designated Officer is hereby authorized and directed to execute and deliver one or more final Official Statements in the name and on behalf of the LACMTA. One or more supplements to the final Official Statement(s) or revised final Official Statement(s) may be prepared and delivered to the Underwriters reflecting updated and revised information as shall be acceptable to the Underwriters and as the Designated Officers, or any one of them, approve. Each final Official Statement shall be circulated (via printed format and/or through electronic means) for use in selling the Bonds at such time or times as a Designated Officer deems appropriate after consultation with the Underwriters, the LACMTA's Municipal Advisor and Bond Counsel and such other advisors as a Designated Officer believes to be useful. The Underwriters are hereby authorized to circulate (via printed format and/or through electronic means) the final Official Statement, any supplement to the final Official Statement and any revised final Official Statement, as the case may be.

(d) The form, terms and provisions of the Continuing Disclosure Certificate on file with the Secretary of the Board and made available to the Board, within the parameters

set forth in this Resolution, are hereby approved and the LACMTA's obligation to provide the information as described therein is approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the Continuing Disclosure Certificate. The Continuing Disclosure Certificate, as executed and delivered, shall be in substantially the form on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the LACMTA's approval of any and all changes or revisions therein from the form of the Continuing Disclosure Certificate on file with the Secretary of the Board and made available to the Board, and from and after the execution and delivery of the Continuing Disclosure Certificate, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Continuing Disclosure Certificate.

(e) Each Designated Officer's authority to approve the final terms of the sale of the Bonds and to execute or to direct the execution of the Purchase Contract shall commence upon the date of adoption of this Resolution and shall continue for twelve calendar months thereafter unless rescinded or modified by subsequent action of the LACMTA prior to the time that a Purchase Contract has been duly signed and delivered.

Section 11. Bond Insurance. In connection with the sale of all or a portion of the Bonds, any Designated Officer is hereby authorized on behalf of the LACMTA to purchase or otherwise arrange for the provision of (including the payment of such premiums, fees and other costs and expenses as such Designated Officer determines acceptable), one or more policies of municipal bond insurance or surety policies to support the timely payment of principal of and interest on all or a portion of the Bonds, said municipal bond insurance or surety policies to contain such terms and conditions as such Designated Officer(s) shall determine is appropriate or necessary for the issuance of the Bonds.

Section 12. Investments. Each Designated Officer is hereby authorized to invest the proceeds of the Bonds in accordance with (i) the LACMTA's Investment Policy and (ii) the Trust Agreement and the Sixth Supplemental Trust Agreement or alternatively the Second Amended and Restated Trust Agreement, the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement, and is further authorized to enter into or to instruct the Trustee to enter into one or more investment agreements, float contracts, swaps or other hedging products (hereinafter collectively referred to as the "Investment Agreement") providing for the investment of moneys in any of the funds and accounts created under the Trust Agreement and the Sixth Supplemental Trust Agreement or alternatively with the Second Amended and Restated Trust Agreement, the Junior Subordinate Trust Agreement and the First Supplemental Junior Subordinate Trust Agreement, on such terms as the Designated Officer shall deem appropriate. Pursuant to Section 5922 of the California Government Code, the LACMTA hereby finds and determines that the Investment Agreement will reduce the amount and duration of interest rate risk with respect to amounts invested pursuant to the Investment Agreement and is designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a

lower cost of borrowing when used in combination with the Bonds or enhance the relationship between risk and return with respect to investments.

Section 13. Additional Authorizations. All actions heretofore taken by the officers, employees and agents of the LACMTA with respect to the Transaction and the issuance and sale of the Bonds are hereby ratified, confirmed and approved. The officers, employees and agents of the LACMTA are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the LACMTA, to do any and all things and to take any and all actions and to execute and deliver any and all agreements, certificates and documents, including, without limitation, any escrow agreements, any tax certificates or agreements, any amendments to existing agreements relating to obligations payable from the Measure R Sales Tax, any documents with respect to the termination of the Refunded TIFIA Loan Agreements or related agreements, any agreements for depository services, and any agreements for rebate compliance services, which they, or any of them, may deem necessary or advisable in order to consummate the Transaction and the issuance and sale of the Bonds, to manage and administer the Transaction after the issuance and sale of the Bonds and otherwise to carry out, give effect to and comply with the terms and intent of the Ordinance, this Resolution, the Bonds and the documents approved hereby.

All approvals, consents, directions, notices, orders, requests and other actions permitted or required by any of the documents authorized by this Resolution, whether before or after the issuance of the Bonds, including, without limitation, any of the foregoing that may be necessary or desirable in connection with any investment of proceeds of the Bonds, or in connection with the addition, substitution or replacement of underwriters, or any agreements with paying agents or the Trustee or any similar action may be given or taken by any Designated Officer without further authorization or direction by the LACMTA, and each Designated Officer is hereby authorized and directed to give any such approval, consent, direction, notice, order, request, or other action and to execute such documents and take any such action which such Designated Officer may deem necessary or desirable to further the purposes of this Resolution.

Section 14. Continuing Authority of Designated Officers. The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by the Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Treasurer of the LACMTA, or any Assistant Treasurer of the LACMTA shall remain valid notwithstanding the fact that the individual officer of the LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

Section 15. Further Actions. From and after the delivery of the Bonds, the Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify the Trust Agreement, the Sixth Supplemental Trust Agreement, the Second Amended and Restated Trust Agreement, the Junior Subordinate Trust Agreement, the First Supplemental Junior Subordinate Trust Agreement and the Continuing Disclosure Certificate at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement, or modification, upon consultation with the LACMTA's Municipal Advisor and Bond Counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof. Further, the Designated Officers and each of them are hereby authorized and directed to terminate any

municipal bond insurance policy, surety policy or investment agreement and enter into one or more municipal bond insurance policies, surety policies or investment agreements as any such Designated Officer shall determine is appropriate or necessary.

Section 16. Costs of Issuance. The LACMTA authorizes funds of the LACMTA, together with the proceeds of the Bonds, to be used to pay costs of issuance of the Bonds, including, but not limited to, costs of attorneys, accountants, financial advisors, trustees, the costs associated with rating agencies, bond insurance and surety bonds, printing, publication and mailing expenses and any related filing fees.

Section 17. Good Faith Estimates. In accordance with SB 450, good faith estimates of the following are set forth on Exhibit A attached hereto: (a) the true interest cost of the Bonds, (b) the sum of all fees and charges paid to third parties with respect to the Bonds, (c) the amount of proceeds of the Bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the Bonds, and (d) the sum total of all debt service payments on the Bonds calculated to the final maturity of the Bonds plus the fees and charges paid to third parties not paid with the proceeds of the Bonds.

Section 18. Effective Date. The effective date of this Resolution shall be the date of its adoption.

EXHIBIT A

GOOD FAITH ESTIMATES

The following information was obtained from Montague DeRose and Associates (the “Municipal Advisor”) with respect to the bonds (the “Bonds”) approved in the attached Resolution, and is provided in compliance with Senate Bill 450 (Chapter 625 of the 2017-2018 Session of the California Legislature) with respect to the Bonds:

1. *True Interest Cost of the Bonds.* Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the true interest cost of the Bonds, which means the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the Bonds, is 2.00%.

2. *Finance Charge of the Bonds.* Based on market interest rates prevailing and other information available at the time of preparation of this information, a good faith estimate of the finance charge of the Bonds, which means the sum of all fees and charges paid to third parties (or costs associated with the Bonds), is \$3,068,000, as follows:

a)	Underwriters’ Discount	\$2,185,000
b)	Credit Enhancement	0
c)	Bond Counsel and Disbursements	195,000
d)	Disclosure Counsel and Disbursements	50,000
e)	Municipal Advisor and Disbursements	150,000
f)	Rating Agency	400,000
g)	Other Expenses	<u>88,000</u>
	Total	\$3,068,000

3. *Amount of Proceeds to be Received.* Based on market interest rates prevailing and other information available at the time of preparation of this information, a good faith estimate of the amount of proceeds expected to be received by the LACMTA for sale of the Bonds less the finance charge of the Bonds described in 2 above and any reserves or capitalized interest paid or funded with proceeds of the Bonds, is \$1,900,000,000.

4. *Total Payment Amount.* Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the total payment amount, which means the sum total of all payments the LACMTA will make to pay debt service on the Bonds plus the finance charge of the Bonds described in paragraph 2 above not paid with the proceeds of the Bonds, calculated to the final maturity of the Bonds, is \$2,150,000,000.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest cost, finance charges, amount of proceeds and total payment amount may vary from the estimates above due to variations from these estimates in the timing of Bond sales, the amount of Bonds sold, the amortization of the Bonds sold and market interest rates at the time of each sale. The date of sale and the amount of Bonds sold will be determined by the LACMTA based on need for escrow funds and other factors. The actual interest rates at which the Bonds will be sold will depend on the bond market at the time of each sale. The actual amortization of the

Bonds will also depend, in part, on market interest rates at the time of sale. Market interest rates are affected by economic and other factors beyond the LACMTA's control. The LACMTA has approved the issuance of the Bonds with a maximum true interest cost of 3.00%.

CERTIFICATION

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2020.

[SEAL]

By _____
Board Secretary, Los Angeles County
Metropolitan Transportation Authority

Dated: _____, 2020

Summary of Underwriter Selection**Recommended Firms for 2020 Measure R Refunding Bonds**

Position	Firm
Senior Manager	Wells Fargo Securities
Co-Senior Manager	BofA Securities, Inc.
Co-Senior Manager	Barclays Capital Inc.
Co-Senior Manager	Citigroup Global Markets
Co-Manager	Loop Capital Markets LLC (Minority Business Enterprise)
Co-Manager	Ramirez & Co., Inc. (Minority Business Enterprise)

Proposed Price (Takedown): Up to \$1.50 per \$1,000 of Bonds (0.15% of the bond issue)

The takedown is normally the largest component of the spread, similar to a commission, which represents the income the selling broker or dealer derives from the sale of the bonds. It compensates the underwriters for their work in structuring the transaction, marketing the transaction, and underwriting any bonds that are not pre-sold to investors. Note that the actual takedown rate varies by bond maturity and will be in accordance with the senior manager's proposal. The takedown rates for all the firms will be at the rates of the senior manager. Out of pocket expenses will be an additional charge.

Recommended Firms for Underwriting Pool (in alphabetical order)

Bank of America Merrill Lynch
Barclays Capital Inc.
Citigroup Global Markets Inc.
Drexel Hamilton LLC (Disabled Veteran Owned Enterprise)
FHN Financial Capital Markets
Goldman Sachs & Co. LLC
J.P. Morgan Securities LLC
Loop Capital Markets LLC (Minority Business Enterprise)
Morgan Stanley
Ramirez & Co., Inc. (Minority Business Enterprise)
RBC Capital Markets, LLC
Siebert Williams Shank & Co., LLC (Minority Business Enterprise)
Stifel, Nicolaus & Company, Incorporated
UBS Financial Services Inc.
Wells Fargo Bank, N.A.

Evaluation of Proposals

The Request For Proposals (“RFP”) was sent on December 18, 2019 to 47 firms who had previously expressed interest in serving as underwriter on our bonds or were known as active in the California market. Proposals were due January 17, 2020 and were received from the 27 firms listed below:

List of Proposers
280 Securities
Academy Securities, Inc.
AmeriVet Securities, Inc.
BofA Securities, Inc.
Barclays Capital Inc.
Blaylock Van, LLC
Cabrera Capital Markets LLC
Citigroup Global Markets Inc.
D.A. Davidson & Co.
Drexel Hamilton, LLC
FHN Financial Capital Markets
Goldman Sachs & Co. LLC
J.P. Morgan Securities LLC
Loop Capital Markets LLC
Mischler Financial Group, Inc.
Morgan Stanley & Co. LLC
Oppenheimer & Co. Inc.
Ramirez & Co., Inc.
RBC Capital Markets, LLC
Rice Financial Products Company
Siebert Williams Shank & Co., LLC
Stern Brothers & Co.
Stifel, Nicolaus & Company, Incorporated
Sumitomo Mitsui Banking Corp.
TD Securities (USA) LLC
UBS Financial Services Inc.
Wells Fargo Securities

Proposals were evaluated in accordance with the guidelines and the following criteria established in the RFP:

- Relevant experience of the firm and its individuals 25%
- Capabilities of the firm of underwriting & distributing LACMTA’s debt 30%
- Demonstrated commitment of the firm to LACMTA 25%
- Quality of the proposal 20%

Relevant experience included transportation debt, experience working directly with TIFIA or on debt that was secured by revenues that also secured TIFIA loans, toll revenue bonds, grant anticipation notes, and private activity bonds. In addition to experience, firms were asked to provide evidence demonstrating their commitment to LACMTA which included items such as bidding on recent competitive bond issues, liquidity support, or other materials that had been recently provided. The RFP also included questions about providing specific suggestions for the structuring of LACMTA's bonds as well as suggestions for our debt program, in general. The selection committee made up of four staff and LACMTA's general municipal advisor reviewed all proposals and scored the firms based on the evaluation criteria. The fifteen firms that ranked the highest are being recommended for inclusion in the underwriting pool.

Part of the review process included determining the preferred approach to structuring the Measure R refunding bonds, which, together with experience with related securities, weighed heavily in the selection of the firms recommended for the 2020 Measure R underwriting. These recommendations also reflect the LACMTA's Debt Policy of finding opportunities to contract with small, local and disadvantaged firms; given the large size of the transaction, this bond issue provides an opportunity to fulfill this policy goal. Two co-managers are minority owned firms. The other four members of the recommended underwriting team are large broker-dealers with strong marketing and distribution capabilities. A key factor in evaluating the firms' capabilities was the level of their participation in prior competitive bids for LACMTA bonds, their performance in such bids, and other areas of support.

Findings of Benefit

ATTACHMENT C

(Crenshaw/LAX Project TIFIA Loan Finding of Benefit Resolution)

RESOLUTION PURSUANT TO MEASURE R ORDINANCE FINDING THAT THE
BENEFITS OF A TIFIA LOAN UP TO \$546 MILLION EXCEED ISSUANCE AND
INTEREST COSTS

WHEREAS, the Measure R Ordinance provides sales tax revenues for the construction of 12 transit capital projects over the next 30 years; and

WHEREAS, the America Fast Forward Initiative proposed by the Mayor of Los Angeles and adopted by the MTA Board of Directors in April 2010 proposes to complete construction of the 12 transit capital projects in 10 rather than 30 years; and

WHEREAS, implementation of the America Fast Forward Initiative would reduce project costs by approximately \$3.8 billion by minimizing anticipated cost escalation due to inflation; and

WHEREAS, accelerated construction would take advantage of any continuation of the current soft construction market to reduce costs potentially; and

WHEREAS, the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) provides loans for qualified transportation projects of regional and national significance; and

WHEREAS, MTA was awarded a \$546 million TIFIA loan for the Crenshaw/LAX Project; and

WHEREAS, MTA retains the right to use traditional tax-exempt borrowing for the Crenshaw/LAX Project in lieu of the TIFIA loan, if doing so would be more advantageous; and

WHEREAS, the proposed TIFIA loan for the Crenshaw/LAX Project would free up Measure R funds to meet the cash flow necessary to pay for an accelerated construction program for other Measure R transit capital projects; and

WHEREAS, the Measure R transit capital projects are estimated to generate more than 77 million additional annual transit boardings; 568,458 fewer pounds of reactive organic gases, nitrous oxides, carbon monoxide and particulate matter; 207,942,017 less vehicle miles traveled annually; and 10,294,159 fewer gallons of gasoline consumed annually; and

WHEREAS, the Los Angeles Economic Development Corporation estimates that the Measure R transit construction program will generate 165,990 annual full-time equivalent jobs.

NOW, THEREFORE, the Proposition R Independent Taxpayers Oversight Committee of Metro finds that the economic, environmental and transit benefits of the \$546 million TIFIA loan, which would free up Measure R funds to accelerate delivery of Measure R transit capital projects, exceed issuance and interest costs.

Adopted this 4th day of April, 2012.

