



CITY OF CERRITOSSM

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0511 • CERRITOS.US



MEMORANDUM

TO: Honorable Mayor and Members of the City Council

FROM: Art Gallucci, City Manager *AG*

INITIATED BY: Torrey Contreras, Senior Assistant City Manager *TC*

DATE: June 14, 2022

SUBJECT: **METRO'S REQUEST OF THE CITY OF CERRITOS TO ENTER INTO A MASTER COOPERATION AGREEMENT (MCA) RELATIVE TO THE WEST SANTA ANA BRANCH (WSAB) PROJECT**

SENT TO CITY COUNCIL
DATE 6-15-22

BACKGROUND

Metro is currently in the process of scheduling meetings with three corridor cities that have not executed the Master Cooperation Agreements (MCA) relative to the Metro-proposed WSAB light rail project. The MCA is an agreement between corridor cities and Metro that establishes how cities and Metro intend to work in collaboration on the WSAB project. The MCA is an instrument that allows corridor cities to be reimbursed for any project related expenses incurred, provides for preliminary construction work to be completed, and establishes a process for the City to review and/or approve project design and construction documents. The MCA also defines the project's scope of work, establishes the roles and responsibilities of the involved parties, sets forth contractual obligations, allows for project betterments, creates a process for resolving disputes, and establishes the roles and responsibilities of Metro and public-private partnerships.

Shortly after receiving the MCA, City staff from the Community Development and Public Works Departments worked with former City Attorney Mark Steres and special legal counsel Michael Colantuano to compile comprehensive comments and corrections on the draft MCA document. However, the City elected to refrain from submitting comments on the MCA at that time because the City and Metro were at odds about the WSAB project's alignment and project scope. Additionally, the City was concerned that entering into the MCA could be misconstrued as the City's blanket approval of the Metro-proposed WSAB project.

In light of the Metro Board's recent actions to support the City's request to assess cut-and-cover as a potential alternative to the aerial bridge configuration currently proposed for the Gridley Road and 183rd Street intersection, and to entertain an optional Cerritos station, it would be prudent to reconsider the City's position relative to the MCA. Should the City Council wish to consider entering into the MCA, specific wording can be prepared by the City Attorney and included in the Resolution clarifying the City's position relative to the WSAB project. Specifically, such wording would be carefully crafted so as to prevent the City's actions to be misconstrued as approving the WSAB project by default.

CHUONG VO
MAYOR

BRUCE W. BARROWS
MAYOR PRO TEM

LYNDA F. JOHNSON
COUNCILMEMBER

NARESH SOLANKI
COUNCILMEMBER

FRANK AURELIO YOKOYAMA
COUNCILMEMBER

FEDERAL GRANT FUNDING OPPORTUNITY

The impetus for Metro to obtain fully executed MCAs at this time is to effectively convey unilateral support for the WSAB project by corridor cities for the purpose of increasing the project's chances of obtaining Federal grant funding. Accordingly, a contingent of delegates from the Metro Board, EcoRapid Transit and corridor cities is currently being assembled to lobby Federal officials in support of the WSAB project. An invitation to join the delegation has been extended to the Cerritos City Council. Should any Councilmember wish to participate in this effort, please do not hesitate to contact the City Manager's Office for additional details. Please reference the attached staff report from the City of Downey dated September 22, 2020 seeking City Council authorization to execute the MCA for additional details (Attachment 1 - City of Downey MCA Staff Report).

METRO-PROPOSED WSAB PROJECT

As you are aware, the Metro-proposed WSAB light rail transportation project will be located within the former Southern Pacific Railway that traverses the City of Cerritos in an at-grade diagonal fashion. The WSAB project will be constructed in two segments, due to the lack of sufficient funding to complete the line from the Pioneer Station to Union Station as originally conceptualized. The initial segment will run from Artesia's Pioneer Station to the Slauson Station located at the 105 Freeway, thereby providing transit users access to the existing Metro Green Line in order to gain access to downtown Los Angeles by way of Union Station.

In accordance with the existing project scope, the WSAB project is proposed to traverse through the City of Cerritos at-grade until the line crosses Studebaker Road, where it will transition to an above-grade aerial bridge configuration over the Gridley Road and 183rd Street Intersection. The City of Cerritos has consistently requested that a below grade alternative be considered for the purpose of reducing potential environmental impacts including, but not limited to, air quality, privacy, aesthetics, noise, traffic, vehicular and pedestrian safety. Additionally, the City has asked Metro to include in the Draft Environmental Impact Report (DEIR) prepared in support of the WSAB project, an optional Cerritos Station to be located along the corridor between Gridley Road and Studebaker Road so as not to preclude its potential existence in the future.

