

GATEWAY CITIES COUNCIL OF GOVERNMENTS

Transportation Committee

AGENDA

Wednesday, March 2, 2016, 4:30 PM

Gateway Cities Council of Governments
16401 Paramount Boulevard, 2nd Floor Conference Room
Paramount, California

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 16401 PARAMOUNT BOULEVARD, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The Transportation Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The Transportation Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the Transportation Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the Transportation Committee at the following times:

- A. AGENDA ITEM: at this time the Transportation Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the Transportation Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

Please keep your comments brief and complete a speaker card for the Chair.

- I. CALL TO ORDER**
- II. ROLL CALL – BY SELF INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**

IV. AMENDMENTS TO THE AGENDA - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

V. PUBLIC COMMENTS - Three minutes for each speaker.

VI. MATTERS FROM STAFF

VII. CONSENT CALENDAR: All items under the Consent Calendar may be enacted by one motion. Any item may be removed from the Consent Calendar and acted upon separately by the Transportation Committee.

A. Approval of Minutes – Minutes of the Transportation Committee Meeting of January 6, 2016 and February 3, 2016, are presented for approval.

CONSENT CALENDAR ACTION:

A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEM.

VIII. REPORTS

A. MTA Board Recap – January Metro Board Meeting - Oral Report by Director Diane DuBois

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

B. Metro Gold Line Eastside Phase II – Technical Refinement Update, Presentation by Gene Kim – MTA Project Manager

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

C. MTA Long Range Plan/Potential Ballot Measure

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Proposed 2016 ATP Grant Assistance Policy

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

E. Operation “Shovel Ready”

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

IX. REPORTS – COMMITTEES/AGENCIES

- A. Strategic Transportation Plan (STP) Update by Yvette Kirrin, Gateway Cities COG Transportation Engineer – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- B. Matters from Gateway Cities Service Council by David Hershenson, MTA – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- C. Cap and Trade Update Report – Nancy Pfeffer

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- D. LOSSAN Update – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- E. Matters from I-5 JPA - Oral

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- F. Matters from I-710 EIR/EIS – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- G. Matters from SR-91/I-605/I-405 Major Corridor Project

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- H. Matters from Eco-Rapid Transit – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

I. Communications

- Operation Shovel Ready Item #32
- Motion Item #32.13

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

X. MATTERS FROM TRANSPORTATION COMMITTEE MEMBERS

XI. ADJOURNMENT

NOTICE: New items will not be considered after 5:30 p.m. unless the Transportation Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular Transportation Committee meeting scheduled for Wednesday, April 6, 2016, 4:30 PM.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

VII. CONSENT CALENDAR
Item A
Approval of Minutes

**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
January 6, 2016**

The meeting was called to order at 4:30 pm. Roll-call was taken by self-introductions.

COMMITTEE MEMBERS PRESENT: Ali Saleh, COG President - City of Bell, Owen Newcomer – City of Whittier, Diane DuBois - MTA Director, Gene Daniels – City of Paramount, Supervisor Knabe, Dana Pynn – Long Beach Transit, Mike Egan – City of Norwalk, City Managers' Steering Committee, Bill Pagett - City of Paramount, Public Works Officers, KeAndra Dodds – Supervisor Solis, Mohammad Mostahkami – City of Downey, Public Works Officers. Arturo Sanchez – City of Long Beach, Jose Pulido – City of Cudahy, City Manager.

COMMITTEE MEMBERS ABSENT: Al Austin – City of Long Beach, Sal Alatorre – City of Lynwood, Cinde Cassidy – City of Avalon

OTHERS PRESENT: Michael Kodama – Eco Rapid Transit JPA, Eric Bruins - LA County Bike Coalition, Lara Laramendi, District /Director – Congressman Hahn, Norman Emerson – Emerson and Associates, Kevin Gillhooley – SCAG. Richard Powers, Yvette Kirrin, Kekoa Anderson, Karen Heit, Nancy Pfeffer – Gateway Cities Staff, Andres Molina – Parsons Brinckerhoff

There were no Amendments to the Agenda, and no public comments. The Consent Calendar was approved.

Diane DuBois gave the MTA Board Recap, She stated that the Metro Board holds one meeting in December that also covers the November agenda. At the December meeting the Board approved a \$131 million project increase to the Regional Connector project. This unanticipated project increase covered the replacement of utilities that were deemed to old and worn to relocate without complete replacement. The Board also approved LRTP performance metrics by which the agency will evaluate projects for inclusion in the new tax measure and the LRTP. There were adjustments made to elevate the mobility criteria to 45% and adjust other measures accordingly.

