Item 3 – WSAB Project Master Cooperative Agreement

The Metro presentation will be available for distribution after the TAC meeting.

Attached is an Overview of Metro WSAB Project Master Cooperative Agreement (MCA) providing summary information on the MCA’s purpose, its contents and Metro-City roles and responsibilities. It also identifies five key negotiations-related concerns and issues that have been discussed with Metro staff in a pre-TAC conference call by John Moreno, TAC Chair and Gilbert Livas, TAC Vice-Chair. It is understood that a full set of city-specific MCA concerns and issues will be identified and discussed with Metro staff.

Item 4 – Update on Grants

Attached is a summary of the Local Early Action Planning (LEAP) Grant Program provided by the California Department of Housing and Community Development (HCD).

The Metro TODSIP presentation will be available for distribution after the TAC meeting.
Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR
WSAB City Manager TAC
Agenda Item 3
WSAB Master Cooperative Agreement (MCA)
April 14, 2020

Presented by LACMTA:
Meghna Khanna, Senior Director, Countywide Planning & Development
June Susilo, Deputy Executive Officer, Program Management
Overall WSAB Project Schedule

Draft EIS/R Release: Early 2021
LPA Selection: Mid 2021
Final EIR Certification: Late 2021
ROD: Late 2021
P3 RFQ: Following LPA Selection
P3 RFP: Following Final EIR
Groundbreaking: 2023
Agenda

1. Schedule for MCA Negotiations
2. MCA Overview
3. Defining the “City Portion”
4. Status and Availability of Design Drawings and Documents
5. Clarification of Enabling Work Scope and Status
6. Understanding the City and Metro Teams
7. Next Steps
## 1. Schedule for MCA Negotiations

<table>
<thead>
<tr>
<th>Activity</th>
<th>Initial</th>
<th>Revised</th>
</tr>
</thead>
<tbody>
<tr>
<td>Submit draft MCA for comment</td>
<td>April 2, 2020</td>
<td></td>
</tr>
<tr>
<td>Bi-weekly group working sessions and individual meetings *</td>
<td>Starting today, next session April 27 or 28, 2020</td>
<td></td>
</tr>
<tr>
<td>Agree to terms **</td>
<td>June 1, 2020</td>
<td>August – October 2020</td>
</tr>
<tr>
<td>Metro Board approves MCAs **</td>
<td>July 25, 2020</td>
<td>September – November 2020</td>
</tr>
<tr>
<td>Execute MCAs **</td>
<td>August 3, 2020</td>
<td>October – December 2020</td>
</tr>
</tbody>
</table>

* Subject to feedback from the Cities on timing. Metro will work with Cities’ TAC consultants to schedule these sessions, including agreeing timing for City comments in advance of the sessions.

** Range of dates provided to allow flexibility of timing for execution of MCAs between Cities.
2. MCA – Overview

Areas highlighted by the COG/Cities:

- Project description (Recitals; Exhibit 1, Part A; Exhibit 3)
- Scope, phases & schedule (Article 1; Article 2.4; Exhibit 2, Part A; Exhibits 6-9)
- Roles and responsibilities (Articles 2-4; Exhibit 4, Parts A & B)
- Contractual packages (Exhibit 1, Part B)
- City facility rearrangements (Sections 2.9, 3.1-3.6 & 4.3; Article 11; Exhibits 7-8)
- Betterments (Article 5)
- Reimbursements and credits (Article 7)
- Resolution of disputes (Article 9; Exhibit 4, Part C)
- Metro and P3 roles and responsibilities (Exhibit 1, Part B; Exhibits 2 & 4)
- Definitions and interpretations (Article 11)
2. MCA – Overview
(a) Project Description

- The main goals of the WSAB Project are to:
  - Provide mobility improvements
  - Support local and regional land use plans and policies
  - Minimize environmental impacts
  - Ensure cost effectiveness and financial feasibility
  - Promote equity

- Expected to provide a direct connection to the Metro Green Line, Metro Blue Line and the LA County regional transit network

- Shared corridor of approximately 10 miles of freight-owned ROW that runs along the Wilmington and La Habra Branches (owned by Union Pacific Railroad, UPRR) and the San Pedro Subdivision (owned by the Ports of LA and Long Beach)
2. MCA – Overview

(b) Scope, Phases and Schedule

- **Scope**: Defines applicable procedures during the planning, design and construction phases with respect to the City Portion (Slide 16); and sets out process for extending or entering into a new MCA for O&M phase.