METRO BOARD'S SUPPORT OF THE CITY'S REQUEST

Despite significant resistance by Metro staff to accommodate the City's request, the Metro Board (led by Boardmember/Supervisor Janice Hahn and Boardmember/Councilmember Fernando Dutra) recently directed Metro to assess cut-and-cover as a potential alternative to the aerial bridge configuration proposed for the intersection of Gridley Road and 183rd Street and to allow for an optional Cerritos Station. In light of the Board's decision to support the City's request, City staff has been working in good faith with Metro representatives to facilitate the Board's directive. Accordingly, City staff has met with Metro on two separate occasions to discuss the cut-and-cover alternative and optional Cerritos Station as well as to review the comments that were previously submitted by the City in response to the WSAB DEIR.

UPDATE ON 3% FUNDING REQUIREMENT

On a separate note, Janice Hahn's Senior Transportation Deputy Luke Klipp reported to the City Manager Technical Advisory Committee (TAC) at its May 2022 meeting that pursuant to the provisions of Measure M as interpreted by Metro's legal counsel, corridor cities that do not have a station will not be required to contribute 3% funding towards the cost of the WSAB project. In other words, if the optional Cerritos station was never constructed or included in the DEIR, the City would not be required to contribute any funding for the WSAB project, which was previously estimated to cost the City between 12-15 million dollars to be paid over the course of five years. The City Manager's TAC requested additional information to be provided by Metro about the 3% funding requirement with the hope of verifying these newfound claims. Should this prove to be true, corridor cities with stations will likely appeal this interpretation to the Metro Board because they would be required to contribute additional funding to make up for the City's share. City staff continues to monitor this situation closely and will report back to the City Council with any additional information as soon as it becomes available.

Attachment:

1. City of Downey Staff Report - September 22, 2020



Item No.
**APPROVED BY
CITY MANAGER**

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: OFFICE OF THE CITY MANAGER
BY: VANIAH DE ROJAS, ASSISTANT TO THE CITY MANAGER

DATE: SEPTEMBER 22, 2020

**SUBJECT: MASTER COOPERATIVE AGREEMENT WITH THE LOS ANGELES
METROPOLITAN TRANSPORTATION AUTHORITY**

RECOMMENDATION

That the City Council:

1. Approve the attached Master Cooperative Agreement with the Los Angeles Metropolitan Transportation Authority for the design, construction, operation and maintenance of a portion of the West Santa Ana Branch Transit Corridor project.
2. Authorize the City Manager to execute the agreement, subject to approval by the Los Angeles Metropolitan Transportation Authority Board at a later date.

BACKGROUND

The Los Angeles Metropolitan Transportation Authority (Metro) is preparing for the development of a new light rail transit line, the West Santa Ana Branch (WSAB) Transit Corridor project. The main goals of the WSAB Project are to: 1. Provide mobility improvements, 2. Support local and regional land-use plans and policies, 3. Minimize environmental impacts, 4. Ensure cost effectiveness and financial feasibility, and 5. Promote equity.

The 19-mile WSAB Transit Corridor project intends to connect southeast Los Angeles County to downtown Los Angeles, serving the cities and communities of downtown Los Angeles, unincorporated Florence-Graham, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. Additionally, in the City of Downey, a new park and ride station will be developed, The Gardendale Station. The Station is located within the Ports-owned, UPRR-operated San Pedro Subdivision right-of-way (ROW) which runs through the southwestern corner of Downey. The future station presents an opportunity to provide convenient access for future Los Angeles County employees traveling to the planned Rancho Los Amigos South Campus which is being developed to accommodate approximately 4,000 jobs. Attached is the current project map along with the four Local Preferred Alternative (LPA) options being considered by Metro.

The overall project area is home to 1.2 million residents and is a job center to approximately 584,000 employees. Projections show the resident population increasing to 1.5 million and jobs increasing to 670,000 by 2040. Population and employment densities are five times higher than the Los Angeles County average. This rail corridor is anticipated to serve commuters in a high

travel demand corridor by providing relief to the limited transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to Metro's Green and Blue lines.