Yvette Kirrin gave the Strategic Transportation Plan (STP) report. The STP is coming to an end the TAC is going to review the summary draft and after approval, it'll go to the Oversight Committee. There are cities that still haven't requested final meetings to their city councils and they are being asked if they want presentations. KeAndra Dodds, LA County, asked about the county's involvement

The item was received and filed.

Director DuBois talked about having a work shop about the LRTP during the holidays, however, that didn't happen. The Transportation Committee agreed to bring the matter to the Board identifying the situation with the regional projects being allocated and ask for a reconsideration of priorities if there is an additional billion that can be excised from the Gateway Cities allocation.

Karen Heit reviewed the funding and the unreasonable expectation regarding the funding of the regional projects through the subregion. The Transportation Committee agreed that the allocation of subregional funds to projects that are of national importance.

There was discussion about whether the 50% for major capital projects is really 23.5%, and whether MTA is trying to limit the local return to 15%, as 25% is impossible out of the 23.5%

Nancy Pfeffer gave a report on Cap & Trade funds and remarked that GCCOG has not gotten its fair share. She discussed the GCCOG position that would tighten up the definition of disadvantaged Communities. The second is to get more funding allocated to disadvantaged census tracts; third to have the state allocate funds to low carbon transportation. She discussed trying to bend the policy to make the rules more advantageous to the Gateway Cities.

She mentioned the MTA/AQMD application for low carbon drayage for funding. She went on to discuss the Sustainable Freight Plan demonstration project application from the MTA and COG. There is no money for these demos, but there might be an allocation in the future. Lastly Pfeffer discussed a workshop that she was staging a workshop for the cities to apply for cap & trade and other potential funding sources. There was no Service Sector Report as well as no LOSSAN meeting.

Yvette Kirrin gave an I-5 report discussing the I-5 Valley View getting ready to go out to bid. She gave completion percentages for the other project under construction. She talked about the need to complete the EIR/EIS for the I-5 between the I-605 and I-710..

Kekoa Anderson, GCCOG Engineer, gave the I-710 report and how the traffic modeling is complete enough to do perform some of the Air Quality analysis. He talked about the early action soundwalls and their compliance with the aesthetics plan. He discussed the I-710 Livability plan and how it relates to the LA Rover as well as the Freeway.

Anderson continued with the SR- 91/I-605/I-405 kick off for the 91/605 project design and the project will move quicker than the I-710. Many of the lessons learned from the I-710 have been applied to the SR- 91/I-605/I-405 project. He mentioned that Hal Arbogast retired and the committee will need to elect a new chair.

The Meeting Adjourned at 5:31 pm.

**MINUTES OF THE MEETING
OF THE GATEWAY CTITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE**

Chair - MTA Director Diane DuBois

Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723

February 3, 2016

The Meeting called to order at 4:35 Role call taken by self-introduction

COMMITTEE MEMBERS PRESENT: Ali Saleh, COG President - City of Bell, Al Austin – City of Long Beach, Owen Newcomer – City of Whittier, Cinde Cassidy – City of Avalon, Diane DuBois - MTA Director, Gene Daniels – City of Paramount, Supervisor Knabe, Sal Alatorre – City of Lynwood, Dana Pynn – Long Beach Transit, Mike Egan – City of Norwalk, City Managers' Steering Committee, , Public Works Officers, KeAndra Dodds – Supervisor Solis, Mohammad Mostahkami – City of Downey, Public Works Officers. Arturo Sanchez – City of Long Beach.

COMMITTEE MEMBERS ABSENT:.. Bill Pagett - City of Paramount

OTHERS PRESENT: ,Maryam Adhami – LA County Public Works, David Hershenson – Metro Community Relations, Wally Shidler – Metro Gateway cities Service Sector, Michael Kodama – Eco Rapid Transit JPA, Roderick Diaz – SCRRA Director of Planning and Development,, Eric Bruins - LA County Bike Coalition, Jessica Meaney – Investing in Place, Javier Hernandez – Supervisor Solis, Cory Allen – Senator Ricardo Lara, Mark Kenyon – Northeast Trees, Andres Molina – Parsons Brinckerhoff, Joseph Martinez – Supervisor Solis, Kevin Gilhooley – SCAG, Jerard Wright – Move LA, Daisy Pizara – LA River Revitalization, Sonia Southwell – City of Lakewood, Richard Powers, Yvette Kirrin, Kekoa Anderson, Karen Heit, Nancy Pfeffer – Gateway Cities Staff.