- **Phases & Schedule**:

  - **Planning & ACE**
    - Preparation of EIR/EIS, Advanced Conceptual Engineering (15%), selection of LPA, FTA issuance of Record of Decision

  - **Enabling Works**
    - Engineering & Procurement
      - Complete Design Development, third party approvals, contractor procurement
    - Construction
      - Construction of Enabling Works

  - **P3 Project Scope**
    - **Procurement**
      - Definition of scope, specifications and requirements for P3 Project Scope and procurement of P3 Developer
    - **Design & Build**
      - Design Development to Final Design and construction of P3 Project Scope
2. MCA – Overview
(c) Roles and Responsibilities

<table>
<thead>
<tr>
<th>Phase</th>
<th>LACMTA Retained</th>
<th>P3 Developer</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General</strong></td>
<td>Performing (or delegating) Metro’s obligations under the MCA and ensuring that Metro Contractors comply</td>
<td>Performing Metro’s responsibilities under the MCA other than obligations specifically retained by Metro</td>
<td>Performing all of City’s obligations under the MCA and ensuring that all City Contractors comply</td>
</tr>
<tr>
<td><strong>Planning and ACE</strong></td>
<td>Managing planning process Preparing Advanced Conceptual Design for WSAB Project</td>
<td>Not applicable</td>
<td>Support and assistance - Governmental Approvals and dealing with third parties</td>
</tr>
<tr>
<td><strong>EW: Engineering &amp; Procurement</strong></td>
<td>Preparing and completing EW Designs. Managing procurement of EW contractors</td>
<td>Not applicable</td>
<td>Reviewing EW Designs. Assisting in procuring ROW.</td>
</tr>
<tr>
<td><strong>EW: Construction</strong></td>
<td>Managing performance of EW contractors</td>
<td>Interfacing with EW contractors</td>
<td>Coordinating Adjacent Work, City Construction Work, City Maintenance Work</td>
</tr>
<tr>
<td><strong>P3: Procurement</strong></td>
<td>Defining scope, specifications and requirements and managing procurement for P3 Project Scope</td>
<td>Submitting proposal</td>
<td>If requested, reviewing scope, specifications and requirements</td>
</tr>
</tbody>
</table>
The following contractual packages are currently contemplated for the WSAB Project:

<table>
<thead>
<tr>
<th>Enabling Works</th>
<th>LACMTA Retained Scope</th>
<th>P3 Project Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced utility relocation</td>
<td>• ROW acquisition</td>
<td>• Design and construction of WSAB Project, other than Enabling Works or Metro Retained elements</td>
</tr>
<tr>
<td>Freight relocation</td>
<td>• Supply/ install fare collection equipment and fare collection activities</td>
<td>• O&amp;M of WSAB Project for term of P3 contract</td>
</tr>
<tr>
<td>Grade crossings</td>
<td>• Security and enforcement activities, with limited exceptions such as MSF</td>
<td>• Asset management and maintenance activities term of P3 contract, other than Metro Retained elements</td>
</tr>
<tr>
<td>• Civil and Striping</td>
<td>• Art installation</td>
<td></td>
</tr>
<tr>
<td>• Drainage</td>
<td>• Bike hubs and/or lockers</td>
<td></td>
</tr>
<tr>
<td>• Utilities</td>
<td>• ESA</td>
<td></td>
</tr>
<tr>
<td>• Traffic Control</td>
<td>• Geotechnical investigations</td>
<td></td>
</tr>
<tr>
<td>• Signal (Freight Preemption only)</td>
<td>• Remediation of hazardous materials (if any)</td>
<td></td>
</tr>
</tbody>
</table>
2. MCA – Overview
(e) City Facility Rearrangements

- Metro will be primarily responsible for designing and constructing Rearrangements. A “Rearrangement” means the work of:
  - removal, replacement, relocation etc. of a City Facility that is necessary to construct, operate or maintain the WSAB Project; or
  - installation of a new and required City Facility as a result of the impact of the construction, operation or maintenance of the WSAB Project.

- Metro may request the City to provide support services via Work Orders (Slide 12: Work Order Process)

- The City will review and approve Designs for any Rearrangements (Slide 13: Design Review Process)

- The City will inspect and accept the Rearrangements (Slide 14: Construction & Acceptance)
2. MCA – Overview
(f) Work Order Process

**Annual Work Plan**
To enable Metro and the City to plan their resources, each year Metro and the City will agree an Annual Work Plan setting out anticipated Work Orders and Costs.