Findings of Benefit

ATTACHMENT C

(Regional Connector Project TIFIA Loan Finding of Benefit Resolution)

ATTACHMENT A

RESOLUTION PURSUANT TO MEASURE R ORDINANCE FINDING THAT THE BENEFITS OF A TIFIA LOAN UP TO \$160 MILLION EXCEED ISSUANCE AND INTEREST COSTS

WHEREAS, the Measure R Ordinance provides sales tax revenues for the construction of 12 transit capital projects over the next 30 years; and

WHEREAS, the America Fast Forward Initiative adopted by the MTA Board of Directors in April 2010 proposes to complete construction of the 12 transit capital projects in 10 rather than 30 years; and

WHEREAS, accelerated construction would take advantage of any continuation of the current soft construction market to reduce costs potentially; and

WHEREAS, the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) provides loans for qualified transportation projects of regional and national significance; and

WHEREAS, MTA was invited to apply for a \$160 million TIFIA loan for the Regional Connector Project; and

WHEREAS, MTA retains the right to use traditional tax-exempt borrowing for the Regional Connector Project in lieu of the TIFIA loan, if doing so would be more advantageous; and

WHEREAS, the proposed TIFIA loan for the Regional Connector Project would free up Measure R funds to meet the cash flow necessary to pay for a potential future accelerated construction program for other Measure R transit capital projects; and

WHEREAS, the Measure R transit capital projects are estimated to generate more than 77 million additional annual transit boardings; 568,458 fewer pounds of reactive organic gases, nitrous oxides, carbon monoxide and particulate matter; 207,942,017 less vehicle miles traveled annually; and 10,294,159 fewer gallons of gasoline consumed annually; and

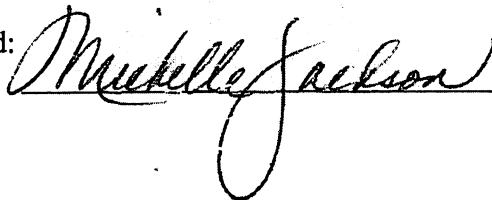
WHEREAS, the Los Angeles Economic Development Corporation estimates that the Measure R transit construction program will generate 165,990 annual full-time equivalent jobs.

NOW, THEREFORE, the Proposition R Independent Taxpayers Oversight Committee of Metro finds that the economic, environmental and transit benefits of the \$160 million TIFIA loan, which would free up Measure R funds to potentially accelerate delivery of Measure R transit capital projects, exceed issuance and interest costs.

Prepared by: Ron Stamm, Principle Deputy County Counsel

Adopted this 9th day of October 2013.

Signed:



Michelle Jackson, Metro Board Secretary

Findings of Benefit

(Westside Purple Line Extension Section 1 Project TIFIA Loan Finding of Benefit Resolution)

ATTACHMENT C

RESOLUTION PURSUANT TO MEASURE R ORDINANCE FINDING THAT THE BENEFITS OF A TIFIA LOAN UP TO \$856 MILLION EXCEED ISSUANCE AND INTEREST COSTS

WHEREAS, the Measure R Ordinance provides sales tax revenues for the construction of 12 transit capital projects over the next 30 years; and

WHEREAS, the America Fast Forward Initiative adopted by the LACMTA Board of Directors in April 2010 proposes to complete construction of the 12 transit capital projects in 10 rather than 30 years; and

WHEREAS, accelerated construction would avoid inflationary cost growth; and

WHEREAS, the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) provides loans for qualified transportation projects of regional and national significance; and

WHEREAS, LACMTA was invited to apply for a \$856 million TIFIA loan for the Westside Purple Line Extension Section 1 Project; and

WHEREAS, LACMTA retains the right to use traditional tax-exempt borrowing for the Westside Purple Line Extension Section 1 Project in lieu of the TIFIA loan, if doing so would be more advantageous; and

WHEREAS, the proposed TIFIA loan for the Westside Purple Line Extension Section 1 Project would free up Measure R funds to meet the cash flow necessary to pay for a potential future accelerated construction program for other Measure R transit capital projects; and

WHEREAS, the Measure R transit capital projects are estimated to generate more than 77 million additional annual transit boardings; 568,458 fewer pounds of reactive organic gases, nitrous oxides, carbon monoxide and particulate matter; 207,942,017 less vehicle miles traveled annually; and 10,294,159 fewer gallons of gasoline consumed annually; and

WHEREAS, the Los Angeles Economic Development Corporation estimates that the Measure R transit construction program will generate 165,990 annual full-time equivalent jobs.

NOW, THEREFORE, the Proposition R Independent Taxpayers Oversight Committee of LACMTA finds that the economic, environmental and transit benefits of the \$856 million TIFIA loan, which would free up Measure R funds to potentially accelerate delivery of Measure R transit capital projects, exceed issuance and interest costs.

Adopted this 7th day of March 2014.

Findings of Benefit

ATTACHMENT C

(Westside Purple Line Extension Section 2 Project TIFIA Loan Finding of Benefit Resolution)

Finding of Benefit Resolution

RESOLUTION PURSUANT TO MEASURE R ORDINANCE FINDING THAT THE BENEFITS OF A TIFIA LOAN UP TO \$307 MILLION EXCEED ISSUANCE AND INTEREST COSTS

WHEREAS, the Measure R Ordinance provides sales tax revenues for the construction of 12 transit capital projects over 30 years; and

WHEREAS, accelerated construction would avoid inflationary cost growth; and

WHEREAS, the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) provides loans for qualified transportation projects of regional and national significance; and

WHEREAS, LACMTA is seeking a \$307 million TIFIA loan for the Westside Purple Line Extension Section 2 Project; and

WHEREAS, LACMTA retains the right to use traditional tax-exempt borrowing for the Westside Purple Line Extension Section 2 Project in lieu of the TIFIA loan, if doing so would be more advantageous; and

WHEREAS, the Measure R transit capital projects are estimated to generate more than 77 million additional annual transit boardings; 568,458 fewer pounds of reactive organic gases, nitrous oxides, carbon monoxide and particulate matter; 207,942,017 less vehicle miles traveled annually; and 10,294,159 fewer gallons of gasoline consumed annually; and

WHEREAS, the Los Angeles Economic Development Corporation estimates that the Measure R transit construction program has generated 49,850 annual full-time and part-time jobs since 2010; and is expected to generate 124,030 annual full-time and part-time jobs during the remaining construction program.

NOW, THEREFORE, the Proposition R Independent Taxpayers Oversight Committee of Metro finds that the economic, environmental and transit benefits of the \$307 million TIFIA loan, which would accelerate project delivery and avoid inflationary cost growth, exceed issuance and interest costs.

Adopted this 19th day of July, 2016

Signed:


Michele Jackson
LACMTA Board Secretary

Measure R TIFIA Loan Refinancing

Finance, Budget and Audit Committee
April 15, 2020

Measure R TIFIA Loan Refinancing

Existing TIFIA* Loan Summary

- Direct Loan with U.S. Department of Transportation
- Low-cost, project-specific financing of four major Metro projects

TIFIA Loans (repaid from Measure R) (in millions) (as of March 1, 2020)					
Project	Interest Rate	Loan Amount	Drawn to Date	Undrawn	Final Maturity
Crenshaw/LAX	2.43%	\$545.9	\$545.9	-	FY2034
Regional Connector	3.50%	160.0	141.9	\$18.1	FY2036
Westside Section 1	3.23%	856.0	642.6	213.4	FY2037
Westside Section 2	2.90%	307.0	307.0		FY2037
Grand Total		\$1,868.9	\$1,637.4	\$231.5	

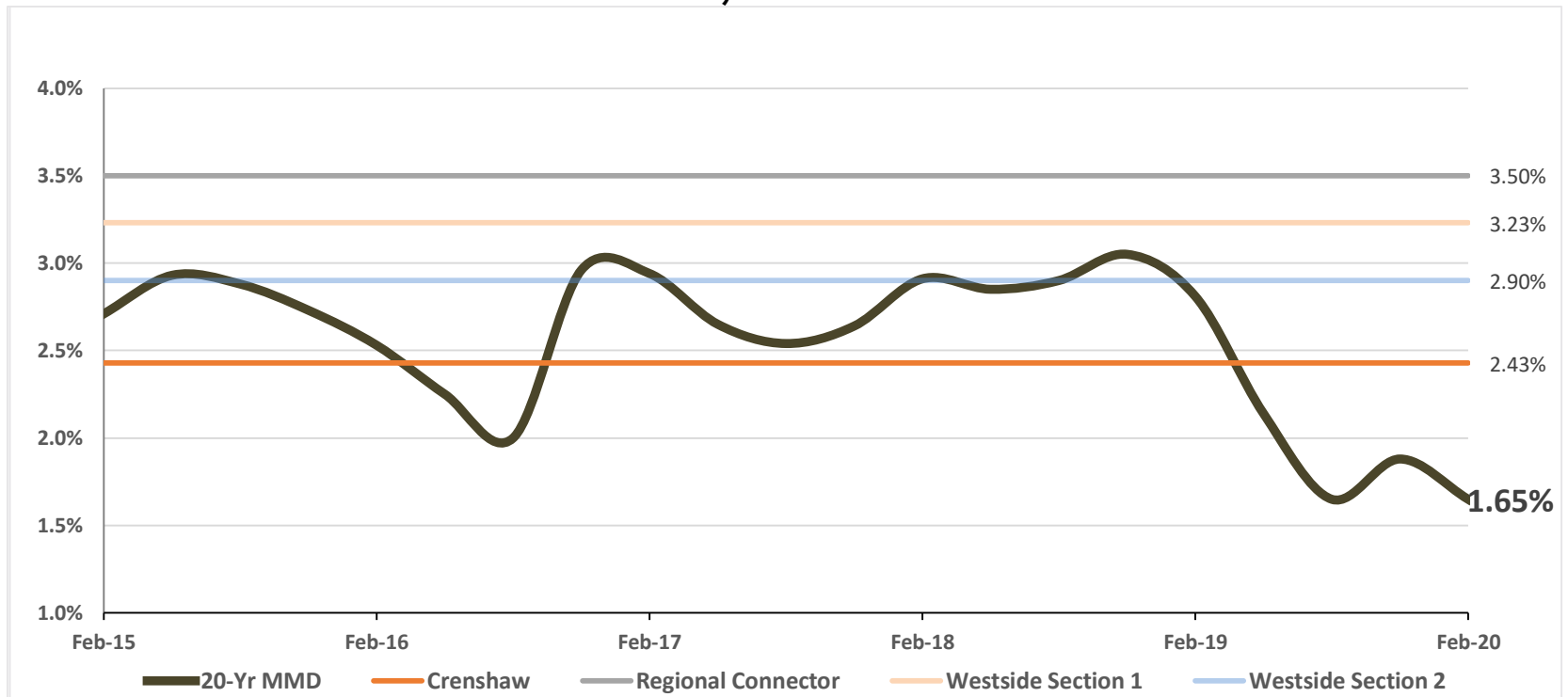


* Transportation Infrastructure Finance and Innovation Act

Measure R TIFIA Loan Refinancing

Historical 20-YR MMD* vs. TIFIA Interest Rates

February 2015-Present



* Municipal Market Data rate (interest rate)

The current interest rate environment presents Metro the opportunity to achieve meaningful savings.



Metro

Measure R TIFIA Loan Refinancing

Summary of Estimated Refinancing Results

<u>Outstanding TIFIA Loans</u>	Crenshaw	Regional Connector	Westside 1	Westside 2	Total
Initial TIFIA Amount (\$)	\$545,900,000	\$160,000,000	\$856,000,000	\$307,000,000	\$1,868,900,000
Outstanding Balance to be Refunded (\$)*	\$608,382,850	\$169,657,333	\$874,243,556	\$316,453,805	\$1,968,737,544
Initial TIFIA Rate (%)	2.43%	3.50%	3.23%	2.90%	--
<u>Projected Refinancing Results</u>					
Refinancing Bond Par Amount	\$484,615,000	\$105,915,000	\$633,345,000	\$231,175,000	\$1,455,050,000
Escrow Deposit	\$607,388,102	\$153,892,824	\$670,027,455	\$320,089,262	\$1,751,397,643
All -In TIC	1.83%	2.11%	2.21%	2.10%	2.06%
NPV Savings (\$)	\$42,139,472	\$18,860,263	\$86,221,668	\$25,652,082	\$172,873,485
NPV Savings (%)	6.93%	11.12%	9.86%	8.11%	8.78%

- Crenshaw/LAX portion of refinancing will be self-certified Green Bonds
- Baseline MMD AAA index as of 01/29/2020 plus credit spread of 10bps
- Refinancing all four loans can result approximately \$172.8 million of present value savings on Junior Subordinate Lien



*Balance = (Loan Amount + Capitalized Interest) + (Undrawn Amount)

Measure R TIFIA Loan Refinancing

Recommendation:

- A. Adopt a resolution authorizing the negotiated sale of up to \$1.75 billion of Measure R Bonds;
- B. Establish an underwriter pool for all future negotiated debt issues through June 30, 2024; and
- C. Appoint the underwriter team selected for the Refunding Bonds from the underwriter pool.

Next Steps:

- Obtain credit ratings on the bonds
- Complete legal documentation and initiate the pre-marketing effort
- Price the bonds

Measure R TIFIA Loan Refinancing

Discussion



Board Report

File #: 2020-0127, File Type: Contract

Agenda Number: 28.

CONSTRUCTION COMMITTEE APRIL 16, 2020

SUBJECT: SUSTAINABILITY ENGINEERING SERVICES FOR SOLID WASTE, RECYCLING AND HAZARDOUS WASTE COMPLIANCE

ACTION: AWARD CONTRACT FOR SOLID WASTE, RECYCLING AND HAZARDOUS MATERIALS AND WASTE COMPLIANCE

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to award a Cost Plus Fixed Fee Contract for a base period of performance of three (3) years, Contract No. AE61890, to Jacobs Engineering Group, Inc., for **Sustainability Engineering Services for Solid Waste, Recycling and Hazardous Materials and Waste Compliance**, for total Contract amount not-to-exceed \$11,047,603 for the 3 year baseline term and to exercise two one (1) year options, year one option not-to-exceed \$3,825,715 and year two option not-to-exceed \$3,954,885; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute changes and modifications within the Board approved not-to-exceed contract amount.

ISSUE

Metro's sustainability program is nationally recognized as one of the leading programs in the transit industry. Sustainability principles such as climate, energy, water, resource conservation and management are integrated into Metro's transportation infrastructure and facilities activities. As a result, Metro has effectively reduced resource consumption, decreased air pollutant emissions, including greenhouse gas emissions, improved efficiency, reduced solid and liquid waste generation, and increased recycling and diversion from landfill.

To ensure the continued success of Metro's sustainability program and further achieve operational sustainability, we have solicited and recommend the award of a professional services contract for solid waste, recycling and hazardous waste compliance consulting services.

The scope of this contract is designed to reduce generated waste, increase capacity for recycling, and ensure that hazardous waste compliance is both effective and consistent with current regulations and ahead of emerging statutes and regulatory requirements.

Over the long-term, the services used through this contract will ensure the protection of human health and the environment, addresses challenge of operational sustainability, and reduces the impacts of our activities to shrinking landfill resources. This recommended contract was also solicited to increase participation of firms that work in the sustainability industry in Metro's programs, especially those which are involved in the fields of solid waste, recycling and hazardous materials and waste compliance.

DISCUSSION

As Metro's sustainability program has matured, the Environmental Compliance and Sustainability Department (ECSD) has a need for several specialty contracts to provide technical expertise and support to advance agency-wide sustainability initiatives and projects.

To advance Metro's sustainability and environmental stewardship commitment, the following four separate consultant contracts have been implemented to assist Metro with its sustainability program:

- A. Sustainability Engineering Services for Solid Waste, Recycling and Hazardous Waste Compliance (this procurement);
- B. Sustainability Engineering Services for Water Resources, Conservation and Compliance (awarded in Fall 2019);
- C. Sustainability Engineering Services for Energy, Renewable Energy, and Climate Change and Adaptation and Climate (currently being procured); and
- D. Sustainability Program Assistance Services (currently being procured).

