RESOLUTION NO. 2014 - 01

A RESOLUTION OF THE ORANGE LINE DEVELOPMENT AUTHORITY
APPROVING THE SCOPE OF WORK FOR THIRD PARTY ADMINISTRATION OF
THE TECHNICAL REFINEMENT STUDY FOR THE PACIFIC ELECTRIC RIGHT-
OF-WAY/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVES ANALYSIS;
AND APPROVING A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF
BELLFLOWER REGARDING THE USE OF METRO FUNDS FOR
REIMBURSEMENT OF THE AUTHORITY'S PERFORMANCE
OF THE SCOPE OF WORK

WHEREAS, in January 2014, the Los Angeles County Metropolitan Transportation Authority ("Metro") selected Parson-Brinckerhoff ("Consultant") for the preparation of a Technical Refinement Study for the Pacific Electric Right of Way/West Santa Ana Branch Corridor Alternatives Analysis Study, which will include updated Traffic Demand modeling, cost and ridership forecasting and analysis, feasibility analysis of requested alignment changes for Huntington Park, analysis of adding a new station (Artesia and a new Metro Green Line/West Santa Ana Branch station in the median of I-105), analysis of surrounding land uses and current right-of-way ownership along the Los Angeles River, and challenges to accessing Union Station from the East and West Banks of the Los Angeles River; and

WHEREAS, Metro has required its Consultant to coordinate work on the Technical Refinement Study with the cities along the Eco-Rapid Transit corridor ("corridor cities") and Orange Line Development Authority, dba "Eco-Rapid Transit" ("Authority") and has further authorized the Authority to perform Third Party Administration for the Technical Refinement Study; and

WHEREAS, on January 23, 2014, the Metro Board of Directors approved the allocation of $350,000 in Measure R funding ("Metro grant funds") for reimbursement of the Third Party Administration work on the Technical Refinement Study ("TPA/TRS") performed by the corridor cities and the Authority; the Metro grant funds will be provided to the Gateway Cities Council of Governments ("COG") for its distribution to participating corridor cities and the Authority; and

WHEREAS, on April 15, 2014, Metro issued a "Letter of No Prejudice" and "Scope of Work" to the COG authorizing early expenditure of up to $50,000 of the $350,000 total Metro grant funds to reimburse participating corridor cities and the Authority for the TPA/TRS Scope of Work, prior to approval of the Funding Agreement between Metro and COG for this purpose; and

WHEREAS, the Scope of Work for the TPA/TRS, allows for the participating cities and the Authority (as the participating cities are also members of the Authority) to review project deliverables, provide technical comments and feedback on the Technical Refinement Study project and participate in meetings with the Consultant team, as more particularly described in Attachment A; and
WHEREAS, on May 7, 2014, the Board of Directors of the Gateway Cities Council of Government ("COG") approved the Funding Agreement for the expenditure of Metro grant funding for the TPA/TRS Scope of Work; and

WHEREAS, the City of Bellflower has been allocated $146,700 of Metro grant funding from the COG to be passed through to the Authority for its work on the TPA/TRA Scope of Work; and

WHEREAS, on May 27th, 2014, the City Council of the City of Bellflower approved an MOU with the Authority committing its allocation of $146,700 of Metro grant funding to the Authority, wherein the Authority will submit monthly invoices to the City of Bellflower for its TPA/TRS work, the City of Bellflower will advance payment of City funds to the Authority within 30 days of invoicing, and then retain the Metro grant funding allocated to the TPA/TRS Scope of Work as reimbursement for the advanced City funds.

NOW THEREFORE, THE ORANGE LINE DEVELOPMENT AUTHORITY DOES HEREBY FIND, RESOLVE AND ORDER AS FOLLOWS:

Section 1. The Scope of Work for the TPA/TRS, attached as Attachment A to this Resolution, is approved.

Section 2. The Memorandum of Understanding Between the Authority and the City of Bellflower Regarding the Use of Metro Funds for the Third Party Administration of the Technical Refinement Study of the West Santa Ana Branch Transit Corridor Project ("Funding MOU") is approved.

