

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: March 11, 2020
SUBJECT: UPDATE AND/OR ACTION REGARDING GATEWAY CITIES CITY MANAGER TECHNICAL ADVISORY COMMITTEE

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

BACKGROUND

In late 2019, City Managers from West Santa Ana Branch/Eco-Rapid Transit corridor cities approached the COG about forming a Technical Advisory Committee (TAC) to provide a venue for key city staff to engage with Metro project and corridor development staff. Such TAC's are commonly used to engage city staff in a collaborative, advisory role to decision makers for COG projects. The City Managers have requested that the TAC be formed within the COG because the COG's voice is influential in the development of regional transportation projects and all of the corridor cities belong to the COG. The WSAB City Managers TAC serves as an effective forum generating consensus positions on a range of technical, financial, and policy challenges confronting the corridor cities. Importantly, Metro staff supported the formation of this TAC.

ISSUE

The WSAB TAC has had two meetings; the second meeting was held February 18, 2020; there were presentations made by MTA on the 3% Local Contribution and on the development of the Master Cooperative Agreement; which details how the cities, MTA and a 3P developer will interact of the design, planning and construction and operations of the project in addition to an update on project status. Copies of the Metro presentations are attached.

The Committee members present included representatives from the cities of Artesia, Downey, Cerritos, Huntington Park, Paramount and Maywood. Additionally, Sharon Weisman, Transportation Deputy for MTA Board Member, Long Beach Mayor Robert Garcia, and Michael Ervin, Transportation Deputy for Los Angeles County, 4th Supervisor District were in attendance. The Agenda included the following items:

- Master Cooperative Agreement Template – Anna Hermelin, LA Metro consultant, made the presentation;
- Requirements for Cities' 3% Contribution – Adam Stevenson, LA Metro Staff, made the presentation;

Of interest to the Committee members were the following issues:

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- Master Cooperative Agreements (MCA's) between Metro and each of the cities are necessary to establish an understanding of the following items:
 - Design Approvals
 - Construction Plan Coordination
 - Re-construction of infrastructure
 - Maintenance of the new facilities
 - Other Support services
 - Under the proposed PPP funding option, the selected "private" partner will also be a signatory to the individual MCA's.
- Metro staff will send draft MCA's to each of the affected cities prior to the next TAC meeting.
- Critical MCA issues to discuss
 - Agreements with existing rail road rights of way – Union Pacific Rail Road (UPRR).
 - Coordination with California Public Utility Commission (CPUC)
 - Mapping of property lines and rights of way
 - Identification of Hazardous Material issues.
- Metro would like to finalize the format of the MCA's prior to the start of negotiation for selecting the PPP partner – scheduled for mid-year 2020.
- The 3% local contribution requirements are established system wide per the adopted Measure M bond issuance as updated by adopted procedures in December 2019.
- Calculation of the individual city requirements are based upon 30% design system cost estimates. It is anticipated that the PPP partner will be responsible for the 30% cost estimate – sometime in 2023.
- Calculation of the 3% requirement is a combination of area within ½ mile of adopted stations and track mileage within each city. It is expected that the WSAB TAC will discuss and negotiate a different methodology for the 3% requirement. FOR EXAMPLE, it is not unreasonable to ask that the City of Los Angeles portion (likely to be underground and much more costly) should be removed from the other member cities requirement.
 - ANOTHER KEY ISSUE WILL BE A DISCUSSION OF COSTS ASSOCIATED WITH THE GREEN LINE STATION (I-105) WOULD BE EXCLUDED.
 - ALSO, THE SLAUSON STATION (COINCIDENT WITH THE BLUE LINE) SHOULD BE EXCLUDED.
 - Both of these stations have system-wide utility and benefit to the entire rail system.
- Eligible sources of the 3% contribution from a city could include:
 - Cash
 - Proposition A or Proposition C funds allocated to cities
 - In-kind donations such as:
 - Real estate
 - Permit fees
 - Staff time



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- 1st mile/last mile improvements – must be identified before the 2023 calculation as well as identified in the 30% design costs.
- Betterments to City infrastructure will not be eligible
- The Gateway Cities COG has hired Nancy Michali to serve as COG coordinator to conduct the WSAB TAC processes.

The March meeting will review the elements of the Master cooperative Agreement and include a discussion of the definition of “betterments.”