The current Metro Sustainability Implementation Plan (MSIP, 2008) together with *GEN51: Construction and Demolition Debris Recycling and Reuse Policy* provides a framework of how our agency can reduce our impacts to the environment resulting from activities that produce waste that are destined for landfills. In the current effort to update the MSIP, staff proposes to meet specific waste metrics, including activities that will reduce or divert such wastes that currently use traditional disposal methods. This contract will assist staff in developing those alternative means to:

- 1. Reduce the amount of waste generated from Metro activities;
- 2. Increase the diversion of waste that are inevitably generated;
- 3. Immobilizing the impacts of hazardous materials and hazardous waste; and
- 4. Determine new ways to influence the practices of our vendors to reduce generated waste as they supply goods and services to Metro.

Additional strategies have been developed and continue to be developed as part of the Board approved Sustainable Acquisition Program (SAP). Through several SAP pilots, staff is developing new tactics and best practices consistent with the MSIP update efforts.

The services that will be provided by the Sustainability Engineering Services for Solid Waste, Recycling and Hazardous Materials and Waste Compliance contract include the preparation of analyses, studies, surveys, investigations, modeling, predictions, recommendations and/or reports

related to solid waste, recycling and hazardous waste and compliance related to the operation and maintenance of Metro's transportation system, facilities and support activities. The consultant is expected to support a wide range of solid waste initiatives, including, but not limited to, solid waste reduction, reuse, and recycling programs; solid waste regulatory compliance and reporting; waste management; environmental management system (EMS); and emerging sustainability-related and cleantech technologies. These services will support Metro with identifying, designing and implementing the next phase of waste disposal reduction and diversion measures, while fulfilling all compliance obligations.

To accomplish the assigned tasks, the consultant will provide necessary staff, sub-consultants, equipment, software, supplies and services. The consultant shall employ or subcontract as necessary with diverse professionals such as Professional Engineers, Sustainability Engineers, Solid Waste Specialists, and other such professional practitioners as may be needed to support the required solid waste, recycling and hazardous waste compliance projects and initiatives.

DETERMINATION OF SAFETY IMPACT

This Board action will help ensure the long-term safety and security of Metro's operations by improving the management and efficiency of our use of non-renewable resources, reducing generated waste, while advancing agency resiliency and contributing to state of good repair.

FINANCIAL IMPACT

Contract No. AE61890 will be Cost Reimbursable (i.e., Cost Plus Fixed Fee (CPFF)) contract. No Metro funds are obligated until a Contract Work Order (CWO) is issued by a Metro authorized Contracting Officer against a valid project budget. No expenditures are authorized until a Task Order is awarded by a Metro authorized Contracting Officer for a specific package of work within the CWO. All Task Orders are to be individually negotiated for a not-to-exceed amount and level of effort fully defined prior to the authorization of any project specific funds. Execution of work under those Task Orders within those CWO awards can continue beyond the contract end date.

Obligations and authorizations made within the total Contract Amount will be against specific capital or operations budgets, which make up the Board-approved Metro budget for any fiscal year. Specific funding for the CWO's using this contract will draw from the project funding approved by Board under separate actions. The Chief Sustainability Officer, Chief Program Manager, and Project Managers of each of the business units overseeing these projects will be responsible for providing appropriate budgets.

Impact to Budget

The initial source of funds for this contract is included in the FY20 budget under Project Number 450002, 1.01 - Sustainability Design, Cost Center 8420 Environmental Compliance and Sustainability, Account 50316 Professional and Technical Services. Future task orders are to be individually negotiated and level of effort fully defined prior to the authorization of any project specific funds from the projects that would use these services.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Architect Engineer Contract will provide services to support the implementation of Metro's Strategic Plan Goals, with specific alignment to Initiative 5.2 - Exercise good public policy judgement and sound fiscal stewardship; and Initiative 5.4 - Apply prudent commercial business practices to create a more effective agency.

ALTERNATIVES CONSIDERED

Contract AE61890 is designed to strategically advance Metro's existing solid waste, recycling and hazardous compliance efforts, while establishing the next generation of initiatives and best practices.

The Board may reject the recommended action and direct staff to do all solid waste, recycling and hazardous waste compliance services work in-house. To support the large volume of technical tasks associated with this program, Metro would have to hire additional staff with specific technical expertise, which staff currently do not have. These would include Professional Engineers, Sustainability Engineers, Solid Waste Specialists, and such other professional practitioners as may be needed to support the required solid waste, recycling and hazardous waste compliance programs, projects and initiatives.

While cost efficiencies may be achieved by having these credentialed and highly skilled staff hired full-time, this alternative is not recommended as it would be financially challenging to *consistently* support these specialized, highly skilled resources in-house in the foreseeable future. The tasks associated with this contract are currently projected to be needed only for short-term defined assignments. Staff will, however, need to revisit the need for augmenting in-house sustainability-related skills every three years as our portfolio of these types of programs increase, alongside the expansion of our transit system.

As another alternative, staff could also solicit and award individual contracts for each solid waste, recycling and hazardous compliance expert consulting services task, as the need arises. This alternative is not recommended. Individually procuring these CWO's and Task Orders result in inconsistencies across the program and cumulatively higher administrative and execution costs. As many of these projects overlap with one another, having multiple consultants will cause delays and administrative inefficiencies.

NEXT STEPS

After the recommended Board Action is approved, staff will execute the conformed contract and proceed with issuing Task Orders and Contract Work Orders.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Report

Attachment C - Anticipated Projects and Tasks


Prepared by:

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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

**SUSTAINABILITY ENGINEERING SERVICES FOR SOLID WASTE, RECYCLING
AND HAZARDOUS WASTE COMPLIANCE
CONTRACT NO. AE61890**

1.	Contract Number: AE61890	
2.	Recommended Vendor:	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: August 5, 2019	
	B. Advertised/Publicized: August 5, 2019 (Vendor Portal) / August 9, 2019 (Periodicals of General Circulation)	
	C. Pre-Proposal Conference: August 16, 2019	
	D. Proposals Due: October 16, 2019	
	E. Pre-Qualification Completed: March 2, 2020	
	F. Conflict of Interest Form Submitted to Ethics: January 15, 2020	
	G. Protest Period End Date: April 20, 2020	
5.	Solicitations Picked up/Downloaded: 79	Proposals Received: 5
6.	Contract Administrator: Diana Sogomonyan	Telephone Number: 213.922.7243
7.	Project Manager: Cris B. Liban	Telephone Number: 213.922.2471

A. Procurement Background

This Board Action is to approve the award of Contract No. AE61890, Sustainability Engineering Services for Solid Waste, Recycling and Hazardous Waste Compliance, to provide consulting services for a wide range of projects, as well as provide services related to compliance with sustainability and environmental policies, in support of Metro's Environmental Compliance and Sustainability Department (ECSD). Efforts would include projects that fall under the following general categories: waste management, environmental management system (EMS), and emerging sustainability related and cleantech technologies. Board approval of contract awards are subject to resolution of any properly submitted protest.

The recommended consultant will furnish all labor, materials, services, and other related items required to perform the services on a Contract Work Order basis for a project, under which specific Task Orders will be issued for specific Scopes of Services and Period of Performance.

The Request for Proposals (RFP) was an Architecture Engineer (AE), qualifications based procurement process performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering

services. The contract type is a Cost Plus Fixed Fee (CPFF). The Contract is for a term of three (3) years plus 2 one-year options.

Two (2) Amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 3, 2019, with revisions clarifying Contract estimated value, Insurance Requirements, Scope of Services, SBE/DVBE/DBE Instruction to Bidders/Proposers and Forms, Submittal Requirements, Evaluation Criteria, and Required Certifications (updated footer only).
- Amendment No. 2, issued on September 17, 2019, with revisions clarifying Scope of Services, DBE Instructions to Bidders/Proposers (Federal), and Submittal Requirements, as well as amended the Letter of Invitation to extend the Proposal due date.

A total of five (5) proposals were received on October 16, 2019.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET) was comprised of representatives from the following departments: Environmental Compliance and Sustainability, Community Relations, and Quality Assurance. and the PET conducted a comprehensive evaluation of the proposals received.

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

Experience, Qualifications, and Capabilities of Firms on the Team and Key Personnel.....	(40%)
Effectiveness of Management Plan.....	(30%)
Understanding of Work and Appropriateness of Approach for Implementation.....	(20%)
Innovative Sustainable Solid Waste/Recycling Practices and Experience.....	(10%)

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect Engineer procurements. Several factors were considered when developing the criteria weightings, giving the greatest importance to the Experience, Qualifications and Capabilities of the Firms and Key Personnel, and Effectiveness of Management Plan.

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

All five (5) proposals received are listed below in alphabetical order:

1. Arcadis U.S., Inc.
2. Burns & McDonnell Engineering Co., Inc.
3. Jacobs Engineering Group, Inc.
4. Kleinfelder, Inc.
5. Tetra Tech, Inc.

During the week(s) of October 17, 2019 thru December 20, 2019, the PET reviewed the five written qualification proposals. From December 9, 2019 through December 10, 2019, Metro held Oral Presentations with all five (5) proposing firms. The proposing firms had the opportunity to present their key personnel 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. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP. Sealed cost proposals were received at the time of oral presentations.

Qualifications Summary of Recommended Firm:

The evaluation performed by the PET determined Jacobs Engineering Group, Inc. (Jacobs) as the most qualified firm and team to provide Sustainability Engineering Services for Solid Waste, Recycling and Hazardous Waste Compliance, as provided in the RFP Scope of Services.

What distinguished Jacobs was they demonstrated, through their written proposal and oral presentation extensive technical experience and significant expertise in each of the specialty areas identified in the Scope of Services. Jacobs demonstrated high quality of technical expertise and years of experience, along with a thorough, complete and comprehensive understanding of project goals, methods and objectives.

Jacobs proposal directly addressed Metro's sustainability goals, knowledge of Metro's work done to date, and the services required under this contract Scope of Services. In addition, Jacobs demonstrated innovative tools and processes to help Metro identify innovations. They demonstrated innovative sustainable solid waste/recycling practices and experience, and a solid understanding of resources/tools used by Metro, that substantially met the RFP minimum requirements and exceeded in some major areas.

Jacobs also identified pertinent real-world examples that are applicable to Metro and demonstrated past project experience in providing the identified professional

services. Their demonstrated applicability of strategies and techniques based on past projects, shows lessons learned, which have potential to be adopted for this contract.

Their team consists of numerous highly qualified team members with extensive experience in solid and hazardous waste, including well qualified subconsultants, which substantially met the RFP minimum requirements and exceeded in some major areas. Furthermore, Jacobs demonstrated an effective Management Plan that significantly exceeded the RFP minimum requirements.

The Proposal Evaluation Team (PET) ranked the proposals, and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified 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 scoring and ranking are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Jacobs Engineering Group, Inc.				
3	Experience, Qualifications, and Capabilities of Firms on the Team and Key Personnel	87.98	40%	35.19	
4	Effectiveness of Management Plan	85.67	30%	25.70	
5	Understanding of Work and Appropriateness of Approach for Implementation	89.45	20%	17.89	
6	Innovative Sustainable Solid Waste/Recycling Practices and Experience	88.80	10%	8.88	
7	Total		100.00%	87.66	1
8	Kleinfelder, Inc.				
9	Experience, Qualifications, and Capabilities of Firms on the Team and Key Personnel	85.90	40%	34.36	
10	Effectiveness of Management Plan	83.73	30%	25.12	
11	Understanding of Work and Appropriateness of Approach for Implementation	75.70	20%	15.14	
12	Innovative Sustainable Solid Waste/Recycling Practices and Experience	85.00	10%	8.50	
13	Total		100.00%	83.12	2
14	Arcadis U.S., Inc.				

15	Experience, Qualifications, and Capabilities of Firms on the Team and Key Personnel	81.28	40%	32.51	
16	Effectiveness of Management Plan	81.33	30%	24.40	
17	Understanding of Work and Appropriateness of Approach for Implementation	83.60	20%	16.72	
18	Innovative Sustainable Solid Waste/Recycling Practices and Experience	80.70	10%	8.07	
19	Total		100.00%	81.70	3
20	Burns & McDonnell Engineering Co., Inc.				
21	Experience, Qualifications, and Capabilities of Firms on the Team and Key Personnel	80.22	40%	32.09	
22	Effectiveness of Management Plan	78.80	30%	23.64	
23	Understanding of Work and Appropriateness of Approach for Implementation	83.95	20%	16.79	
24	Innovative Sustainable Solid Waste/Recycling Practices and Experience	76.10	10%	7.61	
25	Total		100.00%	80.13	4
26	Tetra Tech, Inc.				
27	Experience, Qualifications, and Capabilities of Firms on the Team and Key Personnel	82.52	40%	33.01	
28	Effectiveness of Management Plan	77.33	30%	23.20	
29	Understanding of Work and Appropriateness of Approach for Implementation	76.90	20%	15.38	
30	Innovative Sustainable Solid Waste/Recycling Practices and Experience	78.90	10%	7.89	
31	Total		100.00%	79.48	5

C. Cost Analysis

The recommended total estimated cost has been determined to be fair and reasonable based upon a cost analysis of labor rates, indirect rates and other direct costs completed in accordance with Metro's Procurement Policies and Procedures. Metro negotiated and established indirect cost rates and as appropriate provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost for task orders, during the contract term to compensate the consultant.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to Contract adjustments. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve-month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

Proposer:			
Contract Duration	Proposal Amount	Metro ICE	NTE Funding Amount
Base Period – 3 Years	N/A ⁽¹⁾	\$11,047,603 ⁽²⁾	\$11,047,603 ⁽²⁾
Option Year 1	N/A ⁽¹⁾	\$3,825,715 ⁽³⁾	\$3,825,715 ⁽³⁾
Option Year 2	N/A ⁽¹⁾	\$3,954,885 ⁽⁴⁾	\$3,954,885 ⁽⁴⁾

- (1) A proposal amount was not applicable. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with no definable 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 \$11,047,603 is the Independent Cost Estimate (ICE) for 3-year base Period of the Contract.
- (3) The amount \$3,825,715 is the Independent Cost Estimate (ICE) for Option Year 1 Period of the Contract.
- (4) The amount \$3,954,885 is the Independent Cost Estimate (ICE) for Option Year 2 Period of the Contract.

The Sustainability Engineering Services Independent Cost Estimate (ICE) was established based on the Scope of Services developed for the Contract. The probable costs are based on the anticipated level of effort estimated for each year that will be required to perform the Scope of Services by the Consultant and sub-consultants.

D. Background on Recommended Contractor

Jacobs Engineering Group, Inc. (Jacobs) has offices located at various locations throughout United States and abroad, with local offices located in Los Angeles, Long Beach, Riverside, Ontario, San Bernardino, Irvine, and San Diego. Jacobs has been in business for over 70 years. They work with private and public sector clients and provide professional services, including engineers, scientists, and related technical and project support personnel.

Jacobs is a leader in the consulting and engineering services involving solid waste, recycling, and hazardous waste compliance. Jacobs and their proposed team worked on various local and global projects, including various Metro projects, and have expertise and knowledge of Metro systems and facilities. They have previously provided hazardous waste engineering on the construction of the Metro Red Line to North Hollywood and Orange Line BRT, and currently provide engineering services on Metro’s Twenty-Eight by ‘28 Initiative projects, including Purple Line Phase 1, I-5 North HOV Lanes, LA River Path, West Santa Ana Branch, North San Fernando Valley BRT, and SR-57/SR-60 Interchange. Jacobs’ current Metro Programs/on-Call projects include: Program Management Support Services, Highway Program

Project Delivery Support Services, Highway Program Management & QA/QC Support Services, Regional Rail On-Call, Countywide Planning Bench, and Light Rail Vehicle Overhaul Program Support Services

Furthermore, Jacobs worked on the recycLA Program and several other major programs and projects related to solid waste, recycling, and hazardous waste, such as: Atlanta's Solid Waste Master Plan, Calgary's Solid Waste Program, Zero Waste Scotland, Portland's Metro Waste Transportation and Disposal System Analysis, Union Pacific Railroad's (UPRR's) Hazardous Waste Engineering Support Services, the SoundTransit Sustainability On-Call, and Los Angeles County's Sustainable Waste Management and Recycling Program.