Diane DuBois gave the MTA Board Recap for the I-710 contract modification highlighting the expanded scope elements that will explore increased community benefit and active transportation. She credited Supervisor Solis with creating a value added Motion that will move the project forward

Director DuBois She went on to introduce Rod Diaz, Director of Planning and Development from SCRRA who gave a report on the role of SCRRA in Countywide mobility and how SCRRA is a valued assessment for the Gateway COG.

Diaz discussed the value of Metrolink in terms of a financial investment, He discussed ridership within the Gateway COG area and the location of employees. The Gateway COG has some of the highest ridership stations in the commuter rail system. He discussed the

high number of cars that are taken off the road because of Metrolink service. He discussed the safety aspect and the need for grade crossings.

Yvette Kirrin, COG Engineer, gave an overview of the STP and what it is to the COG. She reviewed the composition of the STP and how the analysis was developed. She discussed the various chapters and how the network was developed within the STP. Linkages were made to connect the dots and make the projects work subregionally. The bottom line is preparing data to make projects ready for funding eligibility.

She discussed the STP in terms of a comprehensive plan that has connectivity. She discussed the meetings that have occurred in all but 5 of the 27 member COG city councils. In March the STP Oversight committee will be approaching the TC and Board to approve the plan.

She stressed that the plans followed the wishes of the cities insofar as how they desire to implement these plans including which areas are desirable for that particular city.

A question was asked as to how the active transportation projects were developed, The response was, they were generated from the cities. Yvette Kirrin discussed the involvement of the County in developing what has occurred in the County unincorporated.

An additional question from Mike Egan who asked about how the plans were presented to the city for their use in preparation for the bike plans when and if they should develop one.

Gene Daniels emphasized the importance of including all of the ingredients to the STP and how they are blended.

Kirrin answered a question about capital costs and how the engineering costs and planning funding is identified. The plan identifies what exists, what is planned and where the deficiencies exist. The STP project has subregional projects,

Eric Bruins represented that the MTA identified an estimated \$1.9 - \$5 billion needed for active transportation and the Gateway Cities self-identified plans valued at more in the 100 million.

Dodds asked about the STP and if it was a living document. The cities will continue to have input as the plan progresses

Diane DuBois discussed the Catch-up nature of GCCOG citing the last transit project in the Gateway Cities was the green Line in 1995. She talked about the fact that the I-5 corridor project took 20 years to reach construction. She questioned that given the unmet needs for transit and highway improvements and questioned the efficacy of placing the high priority on active transportation. She cited that the COG cities were moving forward with Complete Streets programs that included active transportation elements.

She discussed the need to elevate the I-5 and the I-710 as projects of regional and national significance. Both projects need to be elevated to maximize state and federal funding participation.

She began a slide show on the Gateway Cities COG new sales tax measure project nominations. She reviewed the finances associated with the Gateway Cities Measure R projects. From a Gateway Cities point of view, none of the COG's priorities was fully funded under Measure R, most notably the Eco Rapid Transit Corridor with an expected price tag exceeding \$4 billion for which there is a sales tax allocation of \$40 million. She went on to discuss that complete funding for these projects exceeds the \$4.1 billion that will be allocated to the COG. In fact, there's a delta of over \$6 billion. There is an expectation that other funds will be used to fill the funding gap. There are no funds allocated to Active Transportation.

She went on to discuss a strategy where given the high level nature of some of the funding estimates as well as the lack of project detail, the COG should maintain as much flexibility as possible with subregional funds. She committed to aggressively tasking the MTA with making projects like the I-5 and I-710 state and federal priorities for funding will free up subregional funds for allocation to STP priorities.

She discussed the COG position on the non-major capital portion of the sales tax. This COG has maintained the position that 25% of the new sales tax should be returned to the cities and that the cities determine how to best allocate those funds with the city. Proposition A & C and Measure R all have a local return component. Measure R has the least restrictive requirements for use for these funds. She suggested that the COG support maximum local flexibility with no statutory assignment of local return funds to any mode or project.

She reviewed alternative language for local return that was based upon the Measure R local return definition.