Section 3. The Executive Director is directed to implement the Scope of Work on behalf of the Authority and coordinate with the City of Bellflower as required by the approved Funding MOU.

PASSED, APPROVED and ADOPTED this 11th day of June, 2014,

AYES:
NOES:
ABSTAIN:

Luiz Marquez, Chair

ATTEST:

Rosã E. Perez, Secretary

APPROVED AS TO FORM:

Teresa L. Highsmith, General Counsel
ATTACHMENT "A"
ATTACHMENT A
SCOPE OF WORK

Project Title: West Santa Ana Branch Transit Corridor Technical Refinement Study – Third Party Administration

Objectives:

1. Facilitate cities of Huntington Park, Cerritos, Artesia, Paramount and Bellflower’s involvement in the Study.

2. Participation in the technical meetings with the Project Consultant Team and review and comment on project deliverables produced by the Project Consultant team, as determined by the LACMTA Project Manager on the following Tasks:

Proposed Station Locations in the City of Huntington Park
The City of Huntington Park requested the Southern California Association of Governments (SCAG) during the West Santa Ana Branch (WSAB) Alternative Analysis (AA) phase to relocate the Salt Lake Avenue Station to Florence Avenue/Salt Lake Avenue and to relocate the Pacific Boulevard Station to Randolph Street near Rita Avenue to avoid operations on Pacific Boulevard. Analysis of the requested alternative station locations was not conducted in the AA Study. SCAG did not take action on this request. The Project Consultant Team will conduct an analysis (no more than five percent engineering) of the feasibility and potential impacts and costs of the proposed alignment and station relocations in the City of Huntington Park, including ridership. As part of this analysis, the Project Consultant Team will include a discussion of the methodologies used to identify salient impacts and a list of feasible solutions to address the impacts and costs consistent with LACMTA policies. The Project Consultant Team will summarize the findings of the impact analysis and develop a matrix outlining the impacts and a list of feasible solutions to address the impacts and costs consistent with LACMTA policies.

Southern Terminus Station at Pioneer Blvd. in the City of Artesia
With the removal of the Cerritos/Bloomfield Station as requested by the City of Cerritos and approved by SCAG, the Pioneer Station in the City of Artesia becomes the southern terminus station in the Los Angeles County portion of the corridor. This may have implications for the traffic model forecasts and other impacts such as park-and-ride lots and bus and pedestrian access. The Project Consultant Team will conduct a detailed analysis (no more than 5% engineering) of the feasibility and potential impacts and costs of the Pioneer Station becoming the southern terminus station. As part of this analysis, the Project Consultant Team will include a discussion of the methodologies used to identify salient impacts, a list of feasible solutions to address the impacts and costs consistent with LACMTA policies. The Project Consultant Team will summarize the findings of the impact analysis and develop a matrix outlining the impacts and a list of feasible solutions to address the impacts and costs consistent with LACMTA policies.

New Metro Green Line Station
Based on the SCAG approved AA Study, a new Light Rail Transit (LRT) station would be required to connect the Metro Green Line to the new WSAB LRT. Because the Metro Green Line currently operates in the median of the I-105 Freeway, expansion of the median to accommodate a new station along with the resulting impacts on freeway operations would be challenging. Caltrans requires that the final station design must maintain the current number
of freeway lanes. Therefore, adding a station at this location may disrupt freeway and current Metro Green Line operations during construction, and mitigation measures would need to be developed.

The Project Consultant Team will conduct a detailed analysis (no more than five percent engineering) of the potential impacts and costs of a new Metro Green Line Station in the median of the I-105 Freeway and the feasibility of constructing the station. As part of this analysis, the Project Consultant Team will include a discussion of the methodologies used to identify salient impacts and a list of feasible solutions to address the impacts and costs consistent with LACMTA and Caltrans policies. The Project Consultant Team will summarize the findings of the impact analysis and develop a matrix outlining the impacts to the freeway and both the Metro Green Line and Blue Line operations and a list of feasible solutions to address the impacts and costs consistent with LACMTA and Caltrans policies.