DEOD SUMMARY

**SUSTAINABILITY ENGINEERING SERVICES FOR SOLID WASTE, RECYCLING
AND HAZARDOUS WASTE COMPLIANCE
CONTRACT NO. AE61890**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) will determine a Disadvantaged Business Enterprise (DBE) contract-specific participation goal based upon review of each task order prior to issuance for solid waste, recycling and hazardous waste compliance services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of this contract.

For each task order, DBE or SBE/DVBE goals will be recommended based on scopes of work and estimated dollar value for task orders that are federally and/or state/locally funded. Jacobs Engineering Group will be required to meet or exceed the DBE contract-specific goal or demonstrate good faith efforts to do so. Jacobs Engineering will be required to meet or exceed the SBE/DVBE contract-specific goal to be eligible for task order award.

Prime: Jacobs Engineering Group

	Subcontractors	SBE	DVBE	DBE
1.	Akima Consulting LLC	X		X
2.	A-Tech Consulting	X		X
3.	Belshire Environmental Services, Inc.			
4.	Casamar Group, LLC	X	X	X
5.	Cascadia Consulting Group	X		
6.	CivilEarth Engineering	X		X
7.	Communications Lab	X		X
8.	Coto Consulting, Inc.	X		X
9.	E. Tseng and Associates			
10.	El Capitan			
11.	Effect Strategies LLC	X		X
12.	Go2Zero Strategies	X		X
13.	Innovative Construction Solutions			
14.	Chief's Engineering			
15.	ECTI			
16.	Martin Trucking			
17.	Nieto & Son's Trucking			
18.	Rust & Son's Trucking			
19.	Indian Energy, LLC	X		X
20.	LA Conservation Corps			
21.	MSW Consultants			
22.	ReGen Consulting	X		X
23.	SCS Engineers			

24.	SunWest Engineering Constructors	X		
25.	Test America			

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

C. Living Wage / Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

Attachment C: Anticipated Projects and Tasks

Tasks	Type of Project	FY21-FY24	FY25	FY26	Value to Metro
Waste Action and Implementation Plan Development, Studies and Annual Updates	Study	\$800,000	\$200,000	\$300,000	<ul style="list-style-type: none"> • Compliance with Local, State and Federal Regulations • Reducing waste and diversion from landfills
On-going Waste Characterization for solid waste and organics	Field Analysis / Implementation	\$700,000	\$250,000	\$300,000	<ul style="list-style-type: none"> • Clear understanding of waste streams and opportunities for reduction • Compliance with solid waste and organics • Avoided fines of up to \$10,000 per day for SB 1383 compliance. Annual reduction in waste hauling and processing/disposal costs at an estimated savings of \$90.16 per ton. Reduction in AB 939 disposal fees - currently 10% of total tipping cost - estimated as \$60,000 per year. • Identification of materials for source reduction and/or diversion. Identification of training needs and compliance issues. • Potential cost saving measures associated with avoidance of fines from non-compliance <ul style="list-style-type: none"> ○ \$200k per year
System-wide Recycling and Organics Program Management and Training – Reduce landfill diversion – Compliance with AB939, AB 341, AB 1826 and AB 1383	Implementation	\$700,000	\$250,000	\$300,000	<ul style="list-style-type: none"> • Development of a system-wide program that reduces waste • Reduction in AB 939 disposal fees - currently 10% of total tipping cost - estimated as \$60,000 per year. • Reduction in regional GHG

					<p>emissions resulting from landfilling of organic waste.</p> <ul style="list-style-type: none"> • Cost saving measures associated with reducing, re-using and recycling <ul style="list-style-type: none"> ○ ~ \$200k per year
Research and develop a Circular Economy opportunities and solutions for re-use	Study / Design / Implementation	\$1,000,000	\$300,000	\$300,000	<ul style="list-style-type: none"> • In conjunction with the Sustainable Acquisition Program, continue to pilot, test and design products that produce less waste and can be re-used or re-purposed throughout the Metro system • Design systems and procedures for adhering to a circular economy • Potential cost savings associated with reducing inventory and repurchasing <ul style="list-style-type: none"> ○ ~\$1M - \$5M per year
Develop conservation strategies and on-going organizational training – Reduce operational waste. Integrate best management practices agency-wide	Implementation / Training	\$500,000	\$100,000	\$100,000	<ul style="list-style-type: none"> • Design new strategies and operating procedures for waste reduction • Develop a training program to reducing waste during operations for the full lifecycle of the product or service • Quarterly audits to the program for continual improvement • Annual reduction in waste hauling and processing/disposal costs at an estimated savings of \$90.16 per ton. Per MBS goal, if Metro reduces annual waste generation 24%, • Potential cost savings associated with waste reduction <ul style="list-style-type: none"> ○ ~\$ 250k per year

Develop waste-to-energy strategies	Studies/Pilots	\$1,500,000	\$400,000	\$300,000	<ul style="list-style-type: none"> • Develop strategies for converting waste into energy (Digesters/Incineration) to be stored and used to power buses or rail • Pilot strategy to test effectiveness • Reduction in annual VMTs for trash tracks. Estimated annual VMT reduction for Division 18 is 5,109. • Potential cost savings associated with generating power and diverting waste <ul style="list-style-type: none"> ○ ~\$800k per year
Develop a conceptual end-to-end design for waste management at Metro	Design / Implementation	\$700,000	\$200,000	\$100,000	<ul style="list-style-type: none"> • Design a conceptual strategy to transport waste via rail cars to incineration locations to avoid transportation of waste • Test models and create business case for waste management • Potential cost savings associated managing waste <ul style="list-style-type: none"> ○ ~1M per year
On-going updates to Metro's GIS / EAMS database, CAD Drawings and other documentation/studies/reports	Analysis / Reporting	\$100,000	\$50,000	\$50,000	<ul style="list-style-type: none"> • Database for tracking and monitoring systems and mapping • Potential cost savings associated with delays and re-work <ul style="list-style-type: none"> ○ Nominal
Identify and submit for incentives, grants, rebates, and other inducements related to Waste	Analysis / Reporting	\$200,000	\$50,000	\$50,000	<ul style="list-style-type: none"> • Find alternative funding sources to saving money on projects and initiatives <ul style="list-style-type: none"> ○ ~1M per year
Develop solutions for Sustainable Acquisition Program (SAP)	Design / Implementation	\$450,000	\$300,000	\$300,000	<ul style="list-style-type: none"> • Work directly with end-users and Vendor/Contract Management to identify, test and approve the most sustainable products and

					<p>services that meet Metro's performance and quality standards</p> <ul style="list-style-type: none"> • Potential cost savings associated with developing SAP solutions <ul style="list-style-type: none"> ○ Unknown until program is implemented
Study and Engineer Solutions for Capital Projects – Waste Prevention and Landfill Diversion	Design / Implementation	\$800,000	\$200,000	\$200,000	<ul style="list-style-type: none"> • Identify, study and implement waste diversion solutions and innovations for capital projects • Potential cost savings associated with engineered solutions <ul style="list-style-type: none"> ○ ~\$500k per project
Support Capital Project with waste management and hazardous waste	Field Analysis / Reporting	\$1,000,000	\$450,000	\$450,000	<ul style="list-style-type: none"> • Conduct study, documentations, reporting and testing • Compliance with CALGreen waste diversion requirements • Potential cost savings associated with compliance and no fines <ul style="list-style-type: none"> ○ ~\$300k per year
Perform on-going hazardous waste characterization studies (monitoring well installations, soil and groundwater assessment and monitoring and geotechnical engineering analysis) on capital projects	Field Analysis / Reporting	\$1,000,000	\$400,000	\$400,000	<ul style="list-style-type: none"> • Conduct study, documentations, reporting and testing • Avoided violation fines of up to \$70,000 per day. • Potential cost savings associated with compliance and no fines <ul style="list-style-type: none"> ○ ~\$300k per year
Sampling of suspect hazardous waste and materials; technical analysis of sampling results; reporting and interpretation of data on capital projects	Field Analysis / Reporting	\$1,150,000	\$450,000	\$550,000	<ul style="list-style-type: none"> • Conduct study, documentations, reporting and testing • Avoided violation fines of up to \$70,000 per day. • Potential cost savings associated with compliance

					and no fines ~\$300k per year
Support of unforeseen initiatives, projects and programs driven by regulatory compliance requirements	Design / Implementation	\$400,000	\$200,000	\$200,000	<ul style="list-style-type: none"> • On an as-needed basis, develop solutions and innovations to support waste management and reduction goals • Cost savings associated with solutions <ul style="list-style-type: none"> ○ Unknown but assumed 10% reduction
Sub-Totals:		\$11,000,000	\$3,800,000	\$3,900,000	
Total:		\$18,700,000.00			



Board Report

File #: 2020-0184, File Type: Agreement

Agenda Number: 40.

REGULAR BOARD MEETING APRIL 23, 2020

SUBJECT: 103RD ST/WATTS TOWERS STATION JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (“CEO”) to execute an Exclusive Negotiation Agreement and Planning Document (“ENA”) with Watts Station LP, a California limited partnership, for the development of 3.67 acres of Metro-owned property at the 103rd St/Watts Towers Station (“Site”) for 18 months with the option to extend up to 30 months.

ISSUE

Staff have completed evaluation of an Unsolicited Joint Development Proposal (“Conceptual Proposal”) for the Site and, having determined that it would advance Joint Development policy goals, are recommending pursuing the proposal under an ENA. The proposal offers construction of a 100% affordable housing development on Metro-owned land, including 83 units at or below 60% Area Median Income (“AMI”) for seniors, families and artists. The Site is part of a larger proposed development that will offer an additional 130 affordable housing units on adjacent property, renovation of the historic Watts Train Station, neighborhood-serving retail and pedestrian-friendly design that will activate the station area and support transit ridership.

BACKGROUND

On June 28, 2018, Metro received a Conceptual Proposal from Watts Station LP, a partnership formed by Thomas Saffron & Associates Development Inc. and Housing Corporation of America, a 501(c)3 non-profit (“Proposer”). An evaluation committee made up of Metro staff from Joint Development, Operations, and Rail Engineering reviewed the Conceptual Proposal and, after receiving CEO approval in February 2019 to proceed, invited the Proposer to submit a Phase 2 proposal (“Detailed Proposal”). In September 2019, after several phases of detailed evaluation, the evaluation committee recommended advancement of the proposal. On November 12, 2019, as per Federal Transit Administration requirements, Metro published its interest in the joint development of the Site for a 30-day period, however, no other proposals were received.

DISCUSSION

The proposed project includes the redevelopment of 3.67 acres of Metro-owned property at the 103rd St/Watts Towers Station (“Station”) along the A Line (see Attachment A). The Proposer has acquired the surrounding parcels formerly owned by the Community Redevelopment Agency of Los Angeles for the development of affordable housing and other community-serving uses. As the Proposer has acquired the surrounding parcels, the Metro-owned property would accommodate additional affordable housing and open space for a total project site of eight acres. The total project would include 213 affordable units, a multi-purpose community center, and renovation of the historic Watts Train Station to include retail with seating for customers and Metro patrons (see Attachment B - Project Rendering).

The proposal for the Metro portion of the site includes:

- 83 units of affordable housing
- Design that seeks to maintain and accentuate visibility of the Watts Towers
- “Watts Art Walk”: a series of art-focused open space, landscape and streetscapes linking the Station to the Watts Towers
- “Watts Gateway”: improvement of open space and added streetscape around the existing pedestrian bridge
- Integration into larger project with a mix of affordable housing for seniors, families and formerly homeless as well as open space and community space

Findings

In accordance with the Joint Development Unsolicited Proposal Policy, the evaluation committee conducted a comprehensive evaluation of the Phase 2 Proposal. The committee made the following conclusions:

- The proposed project prioritizes development of transit-adjacent affordable housing to assist in meeting the Joint Development portfolio-wide goal of 35% affordable housing; and
- The developer has extensive experience in affordable housing development and controls adjacent property which makes possible the development of this otherwise challenging site.

The proposal offers several potential benefits to Metro including: additional affordable housing adjacent to transit, increased transit ridership, reduced congestion through transit-oriented development, and residential and community spaces integrated into the project that would allow for activation of the Station area. The proposal also presents an opportunity to improve a Metro-owned parcel that would be difficult to develop without the inclusion of adjacent property controlled by the Proposer. Additionally, the redevelopment of the station area, including the adjacent property formerly owned by the Community Redevelopment Agency of Los Angeles, has been long anticipated. Metro’s participation would support broader community development goals along the A Line where Metro does not generally own many properties.

Equity Platform

Partnering to build a transit-oriented development with affordable housing falls into Pillar III-Focus and Deliver, of the Equity Platform by supporting affordable housing in an Equity Focused Community (as defined and approved by the Board in the Long-Range Transportation Plan update).

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Metro's operations staff will review and comment on the proposed development to ensure that the proposal will have no adverse impact on the Station and Metro operations. In addition, the eventual implementation of this Joint Development project will offer opportunities to improve safety for transit riders through better pedestrian, bicycle and mobility connections.

FINANCIAL IMPACT

Adoption of the ENA would have no significant financial impact to the agency.

Impact to Budget

Funding for the Joint Development activities related to the ENA and the proposed project is included in the FY20 budget in Cost Center 2210, Project 401053. The ENA will require the developer to pay a non-refundable fee of \$50,000, due upon execution of the ENA, as well as a \$50,000 deposit to cover certain Metro staff costs and third-party expenses during the negotiation period.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project allows for a development that is in line with Goal 3 of the Strategic Plan, enhancing communities and lives through mobility and access to opportunity. The addition of affordable housing and community spaces adjacent to transit will increase ridership and activate the station area enhancing the community and the lives of community members through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to seek new development options via a competitive process. Staff does not recommend proceeding with this alternative as the selected Proposer is an experienced affordable housing developer committed to ongoing stakeholder engagement and controls adjacent property which will make the development of this otherwise challenging site possible. A new competitive process would delay the development of the Site. Further, any proposals received would not include the adjacent land required for feasible mixed-use development of this scale and the Site would be difficult to develop on its own due to its irregular shape. Finally, the proposed project offers 213 units of affordable housing, of which 83 are proposed on Metro's property supporting Metro's affordable housing goals.

NEXT STEPS

Upon Board approval of the recommended action, staff will execute the 18-month ENA, and Metro staff and Proposer will commence preliminary negotiations in parallel with community outreach to engage stakeholders in a dialog about the development proposal. Metro staff, with support from a financial consultant and County Counsel, will negotiate a term sheet for a Joint Development Agreement and Ground Lease to be presented to the Board for consideration prior to the conclusion of the ENA negotiation period.

Metro staff is reviewing the unsolicited proposal process as it relates to joint development projects.

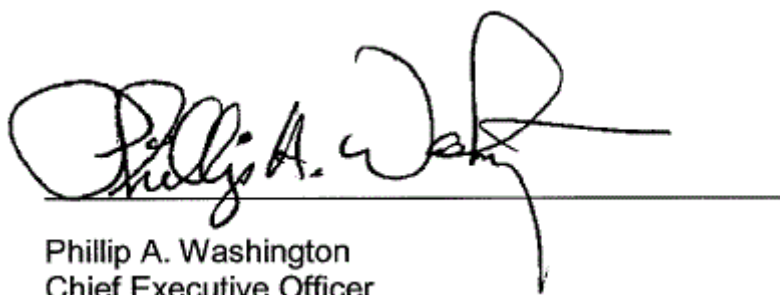
ATTACHMENTS

Attachment A - Project Location and Ownership

Attachment B - Project Rendering

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Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A – PROJECT LOCATION AND OWNERSHIP



- 1** Metro
- 2** Proposer (formerly CRA/LA)
- 3** Proposer (formerly City of LA)
- 4** Proposer (formerly CRA/LA)

ATTACHMENT B – PROJECT RENDERING





Next stop: building communities.