The WSAB is being partially funded by Measure M. Per Measure M and Metro's Long Range Transportation Plan (LRTP) financial forecast, as amended, the project has a \$4 billion (B) (2015\$) allocation of funding (comprised of Measure M and other local, state, and federal sources). Measure M funding becomes available in two cycles:

- FY 2028 - \$1B
- FY 2041 - \$3B

The current project cost is estimated to be \$6.5-\$6.6 billion (in 2018\$), contingent upon further project design, coordination with freight railroad and the Ports on Right-of-Way (ROW), and development of First/Last Mile plans and costs.

Measure M indicates that an early project delivery may be made possible with a Public-Private Partnership (P3) delivery method. A P3 with a comprehensive delivery approach is being pursued as part of a strategy for accelerating a significantly increased project scope by 2028 in preparation of the 2028 Summer Olympics being held in Los Angeles.

Currently the WSAB Project is undergoing an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) process to prepare the corridor for Light Rail Transit. The following is the current WSAB Project Schedule:

Draft EIS/R Release:	Early 2021
LPA Selection:	Mid 2022
First/Last Mile (FLM) Planning:	Following LPA Selection
P3 RFQ:	Following LPA Selection
Final EIR Certification:	Late 2021
Record of Decision (ROD):	Late 2021
P3 RFP:	Following Final EIR
Groundbreaking:	2023

DISCUSSION

The construction of the WSAB Light Rail Project will require extensive review by the City. As such, a Master Cooperative Agreement (MCA) is needed between Metro and Corridor cities on how they will work together to deliver the WSAB Project before groundbreaking in 2023. The MCA establishes the:

- Process for cities to be paid for project-related work
- Basis to start construction of enabling works, which will expedite project construction and reduce construction risk
- Process to provide review and approval of design documents

Additionally, areas of the MCA address construction activities including:

- Project description
- Scope, phases and schedule
- Roles and responsibilities
- Contractual packages
- City facility rearrangements
- Betterments
- Reimbursements and credits
- Resolution of disputes
- Metro and P3 roles and responsibilities
- Definitions and interpretations

It is important to note that the MCA does not relieve Metro or its contractor from the requirements of submitting all plans, documents, and reports for review and comment before obtaining City approval prior to the start of any construction activity within the public right-of-way. Under this MCA, the City agrees to waive all permit fees, however, all costs incurred by City staff and its consultants for design review and permit coordination among others, would be reimbursed by Metro through a work plan authorization process specified in the MCA.

Metro staff met with City staff in April 2020 to review the MCA and discuss City concerns. The attached final MCA for the City Council's approval has been reviewed by the City Manager, City Attorney, Community Development Director/Deputy City Manager, Public Works Director/City Engineer, and the Assistant to the City Manager.

To ensure we keep the project timeline, cities are being asked to agree to the terms of the MCA by October 2020 in order to provide the Metro Board enough time to approve and execute the MCAs by December 2020.

CITY COUNCIL PRIORITIES

Fiscal Responsibility
Efficiency & Adaptability

FISCAL IMPACT

There is no financial impact associated with this action.

ATTACHMENTS

Attachment A – WSAB Project Map
Attachment B – Master Cooperative Agreement



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August 31, 2022

VIA E-MAIL

Mr. David Mieger
Senior Executive Officer – Long Range Transportation Planning and Mobility Corridors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

SUBJECT: Request for the Final EIR/EIS Prepared in Support of the WSAB Project to Assess an Optional Cerritos Station, and Below-grade Cut-and-Cover as an Alternative to the Above-Grade Aerial Alignment Proposed for the Intersection of Gridley Road and 183rd Street

Dear Mr. Mieger:

The City of Cerritos is aware that the Draft EIR/EIS prepared in support of the West Santa Ana Branch (WSAB) project is in process of being finalized and is scheduled to be released later this year. The City of Cerritos, with the support of the City of Artesia, requests your assistance in ensuring that the WSAB Final EIR/EIS assesses an optional Cerritos station to be located between Gridley Road and Studebaker Road, and below-grade cut-and-cover to be employed at the intersection of Gridley Road and 183rd Street. The City of Cerritos urges Metro to assess these alternatives so as not to preclude the potential for a Cerritos station to exist in the future, and to ensure that impacts to the cities of Cerritos and Artesia resulting from above-grade aerial alignment that is currently proposed by Metro for the subject intersection are rendered to a level of insignificance.