**Form 60**
Prior to issuing a Work Order, Metro will request the City to complete a Form 60 (Professional Services Cost/Price Summary) for the work or services.

**Work Order**
After approving the Form 60, Metro will issue a Work Order specifying the:
- Authorized work
- Reimbursement amount
- Schedule including start/finish dates

**Performance**
Following acceptance of the Work Order, the City will carry out the work. The City may request changes to the Work Order. Metro may terminate Work Orders.
2. MCA – Overview
(g) Design Review Process

City to review Design Documentation for Rearrangements within the timeframes set out in the design review process. The MCA sets out specific design requirements.

City receives design
5 days to notify if incomplete/deficient
If rejected as incomplete, next review period will be 19 days

Review period
21 days to comment, otherwise approved
City may only reject for non-compliance with MCA requirements (Compliance Comments)

Resubmission of rejected design
21 days to comment, otherwise approved
Limitation on raising new issues and withholding approval of Final Design

Note: Designs will be submitted progressively in Packages:
- If part of EW, Metro (and its contractor(s)) will define Packages
- If part of P3 Project Scope, P3 Developer will define Packages
The MCA sets out specific construction, inspection and acceptance requirements.

**Planning and Coordination**
- City will cooperate with Metro in relation to applications for governmental and third-party approvals
- City to issue Permit Notification
- City & Metro will agree: traffic mgmt. plans; construction staging plans; haulage routes; closures

**Execution**
- Metro will construct the Rearrangements, unless City is authorized to do so under a Work Order
- MCA sets out specific reqmts for construction
- City will coordinate its own Adjacent Work so as not to interfere
- City to respond to requests for information

**Inspection and Acceptance**
- Inspection rights during construction
- Rearrangements subject to City acceptance for compliance with the MCA reqmts
2. MCA – Overview
(i) Betterments

• Definition:

  ➢ an **upgrade, change or addition** to a City Facility **requested by the City** OR a **change** to the applicable **City Standards after** the establishment of the **Basis of Design**;

  ➢ which will not be of direct or principal benefit to the WSAB Project.

Note: this is a summary. Please refer to the full definition in the draft form of MCA.

• **Example**: City request for a plaza next to a station; especially outside the footprint of a station

• **Procedure**:

  ➢ Betterments must be requested via the Potential Notice of Betterment Form – prior to establishment of the Basis of Design for the P3 Project Scope

  ➢ Metro may refuse a Betterment that is incompatible with the WSAB Project, the Project Schedule, Applicable Law or Governmental Approvals or is requested after establishment of the Basis of Design for the P3 Project Scope

  The relevant City is responsible for the cost of any Betterment
3. MCA – Defining the “City Portion”

- Metro will work **collaboratively** with each City to define the relevant “City Portion”
- Metro has presented general plans and approx. footprint → next step is to advance those to a greater level of detail with each City
- Metro will work with each City to progressively address comments and reach agreement on the City Portion
- Where station areas and/or track segments fall within multiple City jurisdictions, Metro will work with the relevant jurisdiction to ensure the boundaries are clearly defined

Metro intends to provide Cities the following (confidential documents):

- LRT alignment drawings (15%)
- Station drawings (15%)
- Freight relocation drawings (15%)
- Grade crossing drawings (15%)
- Utility matrix and drawings
- Comment Log (Meetings with Cities 2018, 2019, 2020)

Metro is developing the land acquisition plan and intends to provide this when further progressed.
5. Clarification of Enabling Works Scope & Status
(a) Example 1

Simpler Grade Crossing:
5. Clarification of Enabling Works Scope & Status
(a) Example 2

More Complicated Grade Crossing:
## 5. Clarification of Enabling Works Scope & Status

### (b) Responses

Responses to Cities’ requests for clarification on Enabling Work:

<table>
<thead>
<tr>
<th>CITY COMMENT/ REQUEST</th>
<th>METRO RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Relocation of utilities – Requires city work efforts to clarify utility location and</td>
<td>This should be work to be performed by Metro. A City’s responsibility will be to verify existing utility location, review and approve utility</td>
</tr>
<tr>
<td>responsibility to meet rail project needs.</td>
<td>relocation plans, and to exercise franchise agreements.</td>
</tr>
<tr>
<td>Relocation of freight tracks and related grade crossing efforts – Clarify how relocation of freight trackage can occur without a</td>
<td>Metro and UP have executed an agreement to work on design issues. Metro is actively engaged with UP and are targeting execution of a further UP</td>
</tr>
<tr>
<td>completed UPRR agreement.</td>
<td>Agreement covering construction this year.</td>
</tr>
<tr>
<td>Coordination with the CPUC – How can grade crossing consultations begin without Metro</td>
<td>In December 2018, the Metro Board adopted the Updated Project Definition. Working with Cities: Five aerial grade-separations were added, based</td>
</tr>
<tr>
<td>/city agreement on grade crossings vs. grade separations? When will draft</td>
<td>on several meetings and input from cities, including Atlantic Avenue/Firestone Boulevard, Imperial Highway/Garfield Avenue, Downey Avenue, Flower</td>
</tr>
<tr>
<td>recommendations be presented to the cities for discussion?</td>
<td>Street/Woodruff Avenue and 183rd/Gridley. The updated/approved grade crossings/ separations have now been included in the environmental</td>
</tr>
<tr>
<td></td>
<td>documents and any change would result in environmental delays.</td>
</tr>
<tr>
<td>Initiation of city facility rearrangement planning – information/decisions on the</td>
<td>Understood.</td>
</tr>
<tr>
<td>first three issues will impact city rearrangement planning efforts.</td>
<td></td>
</tr>
</tbody>
</table>
### 6. MCA – Understanding the City & Metro Teams

<table>
<thead>
<tr>
<th></th>
<th>City</th>
<th>Metro</th>
</tr>
</thead>
</table>
| **During MCA Negotiations**    | City Manager  
City Attorney  
Public Works Director or City Engineer  
City Council  
City Clerk | Program Management PM – June Susilo  
Planning PM (Environmental & ACE): Meghna Khanna  
Third Party Administration – Eduardo Cervantes  
County Counsel – Michelle Acosta |
| **During MCA Implementation**  | City Manager  
City Attorney  
Public Works Director or City Engineer  
City Traffic Engineer  
Planning or Community Development Director  
Building Department  
City or County Police Department  
City or County Fire Department  
City Council  
City Clerk | Program Management PM – June Susilo  
Planning PM (Environmental & ACE): Meghna Khanna  
Third Party Administration – Eduardo Cervantes  
County Counsel – Michelle Acosta |
Next Steps

- Metro to provide project design drawings and documents: April 20
- Next recurring working session proposed: April 28
- Cities to submit initial comments/questions: April 27
Q&A

Thank You

Questions?
Local Early Action Planning (LEAP) is an upcoming grant program from the Department of Housing and Community Development (HCD) to help cities plan for housing. Maximum funding amounts are determined by population.

The deadline to apply will be July 1, 2020, and jurisdictions can expect a Notice of Funding Availability (NOFA) in January 2020.

Total potential funding for Gateway Cities: $5.87 million

Legend
- Maximum LEAP award amount
  - $65,000
  - $150,000
  - $300,000
  - $500,000
  - $750,000
Summary of AB 101 Local Early Action Planning (LEAP) Grant Program

Program Overview

Local Early Action Planning (LEAP) funding will be made available through the AB 101 Housing Trailer Bill and administered by the state’s Department of Housing and Community Development (HCD). The LEAP Program will provide $119 million in one-time, noncompetitive funding to cities and counties for planning activities to accelerate housing production and facilitate implementation of the Regional Housing Needs Allocation (RHNA). Cities and counties will need to submit an application for eligible activities to receive their share of funding.

Notice of Funding Availability (NOFA) available at <https://www.hcd.ca.gov/grants-funding/active-funding/leap/docs/LEAP_Final_Clean.pdf>

Eligible Activities

Eligible activities may include a variety of planning documents and processes that have a nexus to housing production. Examples of eligible activities include:

- Preparing and adopting Housing Elements that include an implementation component to facilitate compliance with the sixth cycle RHNA
- Rezoning and encouraging development by updating planning documents and zoning ordinances, such as General Plans, community plans, specific plans, implementation of sustainable communities' strategies, and local coastal programs
- Completing environmental clearance to eliminate the need for project-specific review
- Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents
- Developing or improving an accessory dwelling unit (ADU) ordinance
- Other planning documents or process improvements that demonstrate an increase in housing related planning activities and facilitate accelerating housing production

Funding

LEAP grants are population-based using Department of Finance (DOF) estimates.