103rd St/Watts Towers Joint Development

Regular Board Meeting

March 26, 2020

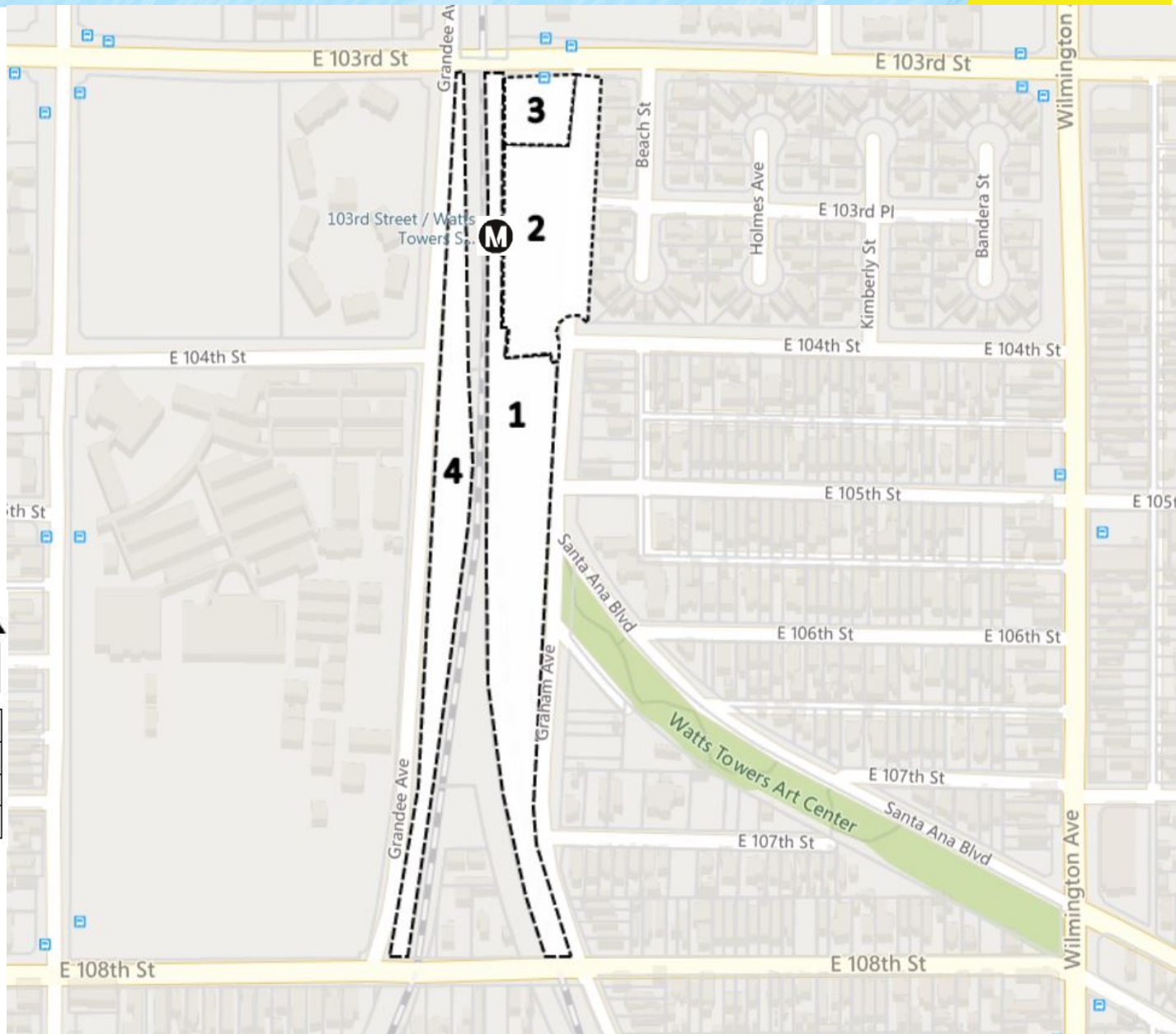
Legistar File 2020-0184



Recommendation

- > Authorize the Chief Executive Officer to execute an Exclusive Negotiation Agreement and Planning Document (“ENA”) with Watts Station LP, a California limited partnership, for the development of 3.67 acres of Metro-owned property at the 103rd St/Watts Towers Station (“Site”) for 18 months with the option to extend up to 30 months

103rd St/Watts Towers Site Overview



1	Metro Property
2	Proposer Property
3	Proposer Property
4	Proposer Property



Proposal Scope

- > 100% affordable housing project including 83 units on Metro property and integration into larger affordable housing development yielding a total of 213 units for seniors, families and formerly homeless
- > Art-focused community and open space, landscape, streetscape linking development to Station and Watts Towers
- > Improvement of area surrounding existing pedestrian bridge
- > Experienced development team with over 4,000 units of affordable housing units built throughout greater Los Angeles

Next Steps

Upon Board approval:

- > Execute an 18-month ENA
- > Coordinate outreach plan with Proposer
- > Refine project design
- > Negotiate a term sheet for a Joint Development Agreement and Ground Lease to be presented to the Board



Board Report

File #: 2020-0179, File Type: Contract

Agenda Number: 41.

REGULAR BOARD MEETING APRIL 23, 2020

SUBJECT: METRO CENTER PROJECT (FORMERLY ESOC)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. Award a firm fixed price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co., Inc., the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project), in the amount of \$129,365,128.00;
- B. Align the Life-of-Project Budget (LOP) of \$112.7 million to \$206 million including \$109.5 million of Prop 1B California Transit Security Grant Program funds awarded to the Project by the State;
- C. Execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering Inc. to provide Design Support During Construction in the amount of \$1,976,222 increasing the Total Contract Value from \$6,528,181 to \$8,504,403 and increase the Contract Modification Authority (CMA) for HDR Engineering Inc. in the amount of \$400,000; and,
- D. Execute all agreements, task orders and contract modifications necessary up to the LOP budget to complete the above actions.

ISSUE

In March 2016, the Metro Board established the Life of Project budget (LOP) in the amount of \$112.7 million based on the grant funds awarded to the Project. Since then - four years later, the preliminary engineering design, environmental work and selection of the design/build contractor have been completed. This Board action will award the design/build contract to S.J. Amoroso Construction Co., Inc. deemed to provide the best value for the design and construction of the Project (See Attachment A -1, Procurement Summary) and align the LOP budget to \$206 million to the current market conditions and fund the design and construction of the Metro Center Project.,

DISCUSSION

The Metro Center project comprises of the co-location of four operations centers: Emergency Operations Center (EOC), Security Operations Center (SOC), Rail Operations Center (ROC), and Bus Operations Center (BOC) to centralize communications and coordination, improve day-to-day operations, and enhance Metro's security, disaster and terrorism response capability. Metro's current Emergency Operations Center is operating at capacity, and needs to be expanded to accommodate Metro's new rail lines and upcoming special events including the World Cup, National Championships, and Olympics.

In addition, Metro does not have a Security Operations Center. The new SOC is needed to provide 24/7 security surveillance of Metro's transit system by security professionals with specialized training to improve overall rider safety on Metro's rail and bus lines. The Project will be constructed in two phases with the first phase consisting of the full build out of the EOC, SOC, at-grade parking, and infrastructure to accommodate the future ROC and BOC. The second phase will consist of the construction of the tenant improvements for the ROC and BOC on one entire floor of the Metro Center project building. The Project will achieve a LEED Gold certification with the capability to be in operations continuously for 72 hours in case of loss of water, power, and gas due to a natural disaster.

Life of Project Budget

With the base contract and provisional sum award to S.J. Amoroso in the amount of \$129,365,128.00, staff is requesting approval of the LOP in the amount of \$206 million to accurately realign and reflect the design and construction costs, infrastructure provisions to accommodate the ROC/BOC, third party costs, design support during construction, construction support services, and other agency support costs including a 20% construction contingency as shown in Attachment B - Funding/Expenditure Plan.

In March 2016, the Board established the LOP budget for the Project in the amount of \$112.7 million and awarded HDR Engineering Inc. a contract for preliminary engineering design. At the time, the \$112.7 million LOP included \$57.67 million for design and construction of the Project based on conceptual planning phase. Since then, the preliminary engineering work and the evaluation of the design builders' proposals based on current market conditions have been completed.

The current market conditions in Southern California are very challenging. California markets are inundated with work especially with the passage of Senate Bill 1 which provides approximately \$5 billion in infrastructure improvements each year, combined with Measure R and Measure M programs and other private, state and local programs including LAX airport, which have flooded the construction market with several public works projects ongoing around the same time period. Therefore, fewer contractors are available to bid on jobs and bids have been trending higher. Additionally, a number of factors have driven up the prices of construction materials, beyond the average inflation rates in the four-year period since 2016.

HDR Engineering Contract Modification

In March 2016, the Board awarded HDR Engineering, Inc. \$5,936,638 to prepare preliminary engineering design for the Metro Center Project. Due to the changes to the project, Staff

recommended action also include \$1,976,222 million to HDR Engineering Inc. to provide design support during construction for the emergency and security operations centers.

Project Status

Metro has received California State Prop 1B grant in the amount of \$109.5 million since 2011 and the State has requested that Prop 1B grant funds be expended by 2022. Therefore, early environmental and demolition work began in August 2019 and will be completed in April 2020 in preparation for the design builder’s work. The approval of the staff recommended actions will enable to Project to expend the Prop 1B funds by 2022.

DETERMINATION OF SAFETY IMPACT

The Project will be designed and constructed consistent with Metro’s design and construction safety standards. This Board action will not impact established safety standards for Metro’s design and construction projects.

FINANCIAL IMPACT

In FY 11, Metro received a Proposition 1B California Transit Security Grant Program (CTSGP) California Transit Assistance Fund (CTAF) grant to fund the design and construction of an Emergency Operations Center (EOC). The CTAF grant was subsequently reduced to \$109.5 million due to less available funds from bond sales. Funding Sources are shown on Table 1 below.

Funding Source	Amount (\$ millions)
Prop 1B California Transit Security Grant Program	\$109.5
Eligible State or/and Local Funds based on availability at time of expenditure	\$96.5
TOTAL	\$206.0

Staff is requesting to establish the new LOP budget of \$206 million for the Project, in cost center 2610 System Security and Law Enforcement, project number 212121 to accommodate the costs. Since this is a multi-year project, the Chief System Security and Law Enforcement Officer and Chief Program Management Officer, Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The Prop 1B California Transit Security Grant Program funds are specific for this project as designated in the Grant award to this project. Additional funding for this project may have to come from other federal, state or local eligible Bus and Rail Operating funds and SGR funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the

transportation system. The Project will be designed and constructed to support future ROC and BOC operations within the building. The Project will enhance Metro's ability to plan and respond to special events. The Project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The Project is one of the few consolidated transit operation centers in the nation that will house emergency, security, rail, and bus operations within the same facility for efficiency of operations. Lastly, the Project supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization. The Project is being designed and constructed in close coordination with the community and third party stakeholders as well as internal stakeholders within Metro to streamline Metro's systems and processes for efficient operations.

ALTERNATIVES CONSIDERED

The alternative would be to not approve the recommended actions to advance the design and construction of the Project. This is not recommended as Metro will need to return \$109.5 million to the State including over \$18 million that has already been expended if the Project does not move forward.

NEXT STEPS

Execution of the design-build contract is subject to the resolution of any timely and properly submitted protest. A Notice to Proceed (NTP) to the Design/Build Contractor after execution of the contract and meeting all other contract requirements for an NTP. The Project is estimated to be complete by Winter 2023. Upon Board approval, staff will also execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering, Inc.

ATTACHMENTS

Attachment A-1 - Procurement Summary, S.J. Amorosa Construction Co., Inc.

Attachment A-2 - Procurement Summary, HDR Engineering, Inc.

Attachment B - Funding/Expenditure Plan

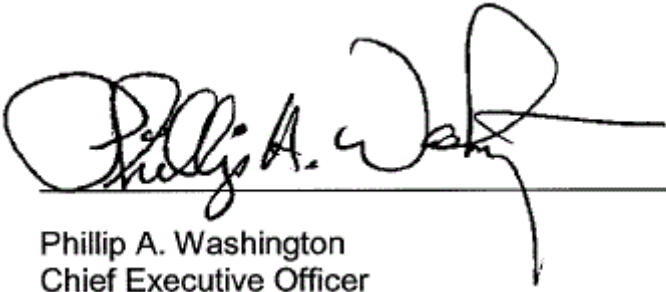
Attachment C - Contract Modification/Change Order Log, HDR Engineering, Inc.

Attachment D-1 - DEOD Summary, TBA Construction Firm

Attachment D-2 - DEOD Summary, HDR Engineering, Inc.

Prepared by: Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189
Carolina Coppolo, Executive Officer, Vendor/Contract Mgmt (213) 922-4471
Ivan Page, Executive Officer, Vendor/Contract Mgmt (213) 922-6383

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Aston Greene, Chief Sys Sec & Law Enforcement Officer (Interim), (213) 922-3604



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**METRO CENTER PROJECT- DESIGN/BUILD
CONTRACT NUMBER C52151C1169-2**

1.	Contract Number: C52151C1169-2	
2.	Recommended Vendor: S. J. AMOROSO CONSTRUCTION CO., 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: 10/19/18	
	B. Advertised/Publicized: 10/19/18	
	C. Pre-Proposal Conference: 10/30/18	
	D. Proposals Due: 9/5/19	
	E. Pre-Qualification Completed: 11/15/19	
	F. Conflict of Interest Form Submitted to Ethics: 04/20/19	
	G. Protest Period End Date: 1/20/20	
5.	Solicitations Picked up: 45	Bids/Proposals Received: 2
6.	Contract Administrator: Rafael Vasquez	Telephone Number: (213) 418-3036
7.	Project Manager: Jeanet Owens	Telephone Number: (213) 418-3189

A. Procurement Background

This Board Action is to approve the award of a contract for a design/build delivery, based on a best value solicitation issued in support of the Metro Center Project (formerly known as the Emergency Security Operations Center). The Contractor for Contract No. C52151C1169-2 will provide management, coordination, design, professional services, labor, equipment, materials and all other services necessary to perform the final design and construction of the Metro Center Project. Board approval of the contract award is subject to resolution of any properly submitted protest(s). The contract type is a firm fixed price.

A Request For Qualifications (RFQ)/Request For Proposals (RFP) was issued on October 19, 2018. A pre-proposal conference was held on October 30, 2018, in the Union Station Conference Room with representatives from approximately 49 firms in attendance.

The RFQ/RFP implemented a two-step negotiated best value procurement process in accordance with California Public Contract Code §22160-22169 and in accordance with Metro’s Acquisition Policy. The first phase of the procurement was an RFQ asking for Statement of Qualifications (SOQ) to be submitted. Three responsive SOQs were received on November 19, 2018. A prequalification evaluation team evaluated the SOQs. All three firms met the RFQ requirements, were designated as qualified parties, and were invited to submit proposals in response to the second phase of the solicitation, the RFP. The three firms, in alphabetical order, were:

- Clark Construction Group-California, LP (Clark).
- S.J. Amoroso Construction Co., Inc (Amoroso).
- Webcor Builders (Webcor)

The prequalified firms submitted technical and commercial questions which were recorded and reviewed by Metro staff. Formal written answers to 65 questions were provided to the prequalified firms and other planholders.