Accordingly, the City of Cerritos requests the following to be reflected in the WSAB Final EIR/EIS:

- Environmental clearance for an optional Cerritos station to exist between Gridley Road and Studebaker Road; and
- Environmental clearance for below-grade cut-and-cover to be employed as an alternative to the above-grade aerial alignment that is currently proposed by Metro for the intersection of 183rd Street and Gridley Road.

Amending the WSAB project scope to include, and the WSAB Final EIR/EIS to assess, the aforementioned alternatives will help to allay the concerns of the cities of Cerritos and Artesia relative to the potential adverse impacts generated by the project. Such actions on the part of Metro will also serve to reaffirm the positive working relationship between corridor cities and Metro that has existed over the recent past. Providing environmental clearance for the optional Cerritos station and below-grade cut-and-cover alignment would

CHUONG VO
MAYOR

BRUCE W. BARROWS
MAYOR PRO TEM

LYNDA P. JOHNSON
COUNCILMEMBER

NARESH SOLANKI
COUNCILMEMBER

FRANK AURELIO YOKOYAMA
COUNCILMEMBER

help to gain the required unilateral support for the WSAB project from corridor cities that will be instrumental in obtaining additional state and federal funding. Further, the below-grade cut-and-cover alignment is considered to be in concert with the policy guidelines and objectives of the Reconnecting Communities Pilot Program (RCPP), which was established to fund the removal of barriers and impediments often created by public transportation systems that serve to divide communities.

The City of Cerritos supports the WSAB project and is eager to work with Metro in bringing light-rail to southeast Los Angeles County. Amending the WSAB project scope and providing environmental clearance for a potential Cerritos station and below-grade, cut-and-cover to be considered in lieu of existing alignments would help to facilitate local economic development and large-scale transit-oriented development (TOD) within the cities of Cerritos and Artesia. Therefore, Metro is encouraged to work in collaboration with the City of Cerritos and the City of Artesia and other corridor cities to create a WSAB project that is community-centric and transformational for the entire Gateway Cities region. Please do not hesitate to contact Director of Community Development Kristin Aguila at (562) 916-1201 or kaguila@cerritos.us should you have any questions or if you would like to discuss any of the information contained in this letter.

Sincerely,



Torrey Contreras
Senior Assistant City Manager, Cerritos



Mike Egan
Interim City Manager, Artesia

cc City of Cerritos City Council
City of Artesia City Council
Janice Hahn, Supervisor - Fourth District/Metro Boardmember
Viviana Gomez, Transportation Deputy, LA County Supervisor Janice Hahn
Luke Klipp, Transportation Deputy, LA County Supervisor Janice Hahn
Fernando Dutra; Whittier City Councilmember/Metro Board Chair,
Construction Committee
Ara J. Najarian, Chair, Metro Board of Directors
Stephanie N. Wiggins, Chief Executive Officer, Metro
Meghna Khanna, Senior Director, Countywide Planning and Development, Metro
June Susilo, Deputy Executive Officer, Program Management, Metro
Ali Sajjad Taj; Chair, Eco-Rapid Transit
Mike Kodama, Executive Director, Eco-Rapid Transit
Eco-Rapid Transit Member Cities
Nancy Pfeffer; Executive Director, Gateway Cities Council of Governments
Nancy Michali; WSAB City Manager Technical Advisory Committee Consultant
Gateway Cities Council of Governments (COG) Member Cities
Mike Egan, Interim City Manager, Artesia
Karen Lee, Special Projects Manager, Artesia
Torrey Contreras, Senior Assistant City Manager, Cerritos
Kristin Aguila, Community Development Director, Cerritos



THE CITY OF ARTESIA, CALIFORNIA

18747 CLARKDALE AVENUE, ARTESIA, CALIFORNIA 90701

Telephone [REDACTED]

FAX [REDACTED]

"Service Builds Tomorrow's Progress"

August 31, 2022

VIA E-MAIL

Mr. David Mieger
Senior Executive Officer – Long Range Transportation Planning and Mobility Corridors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Request for the Final EIR/EIS Prepared in Support of the WSAB Project to Assess Below-Grade Cut-and-Cover as an Alternative to the Above-Grade Alignment Proposed for the Intersection of Gridley Road and 183rd Street, and as an Alternative to the Proposed Closure of 187th Street

Dear Mr. Mieger:

The City of Artesia is aware that the Final EIR/EIS prepared in support of the West Santa Ana Branch (WSAB) project is in progress and will be released later this year. Accordingly, the City of Artesia, with the support of the City of Cerritos, requests your assistance in ensuring that the environmental document assesses below-grade cut-and-cover as a viable alternative to at-grade and above-grade alignments, and the proposed closure of 187th Street. Therefore, the City of Artesia urges Metro to pursue these project alternatives to effectively reduce potential adverse impacts generated by the WSAB project to a level of insignificance.