<table>
<thead>
<tr>
<th>Population (DOF)</th>
<th>Maximum LEAP Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 19,000</td>
<td>$65,000</td>
</tr>
<tr>
<td>Between 20K and 59K</td>
<td>$150,000</td>
</tr>
<tr>
<td>Between 60K and 99K</td>
<td>$300,000</td>
</tr>
<tr>
<td>Between 100K and 299K</td>
<td>$500,000</td>
</tr>
<tr>
<td>Between 300K and 749K</td>
<td>$750,000</td>
</tr>
<tr>
<td>Greater than 750K</td>
<td>$1,500,000</td>
</tr>
</tbody>
</table>

Timeline

Notice of Funding Availability (NOFA) and Guidelines Release: January 28, 2020
LEAP Program Webinar: February 14, 2020
Technical Assistance Workshops: February/March 2020
Application Due Date: July 1, 2020

As of 1-29-20
Gateway Cities Council of Governments
### AB 101 Local Early Action Planning (LEAP) Grant Funding Estimates for Gateway Cities

<table>
<thead>
<tr>
<th>City</th>
<th>Population (DOF)</th>
<th>Grant Amount Eligible</th>
<th>1%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Artesia</td>
<td>16,792</td>
<td>$65,000</td>
<td>$650</td>
</tr>
<tr>
<td>Avalon</td>
<td>3,867</td>
<td>$65,000</td>
<td>$650</td>
</tr>
<tr>
<td>Bell</td>
<td>36,325</td>
<td>$150,000</td>
<td>$1,500</td>
</tr>
<tr>
<td>Bell Gardens</td>
<td>43,051</td>
<td>$150,000</td>
<td>$1,500</td>
</tr>
<tr>
<td>Bellflower</td>
<td>77,682</td>
<td>$300,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Cerritos</td>
<td>50,058</td>
<td>$150,000</td>
<td>$1,500</td>
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<tr>
<td>Commerce</td>
<td>13,067</td>
<td>$65,000</td>
<td>$650</td>
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<tr>
<td>Compton</td>
<td>99,872</td>
<td>$300,000</td>
<td>$3,000</td>
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<tr>
<td>Cudahy</td>
<td>24,343</td>
<td>$150,000</td>
<td>$1,500</td>
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<tr>
<td>Downey</td>
<td>114,146</td>
<td>$500,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>Hawaiian Gardens</td>
<td>14,666</td>
<td>$65,000</td>
<td>$650</td>
</tr>
<tr>
<td>Huntington Park</td>
<td>59,473</td>
<td>$150,000</td>
<td>$1,500</td>
</tr>
<tr>
<td>Industry</td>
<td>437</td>
<td>$65,000</td>
<td>$650</td>
</tr>
<tr>
<td>La Mirada</td>
<td>49,590</td>
<td>$150,000</td>
<td>$1,500</td>
</tr>
<tr>
<td>Lakewood</td>
<td>81,179</td>
<td>$300,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Long Beach</td>
<td>478,561</td>
<td>$750,000</td>
<td>$7,500</td>
</tr>
<tr>
<td>Lynwood</td>
<td>72,015</td>
<td>$300,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Maywood</td>
<td>28,044</td>
<td>$150,000</td>
<td>$1,500</td>
</tr>
<tr>
<td>Montebello</td>
<td>64,327</td>
<td>$300,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Norwalk</td>
<td>107,546</td>
<td>$500,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>Paramount</td>
<td>56,000</td>
<td>$150,000</td>
<td>$1,500</td>
</tr>
<tr>
<td>Pico Rivera</td>
<td>64,260</td>
<td>$300,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Santa Fe Springs</td>
<td>18,335</td>
<td>$65,000</td>
<td>$650</td>
</tr>
<tr>
<td>Signal Hill</td>
<td>11,749</td>
<td>$65,000</td>
<td>$650</td>
</tr>
<tr>
<td>South Gate</td>
<td>98,133</td>
<td>$300,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Vernon</td>
<td>209</td>
<td>$65,000</td>
<td>$650</td>
</tr>
<tr>
<td>Whittier</td>
<td>87,369</td>
<td>$300,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Unincorporated*</td>
<td>338,668</td>
<td>$480,534</td>
<td>$4,805</td>
</tr>
<tr>
<td><strong>GCCCOG Total</strong></td>
<td><strong>$6,350,534</strong></td>
<td><strong>$63,505</strong></td>
<td></td>
</tr>
</tbody>
</table>

* The population figure shown is for the unincorporated communities within the Gateway Cities region only. A population ratio is used to calculate the grant amount and 1% assessment. The total population for unincorporated LA County is 1,057,162.