Ten (10) amendments were issued during the solicitation and evaluation process:

- Amendment No. 1, issued on October 9, 2018, extended the SOQs due date to November 27, 2018; revised the Formal Proposals due date to March 28, 2019; and revised Section 2 Request for Qualifications and percentage of work performed by the Contractor;
- Amendment No. 2, issued on January 18, 2019, revised Formal Proposals due date to April 12, 2019 and revised the Performance Requirements;
- Amendment No. 3, issued on February 6, 2019, extended the Alternative Technical Concepts (ATCs) due date from 30 days to 40 days and revised the Design Requirements and Performance Requirements;
- Amendment No. 4, issued on March 4, 2019, revised Formal Proposals due date to April 26, 2019 and revised Performance Requirements and Schedule of Quantities (SOQs);
- Amendment No. 5, issued April 11, 2019, revised the SOQs and Performance Specifications;
- Amendment No. 6, issued on April 19, 2019, revised Submittal Requirements, SOQs, and Design Requirements;
- Amendment No. 7, issued on May 9, 2019, updated Bidder's Industrial Safety Record Pro-Form 063;
- Amendment No. 8, issued on July 15, 2019, revised Design Requirements Documents and added Early Demolition Work by another Contract;
- Amendment No. 9, issued on August 16, 2019, requested Best and Final Offers (BAFO) and established due date of September 3, 2019 (due date was extended to September 5, 2019), revised SBV/DVBE Forms, SOQS Forms and revised General Requirements, and Performance Specifications;
- Amendment No. 10, issued October 24, 2019, requested Final Revised Proposal and established due date of October 29, 2019.

Proposals were received on April 26, 2019 from the following firms:

1. Clark Construction Group-California LP (Clark).
2. S.J. Amoroso Construction Co., Inc. (Amoroso)

Only two of the three pre-qualified firms submitted proposals. Webcor Builders did not submit a proposal. Among the reasons cited were complexity and time consuming in

filling Metro forms, expensive insurance coverage requirements for subcontractors, and many unknown risks associated with construction.

Final Revised Proposals were received on October 29, 2019, from both Proposers:

1. Amoroso
2. Clark

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Project Management/Regional Rail, Project Management/Construction Management and Operations Liaison and Planning department conducted a comprehensive and robust evaluation of the proposals received, in accordance with the factors and sub-factors set forth in the RFP to assign a score and ranking.

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

- | | |
|--|------------|
| • Experience and Qualifications of Firms on the Team | 5 percent |
| • Skills and Experience of Project Personnel | 10 percent |
| • Project Management Approach | 25 percent |
| • Project Understanding and Technical Approach | 40 percent |
| • Price | 20 percent |
| • A Prompt Payment to Subcontractors Initiative (Bonus)* | 5 points |

*The Proposers could opt for prompt payment initiative and earn bonus points for the prime Contractor to pay its first-tier subcontractors for work completed prior to submitting its monthly billing to Metro.

Each proposing team was invited to make an oral presentation to the PET for the purpose of clarifying their proposal and demonstrating their understanding of Metro's requirements. The presentation meeting format, the amount of time allowed, and general questions asked were standardized. Oral presentations were scheduled on June 12, 2019 and July 12, 2019.

Following a review of the initial proposals and oral presentations both proposals were determined to be within the competitive range. The PET held discussions with each Proposer between June 21, 2019, and July 16, 2019, to address potential deficiencies, understand concerns about risk, and review assumptions taken in relation to their price proposal. The discussions confirmed Proposers' understanding of the scope and appropriate approaches and plans to complete the scope of work. Based on discussions, Proposers were requested to submit Final Revised Proposals.

After receipt of the Final Revised Proposals, and multiple clarifications during the process, it was determined that the SBE/DVBE Forms submitted by Clark were non-responsive to the RFP requirements. Staff was unable to determine the level of Clark's Design and Construction commitments. A Proposer must meet or exceed the goal at

time of the proposal due date and a Proposer that does not meet the goal will be determined non-responsive and not be eligible for award.

Qualifications Summary

Proposers were qualified and technically capable of performing the design and construction of the Project. Amoroso’s Proposal was rated higher for Skills and Experience of Project Personnel. Amoroso explained in detail, their intent and approach to the Project and the various elements of risk in their Proposal. Amoroso’s Proposal demonstrated strengths in factors and sub-factors under Project Management and Technical Approach of Proposer’s capabilities, skill and experience, management approach, risk management, staffing plan, safety and quality management and quality control.

Notwithstanding, the scoring of both proposals, Clark’s final proposal was determined non-responsive. In accordance with the specified evaluation factors and sub-factors and the SBE/DVBE goal requirements of the RFP Amoroso offers the Best Value, and is advantageous to Metro.

EVALUATION CRITERIA WEIGHTING AND SCORING SUMMARY

Table 1- Score Summary by Evaluation Criteria

	Points Possible	Amoroso	Clark
Experience and Qualifications of Firms on the Team (5%)			
Proposer’s Skill and Experience	5	4.17	4.40
SUBTOTAL	5	4.17	4.40
Skills and Experience of Project Personnel (10%)			
Project Manager	2	1.97	1.30
Deputy Project Manager	1	0.97	0.68
Quality Assurance and Control Manager	1	0.98	0.68
Principal Engineer	2	1.87	0.57
Lead Architect	1	0.93	0.97
Safety Manager	1	0.97	0.99
MEP Engineer(s)	1	0.97	0.98
Systems Engineer	1	0.97	0.98
SUBTOTAL	10	9.63	7.15
Project Management Approach (25%)			
Design Management Approach	5	4.17	4.80
Construction Management	10	8.23	9.60
Project Controls and Schedule	2.5	2.08	2.08
Risk Management Approach	2.5	2.33	2.50
Safety Record	2.5	2.29	2.50
Quality Assurance/Quality Control	2.5	2.33	1.75

SUBTOTAL	25	21.43	23.23
Project Understanding and Technical Approach (40%)			
General (Understanding of technical issues, ATCs, Design Approach, 30% Design Development)	15	13.40	14.30
Fixed Facilities (Architectural, Civil, Utilities, etc.,)	15	12.95	13.65
Systems (Communication, Systems Integration Testing, and Startup, System Safety, Security, and Assurance)	10	9.17	9.50
SUBTOTAL	40	35.52	37.45
TECHNICAL TOTAL	75.00	70.75	72.23
Price Proposal (20%)			
Price	17	15.04	17.00
Delay Compensation Rates	1	0.93	1.00
Life Cycle Costs	1	0.97	1.00
Exceeds SBE/DBE Goal	1	1.00	0.0
PRICE TOTAL	20	17.94	19.00
TECHNICAL & PRICE TOTAL	100	88.69	91.23
CP-5A Voluntary Subcontractor Payment Initiative (5 Point Bonus)	5	5	5
EVALUATION TOTAL	105	93.69	96.23

C. Cost/Price Analysis

The recommend award price is determined to be fair and reasonable based on adequate price competition and comparison to the independent cost estimate which was submitted concurrently with the proposals. The recommended award price to Amoroso, the only responsive proposer, is 8.7% higher than the ICE and only 6.7% higher than Clark's price.

PRICE SUMMARY	Amoroso Construction Base	Clark Construction Base	Independent ² Cost Estimate
Total Evaluated Price ⁽¹⁾	\$175,026,485	\$157,733,995	\$144,143,417
Negotiated Price			
Award Price ³	\$129,365,128	\$121,272,213	118,906,063

Note¹: The Total Price Proposal includes the Base Work, Provisional Sums, Delay Compensation, Life Cycle Costs and Options.

Note²: The Independent Cost Estimate (ICE) amounts are submitted before the due date and opened concurrently with the other Proposals.

Note³: The Award Price only includes Base Work and Provisional Sums.

D. Background on Recommended Contractor

Amoroso is the Design-Builder and General Contractor, and Owen Group is the Principal Engineer and Architect of Record. Amoroso was founded in 1939 in San Francisco, CA and was incorporated in 1959 as S.J. Amoroso Construction Co., Inc. In June of 2008,

Amoroso completed a 221,000 sq. ft. Emergency Operations Center that included a Medical Services Division, a Central Fire Station and parking structure for the City of Los Angeles in June of 2008.

In addition, Amoroso has completed two design build projects for Metro. The first was the Blue Line Station Refurbishments and Improvements project that involved the renovation of 21 stations along the Metro Blue Line corridor. The second project was the Bauchet Street Storage and Facilities Maintenance project that included a design-build of a two-story 62,398 sq. ft. pre-engineered metal building. Other design build projects that Amoroso has completed include LA City College Student Union, a multi-story 60,000 sq. ft. building, a LEED Silver certified building.

Amoroso has partnered with the Owen Group to provide architectural and engineering services. The Owen Group, Inc. is a multidisciplinary design and construction services firm. Founded in 1981 and has been ranked by ENR as a Top 500 Engineering firm and as a Top 100 Construction Management for Fee firm. Owen Group provided design/build services for Metro Division 3 Parking Structure Expansion project. Owen Group is providing full-service architecture and engineering energy efficient and sustainable designs, energy audits, Facility Condition Assessments (FCA), ADA accessibility compliance evaluations and design upgrades at the Union Station Gateway Building Engineering Management Services.

PROCUREMENT SUMMARY

METRO CENTER PROJECT/AE451150019779

1.	Contract Number: AE451150019779		
2.	Contractor: HDR Engineering, Inc.		
3.	Mod. Work Description: Construction Support Services of the Metro Center Project (formerly Emergency Security Operations Center (ESOC))		
4.	Contract Work Description: Architectural and engineering (A&E) design services for the Center Street Project.		
5.	The following data is current as of: 3/27/20		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	3/24/16	Contract Award Amount: \$5,936,638
	Notice to Proceed (NTP):	4/06/16	Total of Modifications Approved: \$591,543
	Original Complete Date:	4/05/17	Pending Modifications (including this action): \$1,976,222
	Current Est. Complete Date:	12/30/22	Current Contract Value (with this action): \$8,504,403
7.	Contract Administrator: Erica Rodriguez		Telephone Number: (213) 922-1064
8.	Project Manager: Kate Amissah		Telephone Number: (213) 418-3224

A. Procurement Background

This Board Action is to approve Contract Modification No. 9 issued for construction support services of the Metro Center Project (formerly ESOC). This Contract Modification also extends the period of performance through December 30, 2022.

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

On March 24, 2016, the Board awarded a 36-month firm fixed price Contract No. AE451150019779 to HDR Engineering, Inc. in the amount of \$5,936,638 for architectural and engineering design services for the Metro Center Project, formerly known as Emergency Security Operations Center (ESOC).

A total of eight modifications have been issued to date.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis, cost analysis, fact finding, and negotiations. Some direct labor rates were re-negotiated to current market rates and fee remained unchanged.

Metro staff successfully negotiated a cost savings of \$9,778.

Proposal Amount	Metro ICE	Negotiated Amount
\$1,986,000	\$2,059,560	\$1,976,222

METRO CENTER PROJECT
FUNDING/EXPENDITURE PLAN

ATTACHMENT: B

CATEGORY: SMALL/LARGE CAPITAL
TYPE: LIFE OF PROJECT BUDGET (LOP)
VERSION: AMENDMENT 1
TOTAL LOP BUDGET \$

206.00 Million

(Dollars in Millions)

PROJECT#	212121	Prior (Up to FY 19)	Fiscal Year				Total	% of Total
			FY 20	FY 21	FY 22	FY 23		
Uses of Funds:								
FINAL DESIGN AND CONSTRUCTION								
Summary of Design/Build Cost Proposal								
	General Requirements	\$ -	\$ -	\$ 10.12	\$ 10.12	\$ 2.56	\$ 22.80	11%
	Mobilization/Demobilization	\$ -	\$ -	\$ 5.20	\$ -	\$ 0.10	\$ 5.30	3%
	Final Design Services	\$ -	\$ -	\$ 9.46	\$ 0.92	\$ 0.26	\$ 10.64	5%
	Other General Items (Training, QA/QC, Safety, Warranty, LEED Gold, etc)	\$ -	\$ -	\$ -	\$ 2.02	\$ 0.50	\$ 2.52	1%
	Site Conditions/Earthwork	\$ -	\$ -	\$ 1.40	\$ -	\$ -	\$ 1.40	1%
	Building Structure including Finishes	\$ -	\$ -	\$ 11.67	\$ 19.50	\$ 4.50	\$ 35.67	17%
	Systems (HVAC, Electrical, Communication, Safety&Security)	\$ -	\$ -	\$ 9.00	\$ 31.00	\$ 4.24	\$ 44.24	21%
	Exterior Improvements	\$ -	\$ -	\$ -	\$ 1.00	\$ 0.33	\$ 1.33	1%
	Utilities	\$ -	\$ -	\$ 2.43	\$ 1.00	\$ -	\$ 3.43	2%
	Provisional Sums	\$ -	\$ -	\$ 1.30	\$ 0.80	\$ 0.33	\$ 2.43	1%
	Design/Build Contractor Subtotal	\$ -	\$ -	\$ 50.58	\$ 66.36	\$ 12.82	\$ 129.76	63%
	Stipend for unsuccessful responsive proposer	\$ -	\$ 0.20	\$ -	\$ -	\$ -	\$ 0.20	0%
	Early Demolition	\$ -	\$ 9.00	\$ -	\$ -	\$ -	\$ 9.00	4%
	Street Vacation	\$ -	\$ 0.02	\$ 1.00	\$ 0.48	\$ -	\$ 1.50	1%
	Public Art	\$ -	\$ -	\$ 0.21	\$ 0.13	\$ 0.07	\$ 0.41	0.20%
	Design Support During Construction	\$ -	\$ 0.10	\$ 2.00	\$ 0.80	\$ 0.10	\$ 3.00	1%
	Construction Support Services	\$ -	\$ -	\$ 2.40	\$ 2.40	\$ 1.20	\$ 6.00	3%
	Agency Costs (Metro/City of Los Angeles, other agencies)	\$ -	\$ 0.30	\$ 3.20	\$ 2.40	\$ 0.90	\$ 6.80	3%
	Subtotal (Other Construction Costs)	\$ -	\$ 9.62	\$ 8.81	\$ 6.21	\$ 2.27	\$ 26.91	13%
	Contingency (20%)	\$ -	\$ 1.92	\$ 11.88	\$ 14.51	\$ 3.02	\$ 31.33	15%
	SUBTOTAL PROJECT CONSTRUCTION COST		\$ 11.54	\$ 71.27	\$ 87.08	\$ 18.11	\$ 188.00	91%
PRELIMINARY ENGINEERING DESIGN/PROPERTY ACQUISITION								
	Environmental/Preliminary Engineering Design	\$ 7.10	\$ -	\$ -	\$ -	\$ -	\$ 7.10	3%
	ROW/Land Existing Improvements	\$ 7.40	\$ -	\$ -	\$ -	\$ -	\$ 7.40	4%
	Agency Costs (PE Design)	\$ 3.50	\$ -	\$ -	\$ -	\$ -	\$ 3.50	2%
	SUBTOTAL ENV./PE.ROW.OTHER COSTS	\$ 18.00	\$ -	\$ -	\$ -	\$ -	\$ 18.00	9%
TOTAL PROJECT COST		\$ 18.00	\$ 11.54	\$ 71.27	\$ 87.08	\$ 18.11	\$ 206.00	100%
Sources of Funds:¹								
State	P1B: California Transit Security Grant Program Funds ² Eligible State or/and Local Funds based on availability at time of expenditure	\$ 18.00	\$ 11.54	\$ 70.98	\$ -	\$ -	\$ 100.52	48.8%
State/Local		\$ -	\$ -	\$ 0.29	\$ 87.08	\$ 18.11	\$ 105.48	51.2%
Total Life of Project Budget Funding:		\$ 18.00	\$ 11.54	\$ 71.27	\$ 87.08	\$ 18.11	\$ 206.00	100.0%

1) Timing of funding sources is subject to change based on eligibility/availability at time of expenditure.

2) Metro would have to reimburse the State funds of \$ 109.5 million including \$18 million already expended if the funding is not approved, and if the Project does not move forward.