The City of Artesia requests that the following determinations be made in the WSAB Final EIR/EIS:

- Environmental clearance for below-grade cut-and-cover to be employed as an alternative to the above-grade aerial alignment at the intersection of 183rd Street and Gridley Road;
- Environmental clearance for below-grade cut and cover, at-grade, and closure alignments at 186th Street as an alternative to the proposed closure of 187th Street; and
- Environmental clearance for below-grade cut and cover to be employed as an alternative to the at-grade alignment proposed for the street segment located between 187th Street and Pioneer Boulevard.

Having these assessments completed and the subsequent determinations reflected in the WSAB Final EIR/EIS will help to alleviate potential adverse impacts serving to allay the concerns of the cities of Artesia and Cerritos. Such actions on the part of Metro will also help to maintain a positive and productive working relationship with corridor cities. Further, deeming below-grade cut-and-cover to be a viable alternative to at-grade and above-grade aerial alignments and street closures would help to gain the support of corridor cities to obtain state and federal funding, especially in light of the recently announced Reconnecting Communities Pilot Program (RCPP). The below-

August 31, 2022

Determinations for Inclusion of Final EIR/EIS Letter

Page 2

grade cut and cover alignment alternative also supports RCPP's goal of removing physical barriers created by transportation systems that divide communities.

These environmental determinations are required to be made in order to allow for below-grade cut-and-cover to be considered a viable alternative to the above referenced alignments. Additionally, said determinations would be instrumental in facilitating economic development and transit oriented development (TOD) in the cities of Artesia and Cerritos. Accordingly, the City of Artesia and the City of Cerritos are eager to partner with Metro in bringing the WSAB project to fruition and are committed to creating a community-centric, transformational regional public transit system that benefits corridor cities and the entire Gateway Cities region. Please contact Karen Lee at [REDACTED] or [REDACTED] if you have any further questions.

Sincerely,



Mike Egan
Interim City Manager, Artesia



Art Gallucci
City Manager, Cerritos

CC: City of Artesia City Council
City of Cerritos City Council
Janice Hahn, Supervisor - Fourth District/Metro Boardmember
Viviana Gomez, Transportation Deputy, LA County Supervisor Janice Hahn
Luke Klipp, Transportation Deputy, LA County Supervisor Janice Hahn
Fernando Dutra; Whittier City Councilmember/Metro Board Chair - Construction Committee
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June Susilo, Deputy Executive Officer, Program Management, Metro
Ali Sajjad Taj; Chair, Eco-Rapid Transit
Mike Kodama, Executive Director, Eco-Rapid Transit
Eco-Rapid Transit Member Cities
Nancy Pfeffer; Executive Director, Gateway Cities Council of Governments
Nancy Michall; WSAB City Manager Technical Advisory Committee Consultant
Gateway Cities Council of Governments (COG) Member Cities
Mike Egan, Interim City Manager, Artesia
Karen Lee, Acting Special Projects Manager, Artesia
Torrey Contreras, Senior Assistant City Manager, Cerritos
Kristin Aguila, Community Development Director, Cerritos



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OFFICE OF THE CITY MANAGER
ART GALLUCCI

October 18, 2022

David Mieger, Senior Executive Officer
Los Angeles County Metropolitan Transportation Authority
Long Range Transportation Planning & Mobility Corridors
One Gateway Plaza, M/S 88-22-7
Los Angeles, CA 90012
Via e-mail: [REDACTED]

SUBJECT: Letter from the City of Cerritos Concerning the Cut-and-Cover Analysis and Requesting Any and All Related Public Records for Review

Dear Mr. Mieger:

The City of Cerritos submits this letter to express its concerns regarding the estimates contained in Metro's recent cut-and-cover analysis of design alternatives to the West Santa Ana Branch (WSAB) project. These suggest a cost differential between the Metro-proposed aerial bridge alignment for the intersection of Gridley Road and 183rd Street and the City-preferred undergrounding alternative to be between \$246 million and \$687 million at present value. These figures represent the cost differential of undergrounding the WSAB segment with the following options: 1) not to preclude the construction of a Cerritos station; and, 2) with the construction of a Cerritos station. According to the analysis, these numbers are projected to balloon to \$398 million and \$1.1 billion at the time of expenditure, rendering undergrounding at this intersection prohibitively expensive.

