

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:

AGENDA REPORT

TO: Members of Eco-Rapid Transit Board of Directors
FROM: Michael Kodama, Executive Director
DATE: November 13, 2019
SUBJECT: **METRO PUBLIC/PRIVATE/PARTNERSHIP WORKSHOP WITH LAX AUTOMATED PEOPLE MOVER TEAM**

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

Metro Board Chair and Inglewood Mayor, James Butts, joined LA County Supervisors and Metro Board Members Janice Hahn and Hilda Solis for a workshop on the Public/Private/Partnership that is building the LAX Automated People Mover.

The meeting began with introductory remarks by Metro Chair Butts who pledged his support for the project and for his Metro colleagues Supervisors Solis and Hahn. He recognized the importance of this project to Southeast Los Angeles County and to the countywide transit system.

The next speaker was Supervisor Solis; she stressed that the Metro Board is behind the project and that it is one of the four "pillar projects" of the 28x28 Plan. She emphasized that leadership and collaboration amongst the cities along with state and federal leaders would be necessary to make the project successful. She indicated that union leadership would contribute to the success of the project. She cautioned that the only the biggest and strongest coalition gets funded and again stressed leadership.

Supervisor Hahn addressed the group and spoke of her support and the support of the Supervisor Solis and other Board members for this project. She stated that this was the second meeting in the project area to give elected officials and other stakeholders a chance to gain a deeper understanding of the various processes, issues and development phases for the project. She indicated that she and Supervisor Solis would be sponsoring additional workshops.

Speaker of the State Assembly, Anthony Rendon addressed the group as a representative of one of the assembly districts the West Santa Ana Branch Line services. He indicated that with all of the rail construction happening in Los Angeles County there was only one rail station in his district. He discussed the importance of the line an providing access to the LA County system and the importance of a convenient and speedy one-seat ride to Downtown LA.

The workshop began with a project update presented by MTA Project Manager Meghna Khanna. Khanna reviewed the status of the environmental review and the expectations of the release of the draft documents next year. Khanna also

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moderated a panel consisting of; Noah Jolley, ACS Infrastructure Development, the successful bidder for the LAX Automated People mover (APM) 3P project, Ural Yal, Flatiron Construction, 3P construction partner for the APM Project. Colin Peppard, Metro Office of Extraordinary innovation that oversees Metro's 3P program and Art Aguilar, President of the Amalgamated Transit Union (ATU) representing Metro bus/rail mechanics.

The 3P panelists made the following points regarding Design/Build/Operate/Maintain (DBOM) Projects:

- From 3P Contractors - They look for long-term investments in design as they (or one of the partners) will be operating the line and quality design counts.
- The operating entity is chosen early and the line is designed with the requirements of the manufacturer in mind
- Elements of risk include local cooperation and construction schedules and management, items like street closures and utility removal or shut-down
- Design decisions should meet life-cycle requirements to hold down costs.
- 3P proposals have a heightened risk profile and a responsibility to lenders and investors
- From the MTA - Concern about major risks that could cause delay, including: design issues, utility relocation, right-of-way applications, First/Last Mile issues.
- From Labor - The labor representative, Mr. Aguilar, spoke about the need to involve labor in the 3P process as union labor is assumed to operate the lines. He was emphatic that conversations began now.

Eco-Rapid Transit Board Member, Maria Davila spoke about the addressing the unions' issues now and having that not become an obstacle or risk to pursuing a successful 3P project.

Lastly, Supervisor Solis spoke about putting together a smaller meeting to address some of the issues.

RECOMMENDATION

It is recommended that the Board:

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

ATTACHMENT:

Workshop Notice
Panelist Bios