**CONTRACT MODIFICATION/CHANGE ORDER LOG
METRO CENTER PROJECT/AE451150019779**

Mod. No.	Description	Status	Date	\$ Amount
1	BOC/ROC Risk Assessment & Future Implementation	Approved	01/26/17	\$370,558
2	Extension of Period of Performance (POP) through 10/31/17	Approved	07/31/17	\$0
3	Supplemental Scope of Work (SOW) and extension of POP through 2/24/21	Approved	10/12/17	\$220,985
4	Adding subcontractor DBH Consulting	Approved	11/21/17	\$0
5	Supplemental SOW for Div. 20 Portal Widening Project Coordination - No Cost	Approved	03/01/18	\$0
6	Adding subcontractors Amheart and Kimley-Horn	Approved	02/27/19	\$0
7	Funding reallocated from Task 6 to Task 5	Approved	05/23/19	\$0
8	Adding subcontractor Birdi & Associates	Approved	09/09/19	\$0
9	Construction Support Services and extension of POP through 12/30/22	Pending	Pending	\$1,976,222
	Modification Total:			\$2,567,765
	Original Contract:		3/24/16	\$5,936,638
	Total:			\$8,504,403

DEOD SUMMARY

**METRO CENTER PROJECT / DESIGN & BUILD
C52151C1169-2**

A. Small Business Participation - Design

The Diversity and Economic Opportunity Department (DEOD) established a 13% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for Design. S.J. Amoroso Construction Co., Inc. (SJA) exceeded both goals by making a 13.70% SBE commitment and a 3.02% DVBE commitment for Design.

Small Business Goal	13% SBE 3% DVBE	Small Business Commitment	13.70% SBE 3.02% DVBE
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	SBE Subcontractors	% Committed
1.	Verdical Group	1.29%
2.	A/E Tech	0.78%
3.	Safe Utility Exposure, Inc. (SUE Corp)	0.36%
4.	Faith Group, LLC	11.27%
	Total SBE Commitment	13.70%

	DVBE Subcontractors	% Committed
1.	Pierce/Cooley	3.02%
	Total DVBE Commitment	3.02%

B. Small Business Participation - Construction

The Diversity and Economic Opportunity Department (DEOD) established a 16% SBE goal and a 3% DVBE goal for Construction. SJA exceeded both goals by making a 16.19% commitment and a 3.17% DVBE.

Small Business Goal	16% SBE 3% DVBE	Small Business Commitment	16.19% SBE 3.17% DVBE
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	SBE Subcontractors	% Committed
1.	Global Installation & Maintenance, Inc. DBA Global Electric	3.44%
2.	TBD – SBE Subcontractors	12.75%
	Total SBE Commitment	16.19%

	DVBE Subcontractors	% Committed
1.	CB Procurement	2.58%
2.	TBD – DVBE Subcontractors	0.59%
	Total Commitment	3.17%

C. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) to mentor three (3) SBEs and one (1) DVBE firm for protégé development. SJA submitted a COMP and has committed to identify the required protégés after award.

D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over 2.5 million dollars:

Non-Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

E. 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 US Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

F. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

DEOD SUMMARY

METRO CENTER PROJECT/AE451150019779

A. Small Business Participation

HDR Engineering, Inc., (HDR) made a 30.25 % SBE commitment and a 3.04% DVBE commitment. The project is 80% complete. HDR is exceeding its SBE commitment with an SBE participation of 38.01%. HDR's current DVBE participation is 2.97% representing a slight shortfall of .07%. HDR explained that one of its added DVBE subconsultants, Amheart Solutions, is scoped to provide extensive support during Task 6, which is projected to eliminate the DVBE shortfall. HDR anticipates meeting or exceeding its SBE and DVBE commitments by the completion of contract.

Small Business Commitment	30.25% SBE	Small Business Participation	38.01% SBE
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	SBE Subcontractors	% Commitment	Current Participation¹
1.	Intueor Consulting	1.78%	0.78%
2.	Jacobus & Yuang	2.69%	4.15%
3.	MBI Media	1.94%	2.30%
4.	Pacific Coast Locaters	0.20%	0.13%
5.	Premier Management Corporation	1.29%	0.11%
6.	Quinn Williams	1.01%	3.57%
7.	SAA Associates	0.34%	0.39%
8.	S&K Engineers	10.10%	9.62%
9.	Spectrum Video	7.33%	7.04%
10.	W2 Design	3.57%	4.38%
11.	Birdi, Inc.	Added	0.00%
12.	Claris Strategy	Added	4.62%
13.	DBH Consulting Group	Added	0.92%
	Total SBE Commitment	30.25%	38.01%

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

Small Business Commitment	3.04% DVBE	Small Business Participation	2.97% DVBE
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	DVBE Subcontractors	% Commitment	Current Participation¹
1.	Calvada Surveying	0.42%	0.36%
2.	Schwab Engineering	2.62%	2.49%
3.	Amheart Solutions	Added	0.12%
	Total DVBE Commitment	3.04%	2.97%

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

B. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers 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 and other support trades.

D. Living Wage

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

METRO CENTER PROJECT



Concept Rendering – subject to change



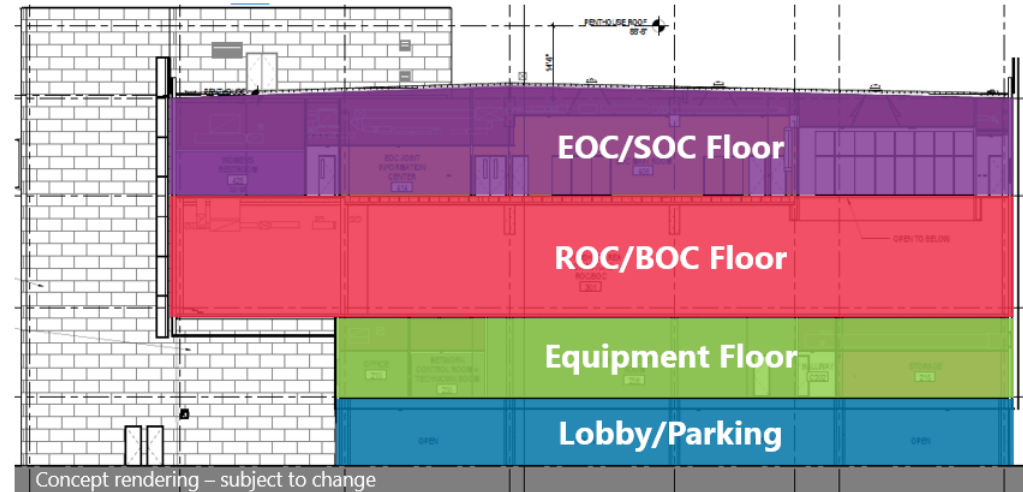
Metro Board Meeting
April 23, 2020

Metro Center Project Overview

1 In FY 11, Metro received a \$112.7 million Proposition 1B California Transit Security Grant Program (CTSGP) California Transit Assistance Fund (CTAF) grant to fund the design and construction of an Emergency Operations Center (EOC) and a Security Operations Center (SOC).

2 The Metro Center Project will consolidate and co-locate four primary functions:

- a. Emergency Operations Center (EOC)
- Phase 1 { b. Security Operations Center (SOC)
- c. Rail Operations Center (ROC)
- Phase 2 { d. Bus Operations Center (BOC)



3 The existing EOC/ROC are at capacity. New operation theaters are needed to support current operations, and to accommodate Metro’s planned and future transit system up to 2070.

4 The facility will have the ability to operate for 72 hours of continuous operations during a catastrophe event with the loss of water, power, gas, and sewer.

Emergency and Security Operations Overview



- 1** There is no Security Operations Center (SOC) today to support the agency's current and disparate security systems and functions.
 - a. Limited Interoperable communications for Security to respond to various incidents in a coordinated fashion consistent with the National Incident Management System (NIMS)
 - b. Emergency calls such as 911 on the bus and rail lines at local Law Enforcement Agencies. Metro Security only finds out if local law enforcement informs them or when notified by ROC & BOC
- 2** To meet current conditions facing Metro's expansion, an EOC/SOC will provide total enterprise system security and situational awareness to be proactive in enhancing the customer experience for all Metro's patrons.
 - a. Enhanced Prevention, Protection, Mitigation Response & Recovery
 - b. Improved Surveillance from a common operating picture
 - c. Ability to Detect, Deter, Delay & Deny significant security threats
 - d. Provide for increase agency-wide resiliency with professional response & recovery systems
 - e. Support Security Business Intelligence Cycle & functions to optimize the customer experience daily



Metro

Metro Center Project Recommendations (Item No. 2020-0179)

- A** Award a firm fixed price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co., Inc., the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Street Project (Project), in the amount of \$129,365,128.00;
- B** Align the Life-of-Project Budget (LOP) of \$112.7 million to \$206 million including \$109.5 million of Prop 1B California Transit Security Grant Program funds awarded to the Project by the State;
- C** Execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering Inc. to provide Design Support During Construction in the amount of \$1,976,222 increasing the Total Contract Value from \$6,528,181 to \$8,504,403 and increase the Contract Modification Authority (CMA) for HDR Engineering Inc. in the amount of \$400,000; and,
- D** Execute all agreements, task orders and contract modifications necessary up to the LOP budget to complete the above actions.

Metro Center Project Funding

Funding Source	Amount
Prop 1B California Transit Security Grant Program	\$ 109.50 M
Eligible State or/and Local Funds based on availability at time of expenditure	\$ 96.50 M
TOTAL	\$ 206.0 M

1. The \$112.7 million CTAF grant awarded by the State in FY 11 was subsequently reduced to \$109.5 million due to less available funds from bond sales. State Prop 1B grant funds must be expended by 2022.
2. LOP budget increase is due to:
 - a. High design and construction bids due to current competitive market conditions with several ongoing public works projects ongoing around the same period.
 - b. Previous LOP established in 2016 based on conceptual design with limited information.
 - c. Provisions to accommodate the future ROC/BOC.
 - d. Designed for redundancy to support Metro operations for up to 72 hours during a catastrophe event with the loss of water, power, gas, and sewer.
 - e. Updates to third party and support services costs.

Next Steps

METRO CENTER PROJECT

No.	Description	Date
1	Early Demolition and Environmental Abatement	August 2019 – April 2020
2	Board Approval of LOP budget, Award of Design/Build Contract, and HDR Contract Modification	April 2020
3	Board Approval of Award of Construction Support Services (CSS cost is included in LOP budget)	May 2020
4	Design/Build Contractor Initiates Design	Spring 2020
5	Construction Begins	Summer 2020
6	Anticipated Construction Complete	Winter 2023



Board Report

File #: 2020-0179, File Type: Contract

Agenda Number: 41.

REGULAR BOARD MEETING APRIL 23, 2020

SUBJECT: METRO CENTER PROJECT (FORMERLY ESOC)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. Award a firm fixed price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co., Inc., the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project), in the amount of \$129,365,128.00;
- B. Align the Life-of-Project Budget (LOP) of \$112.7 million to \$206 million including \$109.5 million of Prop 1B California Transit Security Grant Program funds awarded to the Project by the State;
- C. Execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering Inc. to provide Design Support During Construction in the amount of \$1,976,222 increasing the Total Contract Value from \$6,528,181 to \$8,504,403 and increase the Contract Modification Authority (CMA) for HDR Engineering Inc. in the amount of \$400,000; and,
- D. Execute all agreements, task orders and contract modifications necessary up to the LOP budget to complete the above actions.

ISSUE

In March 2016, the Metro Board established the Life of Project budget (LOP) in the amount of \$112.7 million based on the grant funds awarded to the Project. Since then - four years later, the preliminary engineering design, environmental work and selection of the design/build contractor have been completed. This Board action will award the design/build contract to S.J. Amoroso Construction Co., Inc. deemed to provide the best value for the design and construction of the Project (See Attachment A -1, Procurement Summary) and align the LOP budget to \$206 million to the current market conditions and fund the design and construction of the Metro Center Project.,

DISCUSSION

The Metro Center project comprises of the co-location of four operations centers: Emergency Operations Center (EOC), Security Operations Center (SOC), Rail Operations Center (ROC), and Bus Operations Center (BOC) to centralize communications and coordination, improve day-to-day operations, and enhance Metro's security, disaster and terrorism response capability. Metro's current Emergency Operations Center is operating at capacity, and needs to be expanded to accommodate Metro's new rail lines and upcoming special events including the World Cup, National Championships, and Olympics.

In addition, Metro does not have a Security Operations Center. The new SOC is needed to provide 24/7 security surveillance of Metro's transit system by security professionals with specialized training to improve overall rider safety on Metro's rail and bus lines. The Project will be constructed in two phases with the first phase consisting of the full build out of the EOC, SOC, at-grade parking, and infrastructure to accommodate the future ROC and BOC. The second phase will consist of the construction of the tenant improvements for the ROC and BOC on one entire floor of the Metro Center project building. The Project will achieve a LEED Gold certification with the capability to be in operations continuously for 72 hours in case of loss of water, power, and gas due to a natural disaster.

Life of Project Budget

With the base contract and provisional sum award to S.J. Amoroso in the amount of \$129,365,128.00, staff is requesting approval of the LOP in the amount of \$206 million to accurately realign and reflect the design and construction costs, infrastructure provisions to accommodate the ROC/BOC, third party costs, design support during construction, construction support services, and other agency support costs including a 20% construction contingency as shown in Attachment B - Funding/Expenditure Plan.

In March 2016, the Board established the LOP budget for the Project in the amount of \$112.7 million and awarded HDR Engineering Inc. a contract for preliminary engineering design. At the time, the \$112.7 million LOP included \$57.67 million for design and construction of the Project based on conceptual planning phase. Since then, the preliminary engineering work and the evaluation of the design builders' proposals based on current market conditions have been completed.

The current market conditions in Southern California are very challenging. California markets are inundated with work especially with the passage of Senate Bill 1 which provides approximately \$5 billion in infrastructure improvements each year, combined with Measure R and Measure M programs and other private, state and local programs including LAX airport, which have flooded the construction market with several public works projects ongoing around the same time period. Therefore, fewer contractors are available to bid on jobs and bids have been trending higher. Additionally, a number of factors have driven up the prices of construction materials, beyond the average inflation rates in the four-year period since 2016.

HDR Engineering Contract Modification

In March 2016, the Board awarded HDR Engineering, Inc. \$5,936,638 to prepare preliminary engineering design for the Metro Center Project. Due to the changes to the project, Staff

recommended action also include \$1,976,222 million to HDR Engineering Inc. to provide design support during construction for the emergency and security operations centers.

Project Status

Metro has received California State Prop 1B grant in the amount of \$109.5 million since 2011 and the State has requested that Prop 1B grant funds be expended by 2022. Therefore, early environmental and demolition work began in August 2019 and will be completed in April 2020 in preparation for the design builder’s work. The approval of the staff recommended actions will enable to Project to expend the Prop 1B funds by 2022.

DETERMINATION OF SAFETY IMPACT

The Project will be designed and constructed consistent with Metro’s design and construction safety standards. This Board action will not impact established safety standards for Metro’s design and construction projects.

FINANCIAL IMPACT

In FY 11, Metro received a Proposition 1B California Transit Security Grant Program (CTSGP) California Transit Assistance Fund (CTAF) grant to fund the design and construction of an Emergency Operations Center (EOC). The CTAF grant was subsequently reduced to \$109.5 million due to less available funds from bond sales. Funding Sources are shown on Table 1 below.

Funding Source	Amount (\$ millions)
Prop 1B California Transit Security Grant Program	\$109.5
Eligible State or/and Local Funds based on availability at time of expenditure	\$96.5
TOTAL	\$206.0

Staff is requesting to establish the new LOP budget of \$206 million for the Project, in cost center 2610 System Security and Law Enforcement, project number 212121 to accommodate the costs. Since this is a multi-year project, the Chief System Security and Law Enforcement Officer and Chief Program Management Officer, Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The Prop 1B California Transit Security Grant Program funds are specific for this project as designated in the Grant award to this project. Additional funding for this project may have to come from other federal, state or local eligible Bus and Rail Operating funds and SGR funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the

transportation system. The Project will be designed and constructed to support future ROC and BOC operations within the building. The Project will enhance Metro's ability to plan and respond to special events. The Project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The Project is one of the few consolidated transit operation centers in the nation that will house emergency, security, rail, and bus operations within the same facility for efficiency of operations. Lastly, the Project supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization. The Project is being designed and constructed in close coordination with the community and third party stakeholders as well as internal stakeholders within Metro to streamline Metro's systems and processes for efficient operations.