RECOMMENDED ACTION

It is recommended that the Board:

1. Discuss information presented and offer action items begin the process of creating a corridor wide study in addition to city specific plans; and/or.
2. Receive and file the item

West Santa Ana Branch Master Cooperative Agreement

GOAL – To deliver WSAB as soon as possible (by the Olympics)

> How can the Cities help?



By signing the Master Cooperative Agreement

➤ Objectives:

- Provide general framework of the MCA
- Provide a timeline of when City's input would be required
- Next steps

West Santa Ana Branch MCA - General Provisions

Scope of Agreement

- Specifies procedures for Metro and Cities to follow during the planning, design, construction and operation and maintenance of WSAB
- Establishes reimbursement of costs for the above
- Establishes duration of Agreement
- Establishes City and Metro Representative

West Santa Ana Branch MCA - General Provisions

Design Phase – Design Approval

- Establish and agree on scope through City jurisdiction
 - Project limit of work
- Establish Design Standards/Criteria
- Establish Design Freeze
- Establish and agree on Design Review Procedure, including scope and time periods for review and approval
- Establish procedure for changes to the Final Design

West Santa Ana Branch MCA - General Provisions

Design Phase – Construction Plans and Coordination

- Coordination between City, Metro, UPRR, and CPUC
- Agree on Traffic Management / Construction Staging Plans
 - Temporary and Permanent Street Closures
- Changes in approved plans
- Coordination of new and unrelated City and third party construction adjacent to project

West Santa Ana Branch MCA - General Provisions

Construction of Rearrangements

- Metro to perform Construction of Rearrangements
- City and Metro may agree that City will perform construction of a specific Rearrangement

Maintenance

- City routine maintenance shall be coordinated with Metro to avoid interference with construction and operations
- Final maintenance responsibilities of elements within City's ownership and jurisdiction, remain with the City



West Santa Ana Branch MCA - General Provisions

Construction Support Services

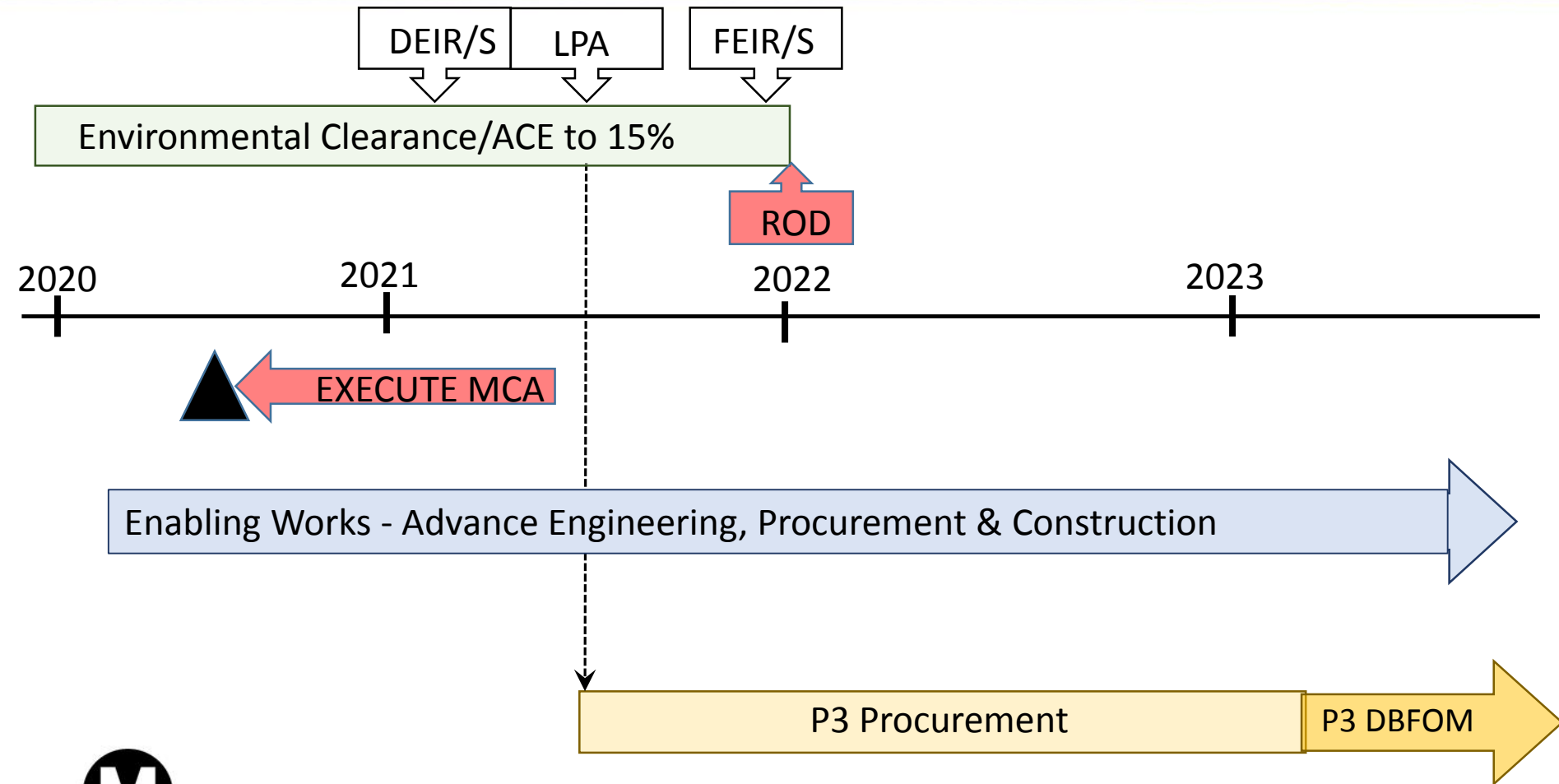
- City provides inspection and acceptance
- Timely responses to requests for information
- Work order review and approval for City facilities
- Traffic and detour management
- Blanket Permitting Process and Waiver of Certain Permit Fees (Permit Notification)
- Other support and services as requested or necessitated