Mohammad Mostahkami introduced the recommendation from the Working Group that would be sent to Phil Washington by the TAC and the working group. He discussed the lowering of the bus operations from 20% to less to accommodate the 25% Local Return. Dana Pynn pointed out that rail service is increasing and requires more funding,

There was additional general discussion on the staff recommendation. The Transportation Committee made the following recommendation to the COG Board:

Recommend that the COG Board amend the GCCOG recommendation to the MTA to include applying any subregional funds available after the major initiatives funding plans are established towards achieving the goals and projects of the Gateway Cities Council of Governments Strategic Transportation Plan (STP) without being more specific.

The COG should continue to support the allocation of 25% of the non-capital side to local return. Under the next tax measure the description for local return in the ordinance should include the following language:

“~~Major~~ Street resurfacing, rehabilitation and reconstruction, pothole repair, ~~left-turn~~ traffic signals, lighting, bikeways, pedestrian improvements, streetscapes, signal synchronization, storm water run-off and treatment, and transit”.

Other updates and reports were deferred until the next meeting.
The meeting was adjourned at 5:45 pm.

VIII. REPORTS
ITEM D
Proposed 2016 ATP Grant Assistance
Policy

TO: Transportation Committee
FROM: Diane Dubois, MTA Director
BY: Karen Heit, Transportation Deputy
SUBJECT: Proposed 2016 ATP Grant Assistance Policy

Background

The ATP Cycle 3 Call for Projects will be released as early as March 2016. MTA Staff is proposing a new policy to optimize the results of the grant assistance for the ATP in terms of increased funding awards, implementation of Metro policies and plans, and support for the state's ATP goals.

Metro staff proposes to update the ATP Policy (Attachment) to transition to a focus on advancing and implementing Metro's active transportation plans and meeting critical active transportation needs in Los Angeles County. This transition is also integral to more closely align grant assistance with ATP goals, leading to increased awards. Metro's grant assistance program has been a powerful tool which has helped reduce much of the funding shortfall that it was created to address. In July 2014 the Board directed staff to develop a funding plan for the Active Transportation Strategic Plan (ATSP) which builds upon many of Metro's existing active transportation policies and plans.

MTA Staff has identified the ATP as a good fit for the ATSP's goals and funding needs. The proposed ATP policy would enable Metro to begin implementing ATSP projects as well as assist voluntary Call projects.

Recommendation

Receive and File this report.

Attachment

B – Metro 2016 Active Transportation Program Grant Assistance Policy

METRO 2016 ACTIVE TRANSPORTATION PROGRAM GRANT ASSISTANCE POLICY

The Active Transportation Program (ATP) is an important resource to address the serious deficits to the active transportation infrastructure in Los Angeles County and thereby augment affordable mobility options and achieve safety, health, and sustainability goals. Through Cycles 1 and 2 of the ATP, Metro made up more than \$65 million of the \$90 million shortfall in the Call for Projects funding plan caused by the state's creation of the ATP. Metro can now shift to a voluntary Call for Projects reapplication program, while also beginning a new focus on the overall implementation of Metro-adopted projects, programs, and policies. The following points make up the 2016 ATP grant assistance policy.

Voluntary Reapplication for Call for Projects

Sponsors of ATP-eligible projects funded in the 2015 Call for Projects are encouraged to apply for ATP funds. Projects with a Call for Projects commitment of \$1 million or more and Call funding in Fiscal Years (FY) 2019 through 2021 may receive grant writing assistance. These projects are listed on Attachment D.

- A. ATP funds secured by Call projects will be used to address the shortfall and/or augment the capacity of the Metro Call for Projects Funding Plan.
- B. Call for Projects sponsors applying to the ATP with Metro grant assistance may use updated scope of work or cost estimate information as long as the updated scope of work is consistent with or includes the original scope of work. However, should such projects not be awarded ATP funds, Metro is responsible only for the prior Call for Projects commitment amount.
- C. Should a successful Call project receive no ATP award, or an award in an amount less than its original Call commitment, or have its award reduced through Caltrans eligibility reviews, Metro will provide Call funding, as available and applicable, to complete the original Call for Projects Commitment.
- D. Project sponsors will not be required to provide a local match. However local match is encouraged for strategic reasons. Local match earns scoring points and project sponsors may use all or a portion of the overmatch, upon receiving a fully-executed Letter of No Prejudice from Metro, to advance the planning, design, or right-of-way activities for a project in order to ensure timely readiness for construction.