**Local Early Action Planning (LEAP)** grants to cities and counties are for planning activities to accelerate housing production and facilitate implementation of RHNA. The funds may be used for the following activities:
- Rezoning and updating planning documents;
- completing environmental clearance to eliminate need for project-specific review;
- infrastructure planning; and
- developing or improving accessory dwelling unit ordinances.

Gateway Cities Council of Governments
As of 12-2-19
Next stop: community development.
WSAB TOD Strategic Implementation Plan (WSAB TOD SIP)

• Studied **existing** demographic, land use and economic conditions
• Prepared a **shared vision** for the corridor
• Developed **implementation** strategies for: Land use; Economic development; and Active Transportation
• **Engaged communities** in the station areas

<table>
<thead>
<tr>
<th>May 2019</th>
<th>October 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>The TOD SIP Plan is</td>
<td>Metro Board approves funding up to</td>
</tr>
<tr>
<td>released to the public</td>
<td>$1M for implementation activities</td>
</tr>
</tbody>
</table>
### 6 Categories of Activities

<table>
<thead>
<tr>
<th>Governance</th>
<th>Equitable Development &amp; Community Preservation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Supportive Planning</td>
<td>Placemaking</td>
</tr>
<tr>
<td>Mobility, Access &amp; Connectivity</td>
<td>Sustainability &amp; Resilience</td>
</tr>
</tbody>
</table>
Implementation: 3-year program

A. Grant Writing Assistance
- Grants for Planning Studies or Capital Projects
- Must be related to one or more of the 6 TOD SIP Categories

B. Implementation Program Funding
- Local jurisdiction-initiated Planning Studies related to one or more of the 6 TOD SIP Categories

C. Grant Matching Funds
- Local matching funds needed for existing or future planning or capital grant funding
- Grants must be related to one or more of the 6 TOD SIP Categories
Project Ideas

• Leverage funding
• Address corridor-wide issues/needs
• Take advantage of grant writing assistance for established grant programs
Eligibility

• WSAB Corridor Cities and LA County
• Boundaries of ½ mile of the 12 identified corridor stations
• 6 TOD SIP Categories of Activities
• Project readiness, staff commitment and project location
• Up to $200,000 total for Implementation Program Funding and Grant Matching Funds
Equity Focused Communities (EFC)
West Santa Ana Branch Transit Corridor

Planned Transit
- Southern Alignment
- Alt 1 LA Union Station to Pioneer
- Alt 2 7th/Metro to Pioneer

Boundaries
- Equity Focus Community (EFC)
- Park
- Local Jurisdiction
- Regional Facility
Grant Writing Assistance- Intake Form A

- Ongoing assistance over 3 years
- 2 applications per jurisdiction each year
- Planning or Capital Projects

Implementation Program Funding- Intake Form B

- Application submittals every 6-month cycle over three years (6 rounds)
- Cannot exceed $200,000 total per jurisdiction for both Programs B and C
- Planning Studies
Grant Matching Funds - Intake Form C

- Application submittals every 6-month cycle over three years (6-Rounds)
- Cannot exceed $200,000 total per jurisdiction for both programs B and C
- Planning or Capital Projects
Application Process

Grant Writing Assistance (A)

• Intake Form A
• Evaluation and confirmation to proceed within 30 days

Implementation Program Funding (B)

• Two-step application process
  • Intake Form B (Evaluation)
  • Full Application
• Funding agreement
Application Process (continued)

Grant Matching Funds (C)

- Intake Form C
- Evaluation
- Funding Agreement

Documents and detailed schedule can be downloaded at www.metro.net/projects/todsip
THANK YOU!

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Overview of Metro WSAB Project Master Cooperative Agreement

WSAB City Manager Technical Advisory Committee
April 14, 2020

Prepared for the Gateway Cities Council of Governments
By Michali Consulting
The WSAB Project Master Cooperative Agreement (MCA) –
• Describes project construction roles, responsibilities and obligations of Metro and the corridor cities.
• Ensures understanding and coordination of rail construction efforts.
• Identifies processes for conflict resolution and reimbursement of project-incurred costs.
• Establishes a process for changes to the Final Design.