ALTERNATIVES CONSIDERED

The alternative would be to not approve the recommended actions to advance the design and construction of the Project. This is not recommended as Metro will need to return \$109.5 million to the State including over \$18 million that has already been expended if the Project does not move forward.

NEXT STEPS

Execution of the design-build contract is subject to the resolution of any timely and properly submitted protest. A Notice to Proceed (NTP) to the Design/Build Contractor after execution of the contract and meeting all other contract requirements for an NTP. The Project is estimated to be complete by Winter 2023. Upon Board approval, staff will also execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering, Inc.

ATTACHMENTS

Attachment A-1 - Procurement Summary, S.J. Amorosa Construction Co., Inc.

Attachment A-2 - Procurement Summary, HDR Engineering, Inc.

Attachment B - Funding/Expenditure Plan

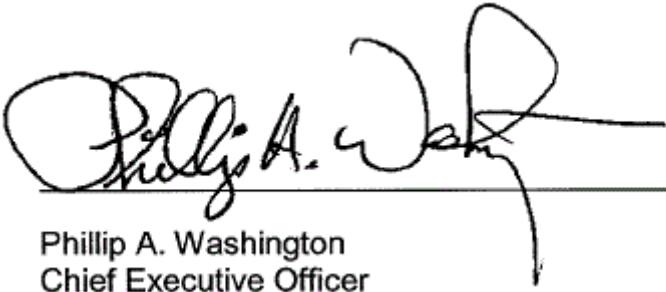
Attachment C - Contract Modification/Change Order Log, HDR Engineering, Inc.

Attachment D-1 - DEOD Summary, TBA Construction Firm

Attachment D-2 - DEOD Summary, HDR Engineering, Inc.

Prepared by: Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189
Carolina Coppolo, Executive Officer, Vendor/Contract Mgmt (213) 922-4471
Ivan Page, Executive Officer, Vendor/Contract Mgmt (213) 922-6383

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Aston Greene, Chief Sys Sec & Law Enforcement Officer (Interim), (213) 922-3604



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2020-0179, File Type: Contract

Agenda Number: 41.

REGULAR BOARD MEETING APRIL 23, 2020

SUBJECT: METRO CENTER PROJECT (FORMERLY ESOC)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. Award a firm fixed price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co., Inc., the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project), in the amount of \$129,365,128.00;
- B. Align the Life-of-Project Budget (LOP) of \$112.7 million to \$206 million including \$109.5 million of Prop 1B California Transit Security Grant Program funds awarded to the Project by the State;
- C. Execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering Inc. to provide Design Support During Construction in the amount of \$1,976,222 increasing the Total Contract Value from \$6,528,181 to \$8,504,403 and increase the Contract Modification Authority (CMA) for HDR Engineering Inc. in the amount of \$400,000; and,
- D. Execute all agreements, task orders and contract modifications necessary up to the LOP budget to complete the above actions.

ISSUE

In March 2016, the Metro Board established the Life of Project budget (LOP) in the amount of \$112.7 million based on the grant funds awarded to the Project. Since then - four years later, the preliminary engineering design, environmental work and selection of the design/build contractor have been completed. This Board action will award the design/build contract to S.J. Amoroso Construction Co., Inc. deemed to provide the best value for the design and construction of the Project (See Attachment A -1, Procurement Summary) and align the LOP budget to \$206 million to the current market conditions and fund the design and construction of the Metro Center Project.,

DISCUSSION

The Metro Center project comprises of the co-location of four operations centers: Emergency Operations Center (EOC), Security Operations Center (SOC), Rail Operations Center (ROC), and Bus Operations Center (BOC) to centralize communications and coordination, improve day-to-day operations, and enhance Metro's security, disaster and terrorism response capability. Metro's current Emergency Operations Center is operating at capacity, and needs to be expanded to accommodate Metro's new rail lines and upcoming special events including the World Cup, National Championships, and Olympics.

In addition, Metro does not have a Security Operations Center. The new SOC is needed to provide 24/7 security surveillance of Metro's transit system by security professionals with specialized training to improve overall rider safety on Metro's rail and bus lines. The Project will be constructed in two phases with the first phase consisting of the full build out of the EOC, SOC, at-grade parking, and infrastructure to accommodate the future ROC and BOC. The second phase will consist of the construction of the tenant improvements for the ROC and BOC on one entire floor of the Metro Center project building. The Project will achieve a LEED Gold certification with the capability to be in operations continuously for 72 hours in case of loss of water, power, and gas due to a natural disaster.

Life of Project Budget

With the base contract and provisional sum award to S.J. Amoroso in the amount of \$129,365,128.00, staff is requesting approval of the LOP in the amount of \$206 million to accurately realign and reflect the design and construction costs, infrastructure provisions to accommodate the ROC/BOC, third party costs, design support during construction, construction support services, and other agency support costs including a 20% construction contingency as shown in Attachment B - Funding/Expenditure Plan.

In March 2016, the Board established the LOP budget for the Project in the amount of \$112.7 million and awarded HDR Engineering Inc. a contract for preliminary engineering design. At the time, the \$112.7 million LOP included \$57.67 million for design and construction of the Project based on conceptual planning phase. Since then, the preliminary engineering work and the evaluation of the design builders' proposals based on current market conditions have been completed.

The current market conditions in Southern California are very challenging. California markets are inundated with work especially with the passage of Senate Bill 1 which provides approximately \$5 billion in infrastructure improvements each year, combined with Measure R and Measure M programs and other private, state and local programs including LAX airport, which have flooded the construction market with several public works projects ongoing around the same time period. Therefore, fewer contractors are available to bid on jobs and bids have been trending higher. Additionally, a number of factors have driven up the prices of construction materials, beyond the average inflation rates in the four-year period since 2016.

HDR Engineering Contract Modification

In March 2016, the Board awarded HDR Engineering, Inc. \$5,936,638 to prepare preliminary engineering design for the Metro Center Project. Due to the changes to the project, Staff

recommended action also include \$1,976,222 million to HDR Engineering Inc. to provide design support during construction for the emergency and security operations centers.

Project Status

Metro has received California State Prop 1B grant in the amount of \$109.5 million since 2011 and the State has requested that Prop 1B grant funds be expended by 2022. Therefore, early environmental and demolition work began in August 2019 and will be completed in April 2020 in preparation for the design builder’s work. The approval of the staff recommended actions will enable to Project to expend the Prop 1B funds by 2022.

DETERMINATION OF SAFETY IMPACT

The Project will be designed and constructed consistent with Metro’s design and construction safety standards. This Board action will not impact established safety standards for Metro’s design and construction projects.

FINANCIAL IMPACT

In FY 11, Metro received a Proposition 1B California Transit Security Grant Program (CTSGP) California Transit Assistance Fund (CTAF) grant to fund the design and construction of an Emergency Operations Center (EOC). The CTAF grant was subsequently reduced to \$109.5 million due to less available funds from bond sales. Funding Sources are shown on Table 1 below.

Funding Source	Amount (\$ millions)
Prop 1B California Transit Security Grant Program	\$109.5
Eligible State or/and Local Funds based on availability at time of expenditure	\$96.5
TOTAL	\$206.0

Staff is requesting to establish the new LOP budget of \$206 million for the Project, in cost center 2610 System Security and Law Enforcement, project number 212121 to accommodate the costs. Since this is a multi-year project, the Chief System Security and Law Enforcement Officer and Chief Program Management Officer, Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The Prop 1B California Transit Security Grant Program funds are specific for this project as designated in the Grant award to this project. Additional funding for this project may have to come from other federal, state or local eligible Bus and Rail Operating funds and SGR funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the

transportation system. The Project will be designed and constructed to support future ROC and BOC operations within the building. The Project will enhance Metro's ability to plan and respond to special events. The Project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The Project is one of the few consolidated transit operation centers in the nation that will house emergency, security, rail, and bus operations within the same facility for efficiency of operations. Lastly, the Project supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization. The Project is being designed and constructed in close coordination with the community and third party stakeholders as well as internal stakeholders within Metro to streamline Metro's systems and processes for efficient operations.

ALTERNATIVES CONSIDERED

The alternative would be to not approve the recommended actions to advance the design and construction of the Project. This is not recommended as Metro will need to return \$109.5 million to the State including over \$18 million that has already been expended if the Project does not move forward.

NEXT STEPS

Execution of the design-build contract is subject to the resolution of any timely and properly submitted protest. A Notice to Proceed (NTP) to the Design/Build Contractor after execution of the contract and meeting all other contract requirements for an NTP. The Project is estimated to be complete by Winter 2023. Upon Board approval, staff will also execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering, Inc.

ATTACHMENTS

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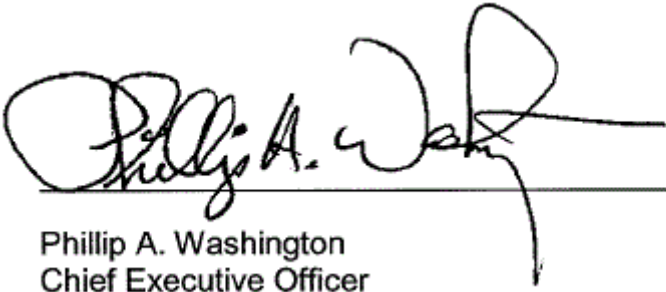
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Prepared by: Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189
Carolina Coppolo, Executive Officer, Vendor/Contract Mgmt (213) 922-4471
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Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
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Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2020-0179, File Type: Contract

Agenda Number: 41.

REGULAR BOARD MEETING APRIL 23, 2020

SUBJECT: METRO CENTER PROJECT (FORMERLY ESOC)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

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ISSUE

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The Metro Center project comprises of the co-location of four operations centers: Emergency Operations Center (EOC), Security Operations Center (SOC), Rail Operations Center (ROC), and Bus Operations Center (BOC) to centralize communications and coordination, improve day-to-day operations, and enhance Metro's security, disaster and terrorism response capability. Metro's current Emergency Operations Center is operating at capacity, and needs to be expanded to accommodate Metro's new rail lines and upcoming special events including the World Cup, National Championships, and Olympics.

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Attachment A-2 - Procurement Summary, HDR Engineering, Inc.

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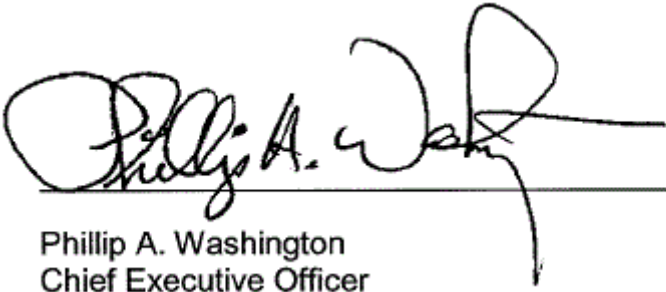
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Attachment D-1 - DEOD Summary, TBA Construction Firm

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Prepared by: Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189
Carolina Coppolo, Executive Officer, Vendor/Contract Mgmt (213) 922-4471
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Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Aston Greene, Chief Sys Sec & Law Enforcement Officer (Interim), (213) 922-3604



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2020-0289, File Type: Policy

Agenda Number: 42.

REGULAR BOARD MEETING APRIL 23, 2020

SUBJECT: CORONAVIRUS - COVID19

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Chief Executive Officer to authorize the Chief, Vendor Contract Management Officer approval authority for procurements to support the emergency condition that is being declared due to the coronavirus pandemic, in accordance with Los Angeles County Metropolitan Transportation Authority's Acquisition Policy and Procedure Manual, Acquisition Procedures ACQ2, chapter 11, section 11.8 "Emergency Procurements", Public Utilities Code 130234 and Public Contracting Code 20233, that cannot be met through normal procurement methods through June 1, 2020.

(REQUIRES TWO-THIRDS VOTE)

ISSUE

As the Nation is responding to the public health crisis related to the coronavirus pandemic (COVID19), LA Metro is taking every reasonable step to ensure the health and safety for its staff members as well as the public for which it serves.

The existence of this emergency condition gives rise to an immediate need for supplies and services which must be expedited to ensure that Metro can maintain its operations while protecting health and safety without observance of competitive bidding requirements.

BACKGROUND

A respiratory disease outbreak caused by a new coronavirus that was first detected in China has now been detected in more than 70 locations internationally, including in the United States. The virus has been named "SARS-CoV-2" and the disease it causes has been named "Coronavirus Disease 2019" (abbreviated "COVID-19").

The potential public health threat posed by COVID-19 is very high and proper PPE reduces the risk of exposure to this virus.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro, it is imperative that staff has access to proper Personal Protective Equipment (PPE), and that other services and supplies are acquired in an expedited manner to ensure the well-being of the public Metro serves.

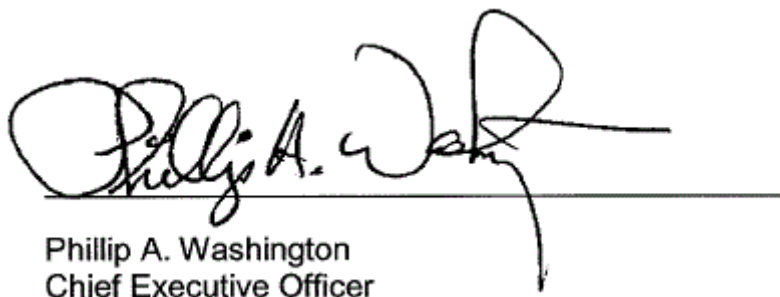
ATTACHMENTS

Attachment A - ACQ2 Chapter 11, Emergency Procurements

Attachment B - Public Utilities Code 130234

Attachment C - Public Contract Code 20233

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



Phillip A. Washington
Chief Executive Officer

Attachment A
ACQ2 Chapter 11, section 11.8

11.8 Emergency Procurements

- A. In accordance with the Public Utilities Code 130234 and Public Contract Code 20233, the MTA may conduct a procurement on an emergency basis if the procurement is essential to an MTA requirement to deal with an existing emergency condition, as defined in the section below.
- B. Both PUC 130234 and PCC 20233, requires a two-thirds finding by the Board that public interest and necessity demand the immediate expenditure of public money to safeguard life, health or property and proceed to expend or enter into a contract without observance of the provisions of the applicable articles regarding contracts, bids, advertisement or notice.
- C. For purposes of an emergency procurement under this Chapter, an "emergency condition", is a situation (such as a flood, epidemic, riot, equipment failure, or any other reason declared by the Chief Executive Officer), which creates an immediate threat to the public health, welfare, or safety. The existence of an emergency condition creates an immediate need for supplies, services, or construction which cannot be met through normal procurement methods, and the lack of which would seriously threaten one (1) or more of the following:
 - 1. The health or safety of any person;
 - 2. The preservation or protection of property; or
 - 3. The continuation of necessary MTA functions.

Attachment B
Public Utilities Code 130234

130234.

In case of any great public calamity, such as an extraordinary fire, flood, storm, epidemic, or other disaster, or interruption of contracts essential to the provision of daily transit service or catastrophic failure of revenue-producing equipment or facilities, the commission may, by resolution passed by a two-thirds vote of all its members, declare and determine that public interest and necessity demand the immediate expenditure of public money to safeguard life, health, or property, and thereupon proceed to expend or enter into a contract involving the expenditure of any sum needed in the emergency without observance of the provisions in this article regarding contracts, bids, advertisement, or notice.

(Added by Stats. 1986, Ch. 195, Sec. 137.4.)

Attachment C
Public Contract Code 20233

20233.

In case of an emergency, the board may, by resolution passed by a vote of two-thirds of all its members, declare and determine that public interest and necessity demand the immediate expenditure of public money to safeguard life, health, property, or the public welfare, and thereupon proceed to expend or enter into a contract involving the expenditure of any sum needed to respond to the emergency without observance of the provisions requiring contracts, bids, or notice. If notice for bids to let contracts will not be given, the board shall also comply with Chapter 2.5 (commencing with Section 22050).

(Amended by Stats. 1994, Ch. 803, Sec. 2. Effective January 1, 1995.)