Applications to Implement Metro Board-Adopted Projects, Programs, and Policies

Projects with Metro Board commitment, or which directly contribute to the implementation of Metro Board-adopted policies and programs may also request grant writing assistance through a Letter of Interest. Qualifying Metro plans and policies include:

- Active Transportation Plan*
- Bicycle Transportation Strategic Plan
- Blue Line First/Last Mile Implementation Plan*
- Complete Streets Policy
- First/Last Mile Strategic Plan
- Urban Greening Policy and Toolkit

* Plan applicability is subject to the plan completion date fit with ATP Cycle 3 commencement date. Cycle 3 commencement date is scheduled for mid-March, but a deferral is under discussion.

Process

To assist project sponsors and ensure continuing advantageous outcomes from the ATP, Metro may provide no-cost grant-writing assistance for projects selected according to the following process.

- A. Agencies must confirm in writing that they wish to take advantage of the assistance and that they understand and will commit to putting forth the full effort required for the ATP application process as described below. Metro staff will identify the projects for assistance, and notify project sponsors. Priority will be placed on projects which effectively address ATP and Metro goals and provide a local match. Projects requiring under \$1 million in ATP funds will not be considered.
- B. Sponsors will submit a complete set of project description and project planning and development documents and meet with the consultant to initiate the grant assistance. The ATP application process is rigorous, and requires a significant commitment of local jurisdiction effort, even with the assistance of a consultant. Project sponsors are expected to meet to discuss the project, provide additional materials as necessary, review and comment on two application drafts, sign (including engineer review, stamp and multiple initials), produce several hard and electronic copies, and postmark the application by June 1, 2016

Assignment of Up to 10 Points for SCAG Regional Competition Score

- A. Assign seven points to all projects except any that are clearly not in alignment with regional or local plans.
- B. Assign an additional three points to all successful Call projects, all projects with Metro Board commitment, and all projects which implement Metro active transportation plans and policies. Qualifying plans and policies include any plans and policies for which grant writing assistance is allowable.

VIII. REPORTS
ITEM E
Operation “Shovel Ready”

TO: Transportation Committee
FROM: Diane Dubois, MTA Director
BY: Karen Heit, Transportation Deputy
SUBJECT: Operation Shovel Ready

Background

The MTA has adopted Operation “Shovel Ready” to try and advance all MTA regional transportation initiatives forward in readiness for funding opportunities at the state and federal levels.

The stated purpose of this program is:

“Operations Shovel Ready” potential opportunities may include those related to funding, grants, private sector participation and local community support. If these projects are not advanced to a shovel ready state, Metro may not be able to take advantage of future, unexpected opportunities.

Moving these projects closer to a shovel-ready state, does not necessarily mean that they will all move immediately into the construction stage. However, they will get done sooner when funding becomes available and are ready to start quickly.

Metro will take care to assure that any projects moving forward will only incorporate work that would need to be done in any case and will still be useful even if the project does not immediately move ahead. In addition, the funds needed to advance these shovel-ready projects would not impact funding for currently approved projects.

Experience has shown that aggressively moving forward is more likely to advance projects quicker towards completion. We have often moved projects through planning before complete funding commitments are received, and have ultimately been successful.”

There are projects that have been nominated from the Gateway Cities; they are included in Attachment “A”.

The MTA Board was presented with the opportunity to advance the Westside Subway project through this initiative at the Board meeting of February 25. The Westside subway was environmentally cleared (CEQA/NEPA); and the alignment adopted by the Board and the project received a Record of Decision from the Federal Transit Administration (FTA) in 2012. Upon receipt of the Record of Decision, all three segments of the subway are “shovel ready”. It is the MTA’s intention to move other

projects including those Gateway Cities Projects listed in the attachment forward to shovel ready status. The list includes both highway and transit initiatives. Under the new transportation act, these two modes do not compete for funding, so seeking to advance both modes is beneficial,

A notable absence from the “shovel ready” list is the I-5 Corridor project segment from the I-605 to the I-710. This project segment is part of the I-5 Corridor project but was value engineered out to fit the funding that was allocated in 2006. Caltrans has insufficient funding to complete the environmental clearance documentation. Completing this documentation is important in order to get this project ready for funding under the various new sources of funding for freight projects.

Recommendation

Communicate the importance of advancing the completion of the I-5 Corridor project from the I-605 to the I-710 for consideration for funding as a project of national significance.

Attachment

A – Gateway Cities Projects

Attachment "A"

Gateway Cities Transit Initiatives

Measure R Projects

West Santa Ana Branch Transit Corridor (Eco-Rapid Transit)-

Status - Scope of work to prepared to complete environmental document working on separate scope of work for Outreach Consultant. Environmental Contract and task order for Outreach Contract scheduled to be awarded in summer 2016.