Individual agreements will be negotiated with and signed by each WSAB Corridor city.
Previous Metro MCAs

Metro MCAs have included agreements negotiated for –

- Foothill LRT Project – six San Gabriel Valley cities
- Crenshaw LRT Project – cities of Los Angeles and Inglewood
- Exposition LRT Project – City of Los Angeles and the Exposition Construction Authority
- Eastside LRT Project, San Fernando Valley BRT Project and Wilshire BRT Project – City of Los Angeles
- Green Line LRT Project – four cities along the I-105 Freeway (1993)

LRT – Light Rail Transit; BRT – Bus Rapid Transit
WSAB Project MCA

WSAB Project MCA will allow –

• Pre-construction activities to begin in 2020 with full construction to be initiated in 2023*

• Initiation of project enabling work efforts while environmental review and design documents are finalized

• Enabling work includes:
  - Relocation of utilities
  - Relocation of freight rail tracks
  - Initiation of CPUC rail crossing discussion and approval process along with civil, drainage, and traffic control, etc. improvements
  - Initiation of city facility rearrangement efforts

*As noted in MCA Exhibit 2, construction will begin after certification of the Final EIR/EIS anticipated to occur in late 2021-early 2022 and completion of the P3 project scope development and procurement process.

CPUC – California Public Utilities Commission oversees and regulates rail safety, including freight, inter-city and commuter railroads, rail transit and rail crossing.
The WSAB Project MCA addresses construction activities including –

- Project description (Recitals; Exhibit 1, Part A; Exhibit 3)
- Scope, phases and schedule (Article 1; Article 2.4; Exhibit 2, Part A; Exhibits 6-9)
- Roles and responsibilities (Articles 2-4; Exhibit 4, Parts A and B)
- Contractual packages (Exhibit 1, Part B)
- City facility rearrangements (Sections 2.9, 3.1-3.6 and 4.3; Article 11; Exhibits 7 and 8)
- Betterments (Article 5)
- Reimbursements and credits (Article 7)
- Resolution of disputes (Article 9; Exhibit 4, Part C)
- Metro and P3 roles and responsibilities (Exhibit 1, Part B; Exhibits 2 and 4)
- Definitions and interpretations Article 11)
The following discussion provides an initial review of the draft MCA template that is intended only to identify possible key concerns and issues for city consideration that may impact MCA negotiations.

A complete set of MCA-related concerns and issues will be identified by each City through their City Attorney review of the MCA document.
MCA Negotiation Issues

Negotiation-related issues and concerns are –
1. Current schedule of negotiations
2. Definition of “portion” of project for each city MCA
3. Status and availability of project design drawings and documents
4. Clarification of enabling work scope and status
5. Understanding scope of city responsibilities
Current schedule of negotiations is challenging and may not be viable –

- Once the MCA contents are agreed upon, there will be a **two-step approval process** –
  - Typical city approval process requires submittal to a committee/commission before forwarding the document to the city council for final approval
  - Metro items must go first to a Board committee and then to the full Board for approval; Board item preparation typically starts 6-8 weeks before the Board meeting date, which would be during May for a July Board date.

- **Learning curve for cities/staff** – first-time partnering on a rail construction project may require more time to understand and agree to work efforts, roles, level and type of city efforts and other issues. Smaller cities may need to hire outside assistance to review and meet MCA requirements, including additional time for procurement efforts and possible cost assistance.

- **Competing city/public agency priorities** due to Covid-19.
Project Portion Definition

Definition of the “portion” of the project to be covered in each city’s MCA may be challenging –

• A majority of station areas and related track segments fall within multiple city jurisdictions –
  - In several cases, multiple cities have jurisdiction on either side of a street in a station area, such as the Gardendale Station area which falls under the control of the cities of Downey and South Gate as well as Los Angeles County
• Clarify how project “portion” boundaries, including properties and streets, will be identified in the MCA for
  - Future handling of plan reviews, permits, works orders and project-related efforts such as construction staging, traffic management, haulage routes and other issues
  - Definition of betterment projects and costs
  - Future calculation of each city’s 3% Local Contribution
WSAB cites need access to project design drawings and documents during MCA negotiations to understand and be able to comply with MCA enabling and construction work efforts –

- **City facilities to be relocated** – Identify impacted city facilities and properties for rearrangement, including location of possible hazardous materials.
- **Land acquisition plans** – Identify need and process for land acquisition for rearrangement and rail project needs.
- **Utilities to be relocated** – Identify utility locations and responsibilities.
- **Betterments** – Understand project definition vs. possible city-desired improvements to accommodate the rail line and/or station in their city.
- **Enabling work** – Understand the location and scope of enabling work efforts.
Enabling Work

Cities require a clear understanding of the scope and status of the enabling work plans before their planned submittal to the cities for review and approval in September (per current schedule).