West Santa Ana Branch Timeline for Cities Involvement

Constraints/Challenges:

- EIR/S Timeline
 - **Construction can only begin after** certification of FINAL EIR/S – late 2021/early 2022
- UPRR Negotiations
- CPUC Approval (18 months without protest)
- Real Estate Acquisitions
- Hazardous Materials

West Santa Ana Branch Timeline for Cities Involvement



West Santa Ana Branch Technical Advisory Committee

➤ Roles/Responsibilities with P3 Developer

Metro	P3 Developer	City
Performing its retained responsibilities and for ensuring that P3 Developer performs in accordance with the MCA	Performing Metro's responsibilities under the MCA other than cost reimbursement and obligations specifically retained by Metro	Performing all of City's obligations under the MCA
Submitting design for Enabling Works for review and approval. Conceptual designs for P3 Developer's construction work. Reviewing P3 Developer designs	Submitting design packages for review and approval and addressing conformance comments	Reviewing and approving design submittals in accordance with agreed procedure, scope and timelines
Performing Enabling Works. Monitoring progress and performance of P3 Developer's construction/maintenance work	Performing construction/ maintenance work in accordance with final designs, approved plans, contractual requirements and any additional requirements under the MCAs	Coordinating works in the vicinity with the P3 Developer and Metro. Performing construction support services



West Santa Ana Branch Technical Advisory Committee

- **Other Considerations for Cities**
 - Early Right-of-Way Acquisitions
 - Environmental Site Assessment Phase 2
 - Franchise Agreements

West Santa Ana Branch Technical Advisory Committee

➤ Next Steps:

- Submit Draft MCA for comment April 2, 2020
- Agree to terms by June 1, 2020
- Board Approves MCA July 25, 2020
- Execute MCA by Aug 3, 2020
- Metro submits 30% design for Enabling Works Sept 2020



Measure M

3% Local Contribution



Metro

December 2019

Overview

- Building on Meas. R, Meas. M includes a 3% Local Contribution in the Expenditure Plan Financial Model

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A Groundbreaking Sequence (Exceptions Noted)

Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015**	Modal Code	
		Ground- breaking Start Date ¹	Expected Opening Date (3 year range)						1 st yr of Range
Expenditure Plan Major Projects									
1 Airport Metro Connect 96th St. Station/Green Line Ext LAX	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,018	\$581,000	T	
2 Westside Purple Line Extension Section 3	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T	
3 High Desert Multi-Purpose Corridor (HDMC)	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H	
4 I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd)	r	FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H	
5 Gold Line Foothill Extension to Claremont	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T	
6 Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T	
7 BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T	
8 BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T	
9 East SF Valley Transit Corridor Project	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T	
10 West Santa Ana Transit Corridor LRT	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T	
11 Crenshaw/LAX Track Enhancement Project	e	FY 2022	FY 2028	sc	\$0	\$49,596	\$49,596	T	
12 SR-71 Gap from I-10 to Rio Rancho Rd.	e,p	FY 2022	FY 2028	sg	\$28,443	\$248,557	\$275,000	H	
13 LA River Waterway & System Bikeway	f	FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H	
14 Complete LA River Bikeway	f	FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H	
15 Sepulveda Pass Transit Corridor (Ph 1)	b,f	FY 2024	FY 2028	sf	\$0	\$130,000	\$130,000	H	
16 Sepulveda Pass Transit Corridor (Ph 1)	b,f	FY 2024	FY 2028	w	\$0	\$130,000	\$130,000	H	
17 Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T	
18 SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H	
19 Green Line Extension to Crenshaw Blvd in Torrance	d,g	FY 2026	FY 2030	sb	\$272,000	\$819,000	\$891,000	T	
20 I-710 South Corridor Project (Ph 1)	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H	
21 I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H	
22 Sepulveda Pass Transit Corridor (Ph 2)	b	FY 2024	FY 2033	sf	\$1,567,000	\$1,270,000	\$2,837,000	T	
23 Sepulveda Pass Transit Corridor (Ph 2)	b	FY 2024	FY 2033	w	\$1,567,000	\$1,270,000	\$2,837,000	T	
24 Gold Line Eastside Extension (One Alignment)	d	FY 2029	FY 2035	gc	\$957,000	\$543,000	\$1,500,000	T	
25 Gold Line Eastside Extension (One Alignment)	d	FY 2029	FY 2035	sg	\$957,000	\$543,000	\$1,500,000	T	
26 West Santa Ana Transit Corridor LRT	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T	
27 West Santa Ana Transit Corridor LRT	r	FY 2022	FY 2041	gc	\$982,500	\$500,000	\$1,482,500	T	
28 I-710 South Corridor Project (Ph 2)	d	FY 2032	FY 2041	gc	\$658,500	\$250,000	\$908,500	H	
29 I-5 Corridor Improvements (I-605 to I-710)	r	FY 2036	FY 2042	gc	\$46,060	\$1,059,000	\$1,105,060	H	
30 Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	\$495,000	\$1,185,000	\$1,680,000	T	
31 Crenshaw Northern Extension	i	FY 2041	FY 2047	w	\$0	\$560,000	\$560,000	T	
32 I-405/I-110 Int. HOV Connect Ramps & Intrching Improv	i	FY 2042	FY 2044	sb	\$0	\$250,000	\$250,000	H	
33 I-605/I-10 Interchange	i	FY 2043	FY 2047	sg	\$472,400	\$126,000	\$598,400	H	
34 SR 60/I-605 Interchange HOV Direct Connectors	i	FY 2043	FY 2047	sg	\$360,600	\$130,000	\$490,600	H	
35 Lincoln Blvd BRT	lo	FY 2043	FY 2047	w	\$0	\$102,000	\$102,000	T	
36 I-110 Express Lane Ext South to I-405/I-110 Interchange	lo	FY 2044	FY 2046	sb	\$228,500	\$51,500	\$280,000	H	
37 I-405 South Bay Curve Improvements	lo	FY 2045	FY 2047	sb	\$250,840	\$150,000	\$400,840	H	
38 Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T	
39 SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T	
40 Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T	
41 Orange Line Conversion to Light Rail	p	FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T	
42 City of San Fernando Bike Master Plan	p	FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H	
43 Historic Downtown Streetcar	p	FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T	
44 Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T	
45 High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	\$32,982	\$1,845,718	\$1,878,700	H	
Expenditure Plan Major Projects Subtotal					\$19,581,027	\$20,989,941	\$40,570,969		

Footnotes on following page.

