



Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- Burbank-Glendale-Pasadena Airport Authority

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City Manager Representative

AGENDA REPORT

TO: Members of Eco-Rapid Transit Board of Directors

FROM: Michael Kodama, Executive Director

DATE: November 13, 2019

SUBJECT: UPDATE AND/OR ACTION REGARDING WEST SANTA ANA BRANCH – PRESENTATION, QUESTIONS AND ANSWERS BY MEGHNA KHANNA, SENIOR DIRECTOR, COUNTYWIDE PLANNING & DEVELOPMENT – MOBILITY CORRIDORS

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker

ISSUE

The COG Board asked for Metro staff to come to this meeting and answer these questions and address the concerns. West Santa Ana Branch Transit Corridor Project Manager, Mehgna Khanna will present the information from the latest round of public meetings and answer the questions.

BACKGROUND

Last month, Eco-Rapid Staff presented the attached report (Attachment "B") on the Metro September Information report that covered the following milestones:

- A. Initial Operating Segments (IOS) Analysis
- B. Planning process and delivery; and
- C. Public/private partnership (P3) delivery procurement

The update raised concerns and issues with several items in the report. Those question are in Attachment "A".

RECOMMENDATION

It is recommended that the Board:

- 1. Discuss information presented and offer action items; and/or
- 2. Receive and file the item

ATTACHMENT:

"A" Questions for Metro



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Attachment "A"

Questions for Metro

Funding Questions

- What are the cost assumptions for the project? What we know; \$4 billion Budget (\$1.435 billion Measure M plus \$2.565 billion in other funding) applied to a project with an estimated Capital Cost of \$6.5 -\$6.6 billion.
- What percent of the project is presumed to be Federal Transit Administration (FTA) "New starts"?
- What percent of the project is presumed to be SB-2 or other state funding?
- When will the above be determined? There is a rumor that there will be a financial forecast on 28x28 in December and that the funding plans will be developed for the pillar projects?

Initial Operating Segment (IOS)

- What is meant by, "The IOS options were developed based on physical infrastructure limits and barriers, major origins/destinations, market trends, and high activity areas. Proposed stations serving major activity areas and operational feasibility were also considered." How does any of this make sense with IOS 1?
- IOS 1 would require two rail transfers to reach DTLA; how does that serve, major origins/destinations, market trends, and high activity areas or meet operational feasibility?
- How will IOS 1 be received by private investors?
- Is IOS 1 a reflection of not being able to secure rail ROW from Union Pacific through South Gate /Huntington Park?
- Is IOS 1 going to be considered for 3P construction? How would that work with the Design/Build/Operate/Maintain (DBOM) scenario? How does IOS 2 work with DBOM construction?
- Does designating Slauson Station as a mobility hub impact require A-Line (formerly the Blue Line) improvements/retrofits? Will these improvements be accounted for in the WSAB budget or considered a project of regional benefit?

Active Transportation

- There are MTA Active Transportation Strategic Plan Corridors that are designated within that plan. Some of them anticipate use of the WSAB ROW. The WSAB currently houses a Class I bikeway through the City of Bellflower,



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the City of Paramount is preparing for an additional segment of this Class I bikeway. How will subregional projects be integrated?

- Corridor cities are concerned that AT and FL/M is being limited to station areas only. How is that consistent with Motion 14.1 (Garcetti, Bonin, Solis, DuBois and Najarian) May 18, 2016? The approach for the Purple Line Segments 2 & 3 might be appropriate for this coordination.

3P Process

- What role will the corridor cities play in the 3P; one of the greatest risks with a 3P is entitlements and city permits, when does coordination start?
- It was announced by Phil Washington that this project will be a DBOM 3P procurement. How does that figure into the project environmental clearance? A DBOM assumes building the infrastructure to a proprietary manufacturer's specifications – will that require environmental clearance changes at a later time? Or impact pricing?
- Will lowest pricing and best value have an impact on the cleared project? What happens then?
- What will the MCA look like in a 3P scenario?

Project Labor Agreement

- Has labor been included in the 3P process? How does DBOM work with labor?
- Are their programs and mitigations associated with a PLA that require inclusion into the environmental analysis?