Enabling work efforts are identified as including –

- **Relocation of utilities** – Requires city work efforts to clarify utility location and responsibility to meet rail project needs.
- **Relocation of freight tracks and related grade crossing efforts** – Clarify how relocation of freight trackage can occur without a completed UPRR agreement.
- **Coordination with the CPUC** – How can grade crossing consultations begin without Metro/city agreement on grade crossings vs. grade separations? When will draft recommendations be presented to the cities for discussion?
- **Initiation of city facility rearrangement planning** – information/decisions on the first three issues will impact city rearrangement planning efforts.
City Responsibilities

City rail project-related efforts are identified to include the following –

- Expedited review and approval of construction documents
- Issuing a blanket permit notification or ensuring expedited permitting
- Planning for rearrangement of city facilities and utilities as needed
- Assisting with property acquisition for relocated city facilities
- Coordination of utility-related issues
- Coordination on traffic issues, such as traffic signal changes, temporary and permanent street closures, removal of street parking, haulage routes and street lighting removal
- Coordination of any work adjacent to the rail project
- Providing possible construction efforts
- Providing possible city plan revisions
- Participating in rail project working groups
City Staff Required

Partnership envisioned by the MCA will require the following city staff –

<table>
<thead>
<tr>
<th>During Negotiations</th>
<th>During Enabling Work/Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Manager</td>
<td>City Manager</td>
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<tr>
<td>City Attorney</td>
<td>City Attorney</td>
</tr>
<tr>
<td>Public Works Director or City Engineer</td>
<td>Public Works Director or City Engineer</td>
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<tr>
<td>City Council</td>
<td>City Traffic Engineer</td>
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<tr>
<td>City Clerk</td>
<td>Planning or Community Development Director</td>
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<td></td>
<td>Building Department</td>
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<td>City or County Police Department</td>
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<td>City or County Fire Department</td>
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<td></td>
<td>City Council</td>
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<td></td>
<td>City Clerk</td>
</tr>
</tbody>
</table>
There will be increased work efforts for some city staff due to involvement in multiple station areas and rail right-of-way segments, along with required coordination with other cities with jurisdiction in the same station area.

<table>
<thead>
<tr>
<th>Cities with Multiple Stations</th>
<th>Station Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Gate</td>
<td>Atlantic/Firestone, Gardendale, I-105</td>
</tr>
<tr>
<td>Paramount</td>
<td>I-105, Paramount/Rosecrans</td>
</tr>
<tr>
<td>Huntington Park</td>
<td>Pacific/Randolph, Florence/Salt Lake</td>
</tr>
<tr>
<td>Cudahy</td>
<td>Florence/Salt Lake, Atlantic/Firestone</td>
</tr>
<tr>
<td>Artesia</td>
<td>Terminus station/parking structure</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>TBD</td>
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</tbody>
</table>
Recommendations

Recommendations for the negotiation-related issues and concerns include –

1. **Current schedule of negotiations** – Work with Metro to identify a revised MCA schedule to enable the appropriate time to negotiate the MCA and create a strong foundation for the Metro-cities partnership.

2. **Definition of “portion” of project for each city MCA** – Work with Metro to identify workable, appropriate project maps for each city.

3. **Status and availability of project design drawings and documents** – Convince Metro to share project design drawings and documents immediately, not in December 2020/January 2021 as currently committed. Adhere to caveats identified by Metro, such as agreeing to no project changes at this time due to negative impacts to the Draft EIR/EIS document/process.

4. **Clarification of enabling work scope and status** – Convince Metro to update the cities on the proposed enabling work especially the grade crossing work.

5. **Understanding scope of city responsibilities** – Use the TAC to walk cities through a more detailed understanding of their rail project-related work efforts, including possibly involving Metro staff who they will be working with, or staff from other cities who successfully have partnered on a Metro rail project.