Metro Gold Line Eastside Transit Corridor Phase II - Conducting technical study and outreach as directed by the Board in November 2014; anticipate study recommendations to be presented to the Board in winter 2016/2017. Staff is conducting on-going community and stakeholder outreach.

West Santa Ana Branch-Metro Gold Eastside Transit Corridor Phase II Connection Study - As directed by the Board in November 2015, staff has undertaken this study which will explore opportunities to connect these two corridors.

Non – Measure R Projects

SCAG Green Line Extension to Norwalk Metrolink Station Feasibility Study - SCAG will be leading an intercounty feasibility study which will examine alignments, economic development and transit oriented community opportunities. Participants in the study include: SCAG, OCTA, Metro and City of Norwalk. SCAG anticipates awarding a contract summer 2016.

L.A. River Bike Path Feasibility Study - Feasibility study being conducted to develop conceptual designs and evaluate various alternatives for addressing an 8 mile bike path gap of the Los Angeles River. The 8 mile stretch is between Riverside Drive in the City of Los Angeles and Atlantic Blvd with access points along the segment within the cities of Los Angeles, Vernon, and Maywood.

Gateway Cities Highway Projects

1. I-710 Early Action Projects (Soundwall)
2. I-710 Early Action Projects (local Interchanges)
3. I-605 Corridor Arterial Intersection Improvements
4. I-605/SR-91 Interchange Improvement –westbound, widening
5. I-605 /SR-60 Interchange Improvements
6. I-710/SR-91 Interchange Improvements

IX. REPORTS
ITEM I
Communications
Operation Shovel Ready Item #32
Motion Item #32.13



Board Report

File #:2016-0021, File Type:Contract

Agenda Number:32.

PLANNING AND PROGRAMMING COMMITTEE**FEBRUARY 17, 2016****CONSTRUCTION COMMITTEE****FEBRUARY 18, 2016****SUBJECT: PURPLE LINE EXTENSION SECTION 3 (OPERATION SHOVEL READY)****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING staff to begin the necessary steps to **advance the project delivery of the Westside Purple Line Extension Project - Section 3** (Century City to Westwood/VA Hospital) as part of a the larger package of the Shovel Ready Program of Projects which includes the advancement of other Measure R projects;
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute Contract Modification No. 58 to Contract No. PS43502000 with **Parsons Brinckerhoff (PB) Inc. to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during solicitation processes, and design support services during construction for Section 3 of the Westside Purple Line Extension Project**, in an amount not to exceed \$28,085,033, increasing the total contract value from \$161,785,321 to \$189,870,354; and
- C. AMENDING the **Fiscal Year 2016 (FY16) Budget for the Westside Purple Line Extension Project - Section 3** by \$8,000,000.

ISSUE

Metro will aggressively move forward in bringing transit, highway and regional rail projects closer to the implementation stage. Bringing these projects to a “shovel-ready” state allows Metro to take advantage of potential opportunities that may develop and allow the projects to advance into the design and construction stage sooner rather than later.

“OPERATION Shovel Ready” potential opportunities may include those related to funding, grants, private sector participation and local community support. If these projects are not advanced to a shovel ready state, Metro may not be able to take advantage of future, unexpected opportunities. Moving these projects closer to a shovel-ready state, does not necessarily mean that they will all

move immediately into the construction stage. However, they will get done sooner when funding becomes available and are ready to start quickly.

Metro will take care to assure that any projects moving forward will only incorporate work that would need to be done in any case and will still be useful even if the project does not immediately move ahead. In addition, the funds needed to advance these shovel-ready projects would not impact funding for currently approved projects.

Experience has shown that aggressively moving forward is more likely to advance projects quicker towards completion. We have often moved projects through planning before complete funding commitments are received, and have ultimately been successful.

Attached is a list of projects, along with corresponding maps, that can be advanced towards shovel-ready status. These include a wide range of transit and highway projects throughout the region. We appreciate the support from the Board in moving projects forward to put them in position to take advantage of future opportunities.