Overview

Example

Project Cost	\$1B
Local Contribution	\$30M

- The local contribution will be calculated by multiplying the project's total cost by 0.03, and will then be further divided among contributing jurisdictions
- The contribution will be based on the project cost as estimated at the completion of thirty percent (30%) of final design, **and will remain fixed even if the project budget increases.**

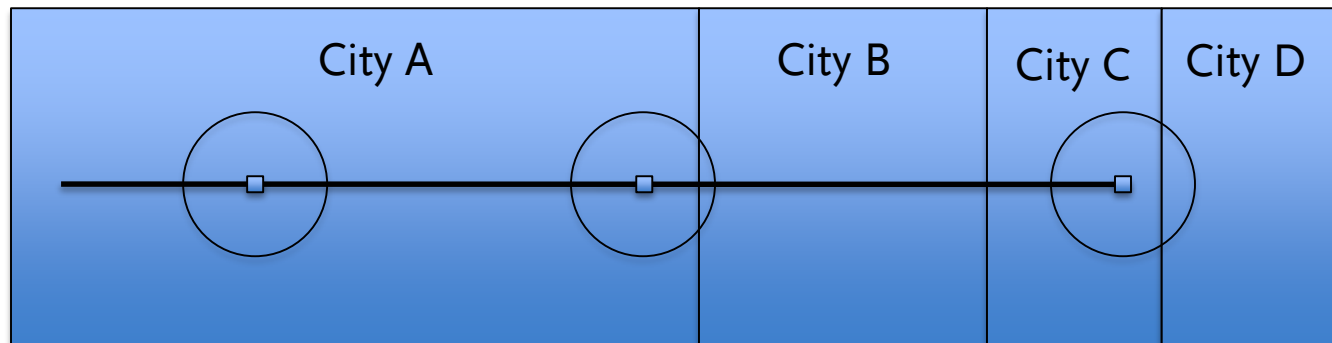
Guidance

- **Measure M Ordinance** describes a centerline track mile-based framework for calculating the 3% contribution
- **Measure M Guidelines** base the 3% contribution on the local agency's land area within a one-half mile radius of a new station.
 - Draws from the **2014 Metro First Last Mile Strategic Plan, and the 2016 Active Transportation Strategic Plan**, which identify an access shed of $\frac{1}{2}$ mile around a station.
 - Reflects the nexus between mobility benefits provided to a jurisdiction (based on the location and proximity of a new station), and the proportionate/fair/equitable share of the local contribution.

Local Contribution Calculation Methodology

Overall approach:

- Calculate the local jurisdiction's share of the project cost based on track mileage
- Then apply a weighting factor based on the station area available to the jurisdiction.



Funding Options

Eligible Fund Contributions

- Eligible fund sources to satisfy 3% local contribution include any funds controlled by the local agency or local agencies (e.g., General Fund, State Gas Tax Subventions, Prop. A, Prop. C and Measure R and M Local Return Funds, Measure M Subregional Program Funds)
- Measure M Subregional Program Fund contributions must be accompanied by documented agreement from all jurisdictions that would otherwise be eligible for those sub-regional funds.
- In-kind contributions eligible to satisfy 3% local contribution include, but not limited to, project specific right-of-way and waiver of permitting fees, local agency staff time (incurred and forecast), **if those costs are specifically included in the project cost and contribution amount by the conclusion of thirty percent (30%) of final design.**

Measure M Guidelines

Betterments

Betterments are defined consistent with existing policy adopted by the Metro Board on Supplemental Modifications to Transit Projects (October 2013), and are specifically NOT eligible to count toward a jurisdiction's 3% contribution.

A “betterment” is defined “as an upgrade of an existing city or utility’s facility or the property of a Third Party, be it a public or private entity, that will upgrade the service capacity, capability, appearance, efficiency or function of such a facility or property of a third party.”

Once the 30% design project scope and cost have been determined as the basis of the 3% contribution calculation, subsequent betterments cannot be included in that calculation, nor counted toward a jurisdiction's eligible contribution. However, they may be included in the project scope if carried at the jurisdiction's expense.

Measure M Guidelines

Active Transportation Capital Improvement Contributions

- Allow for local jurisdictions to meet all or a portion of their 3% local contribution obligation through active transportation capital improvements and first/last mile investments **that are included in the project scope and cost estimate at the conclusion of thirty percent (30%) of final design.**
- All local first/last improvements must **be consistent with station area plans that will be developed by Metro in coordination with the affected jurisdiction(s).**