DISCUSSION

The LRTP includes the Metro Westside Purple Line, which is a 9-mile project that was environmentally cleared (CEQA/NEPA); adopted by the Board and received a Record of Decision from the Federal Transit Administration (FTA) in 2012. The Westside Purple Line is divided into three phases as follows:

- Section 1 (Wilshire/Western to Wilshire/La Cienega) 3.92 miles of twin bored tunnels with three subway stations; FTA Full Funding Grant Agreement \$2.82 Billion; Revenue Service Date October 31, 2024.
- Section 2 (Wilshire/La Cienega to Century City Constellation) 2.55 miles of tunnels with two subway stations; seeking FTA Full Funding Grant Agreement \$2.47 Billion; planned Revenue Service Date August 2025.
- Section 3 (Century City Constellation to Westwood/VA Hospital) 2.50 miles of tunnels with two subway stations; 30 Year LRTP Revenue Service Date 2035.

Metro submitted an expression of interest in participation in the FTA Expedited Delivery Pilot Program on September 8, 2015 which includes a Section 3 Acceleration Plan for a Revenue Service Date in 2024. Metro received a letter from Terese McMillan (FTA Acting Administrator) on December 22, 2015, with an offer from the FTA to discuss the new Expedited Delivery Pilot Program provisions with Metro and our interest in pursuing the program. Metro is currently seeking approval of a Full Funding Grant Agreement for the Westside Purple Line Project - Section 2 (Wilshire/La Cienega to Century City).

Should the Board approve the staff recommendation to begin the necessary steps to advance the project delivery of the Westside Purple Line Extension Project - Section 3 (Century City to

Westwood/VA Hospital), as part of a the larger package of the Shelf Ready Program of Projects which includes the advancement of other Measure R projects, staff will formally explore the possibility of securing an Early Systems Work Agreement (ESWA) for the Westside Purple Extension Project - Section 3. An ESWA is a statutory mechanism available to the Federal Transit Administration to make a commitment to a transit project and provide funding, after a Record of Decision but prior to the negotiation and execution of a Full Funding Grant Agreement. Language will be included for an ESWA in the FFGA for the Westside Purple Line Project - Section 2 (Wilshire/La Cienega to Century City).

CONTRACT MODIFICATION TO CONTRACT NO. PS43502000 - PARSONS BRINCKERHOFF (PB) INC.

In anticipation of receiving notification from the FTA, Metro requested a cost and schedule proposal from Parsons Brinckerhoff for continued engineering services to complete Advanced Preliminary Engineering and Request for Proposal (RFP) solicitation documents. Negotiations have been completed for a total agreed upon amount of approximately \$28 million. The Contract Modification to the existing multi-year contract will include a commitment by PB to meet or exceed DBE goals and the adoption of a formal mentor protégé program as part of enhanced business participation. Current DBE participation on the contract value of \$161,765,321 is 21.35%. Their current commitment is 23.41%.

If the Contract Modification of \$28 million is approved by the Board, the total value of the PB contract for Westside Purple Line would grow from \$161,785,321 to \$189,870,354. PB has a total of 10 active contracts with Metro. Current value of all active contracts is \$193,425,620. The Contract Modification of \$28 million will increase it to \$221,510,653.

In February 2015, the Board approved Contract Modification No. 52 to Contract No. PS43502000 with PB to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during the design-build solicitation process, design support services during construction for Section 2 of the Westside Purple Line Extension Project, in an amount not to exceed \$20,820,226. As part of the award, the Board directed staff to conduct an audit by the Office of the Inspector General (OIG). The OIG audit of the PB contract modification to support Section 2 will be completed by the end of this month.

The Section 2 Request for Qualifications/Request for Proposals (RFQ/RFP) was issued in September 2015. Statements of Qualifications (SOQs) were received from three Design/Build teams in October 2015 and Price Proposals are due in May 2016. Approval of the Full Funding Grant Agreement from the FTA is anticipated in July 2016. Contract award is anticipated in January 2017.

Authorization of the contract modification to Parsons Brinckerhoff for \$28 million does not immediately result in deferring any projects in the LRTP. However, accelerated adoption of the

Westside Purple Line Extension Section 3 Project LOP may impact available funding to other third decade projects in consideration of Recommendation A. The 2009 LRTP will require an update to reflect all current Measure R project costs and available funding options to deliver the remaining transit projects contained in the Measure R Ordinance.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

The source of funds for the recommended actions is Measure R 35%. The FY16 Budget will be amended in the amount of \$8,000,000 under Project 865523, Westside Purple Line Extension Project - Section 3 in Cost Center 8510 (Construction Project Management), and Account Number 50316 (Professional and Technical Services). Since this is a multi-year project, the Executive Director of Program Management and the Westside Purple Line Extension Project - Section 3 Project Manager will be responsible for budgeting costs in future years.

Impact to Budget

These funds were assumed in the LRTP for the Westside Purple Line Extension Project and do not have an impact to operations fund sources. This Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board could decide to not approve the recommendations. This is not recommended given that this work could possibly help secure an Early Systems Work Agreement with the FTA for Section 3 of the Westside Purple Extension Project.

NEXT STEPS

After Board approval, staff will direct the Consultant to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during the design-build solicitation process, and design support services during construction for Section 3 of the Westside Purple Line Extension Project.

ATTACHMENTS

Attachment A - Current Status of Measure R Transit Projects

Attachment B - Procurement Summary

Attachment C - Contract Modification/Change Log

Attachment D - DEOD Summary

Prepared by:

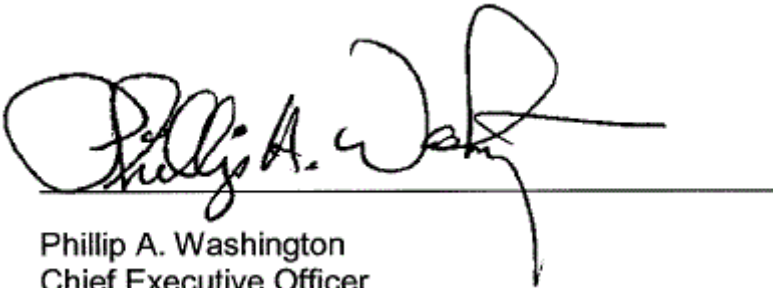
Dennis S. Mori, Executive Officer, Project Director (213) 922-7221

Rick Wilson, Deputy Executive Officer, Program Control (213) 922-3627

Reviewed by:

Ivan Page, Executive Director, Vendor/Contract Management (Interim) (213) 922-6383

Richard Clarke, Executive Director, Program Management (213) 922-7447



Phillip A. Washington
Chief Executive Officer

Preamble

Motion by:

Directors Knabe, DuBois and Garcetti

February 25, 2016

Item 32, File ID 2016-0021
West Santa Ana Branch Transit Corridor (Eco-Rapid Transit Project)
Creating Sustainable Transit Oriented Communities

Measure R includes the West Santa Ana Branch (Eco-Rapid Transit) Transit Corridor. This project runs 20 miles from the City of Artesia in Southeast Los Angeles County and continues through the cities of Artesia, Bell, Bellflower, Bell Gardens, Cudahy, Downey, Huntington Park, Los Angeles, Maywood, Paramount, South Gate, and Vernon.

The cities along this alignment are committed to supporting the implementation of this corridor and have come together in the Eco-Rapid Transit Joint Powers Authority whose mission is to pursue the development of an environmentally friendly energy efficient addition to the Los Angeles County transit system.

This addition to the LA County transit system will enhance and increase transportation options for the residents of the member cities, provide access to employment in other parts of the County and improve the quality of life for all area residents including those cities that have been designated "Disadvantaged Communities by the CalEPA EnviroScreen (SB 535 - De Leon Chapter 830, Statue of 2012).

The Los Angeles County Metropolitan Transportation Authority (MTA) is undertaking environmental studies in preparation for their development of the West Santa Ana Branch transit corridor.

Eco-Rapid Transit JPA, building on the Los Angeles County Economic Development Strategy and the Eco-Rapid Design Guidelines, is desirous of working directly with the communities along the corridor to develop a consistent set of development standards, practices, and sustainability objectives to encourage and incentivize new transit oriented developments throughout the West Santa Ana Branch transit corridor. This work will improve the ability of corridor jurisdictions to attract other funding to carry out identified public infrastructure improvements.

Eco-Rapid Transit will manage the preparation of local development plans and policies to incorporate specific Sustainable Development targets including an evaluation of

existing systems-electric, water, storm water, sewage, fiber (data) to identify opportunities to modify existing facilities to create state-of-the art infrastructure that addressed the needs of these Environmental Justice areas. Additionally, the project will identify opportunities in existing transport facilities to identify changes within the corridor that could support increased mode share shifts from vehicles to transit, enhance active transportation opportunities, improve first and last mile connections and related design changes in housing, economic development, parking that better supports achieving the sustainability targets.

Title

APPROVE **Motion by Knabe, DuBois and Garcetti** that:

- A. Measure R funds in the amount of \$18 million be allocated for the purpose of pursuing Transit Oriented Communities (TOC) predevelopment and planning activities for the West Santa Ana Branch alignment and communities; and

- B. Metro Staff work with the Gateway Cities Council of Governments or the Eco-Rapid Transit JPA to implement this program.