These astronomical figures are the result of constructing a 3,300-foot tunnel 40 feet below grade to avoid existing underground utilities. Despite the Metro Board's clear directive to analyze cut-and-cover as an alternative to existing aerial bridge configurations which have significant environmental impacts on Cerritos and its residents, Metro considered only tunneling for this intersection. According to Metro staff, cut-and-cover was not considered because based on their experience, they believe that costs of relocating and/or reconfiguring underground utilities to accommodate cut-and-cover would have exceeded the cost of tunneling. While the cost of tunneling the subject WSAB segment was reported to the City, no empirical data, documentation or information supporting Metro's findings has been made available for review.

In accordance with the California Public Records Act, the City of Cerritos's counsel has submitted a public records request (see attached) for any and all information related to the WSAB cut-and-cover analysis prepared by Metro and its consultants. Please do not hesitate to contact me at (562) 916-1310 should you have any questions or need any further clarification about the public records request.

Letter to Metro
Cut-and-Cover Analysis
October 18, 2022
Page 2

I am sure that you will agree that it is in the City's, Metro's, and the region's interest to ensure a thorough and meaningful analysis of project alternatives that can mitigate the very significant environmental impacts of a 20-45 foot high aerial structure adjacent to homes and transecting a vital intersection that serves the City of Cerritos and its core economic development areas.

Sincerely,



Art Gallucci
CITY MANAGER

Attachments

cc: Cerritos City Council
Stephanie Wiggins, Metro Chief Executive Officer
Marisa Perez, Transportation Deputy - Dutra
Luke Klipp, Senior Transportation Deputy - Hahn
Meghna Khanna, Metro WSAB Corridor Project Manager
Michael Colantuono, Special Legal Counsel
William Ihrke, City Attorney, City of Cerritos

COLANTUONO
HIGSMITH
WHATLEY, PC

EPHRAIM S. MARGOLIN | [REDACTED] | [REDACTED]

Our File No. [REDACTED]

October 18, 2022

VIA ELECTRONIC MAIL

Los Angeles County Metropolitan
Transit Authority
1 Gateway Plaza
Los Angeles, CA 90012

**Re: Public Records Act Request: Cut-and-Cover Analysis for West Santa Ana
Branch Project**

Dear Sir or Madam:

I am requesting access to records in possession or control of the Los Angeles County Metropolitan Transportation Authority for the purposes of inspection and copying pursuant to the California Public Records Act, California Government Code § 6250 et seq. ("CPRA"), and Article I, § 3, subdivision (b) of the California Constitution. The specific records I seek to inspect and copy are listed below. As used herein, "Record" includes "Public Records" and "Writings" as those terms are defined at Government Code § 6252, subdivisions (e) & (g).

I request access to inspect/copies of Records concerning:

1. All records related to the cut-and-cover analysis completed for the West Santa Ana Branch project at 183rd Street and Gridley Avenue.
2. All records related to the cost comparison conducted for the cut-and-cover analysis completed for the West Santa Ana Branch project at 183rd Street and Gridley Avenue.

790 E. COLORADO BOULEVARD, SUITE 850, PASADENA, CALIFORNIA 91101-2109 | [REDACTED]

GRASS VALLEY | PASADENA | SACRAMENTO | SOLANA BEACH | SONOMA

293084.v4

3. All bids or proposals received by Los Angeles County Metropolitan Transit Authority for the cut-and-cover analysis completed for the West Santa Ana Branch project at 183rd Street and Gridley Avenue.
4. All Los Angeles County Metropolitan Transit Authority resolutions adopting or authorizing any contract for the cut-and-cover analysis completed for the West Santa Ana Branch project at 183rd Street and Gridley Avenue.
5. All Los Angeles County Metropolitan Transit Authority resolutions, memorandum, staff reports, agendas regarding the cut-and-cover analysis completed for the West Santa Ana Branch project at 183rd Street and Gridley Avenue.
6. All correspondence, text message or email by and between any employee, director or representative of Los Angeles County Metropolitan Transit Authority regarding the cut-and-cover analysis completed for the West Santa Ana Branch project at 183rd Street and Gridley Avenue.
7. All emails, texts and correspondence by, between or received by the Los Angeles County Metropolitan Transportation Authority, its employees, directors, or representatives that mention or refer to the cut-and-cover analysis completed for the West Santa Ana Branch project at 183rd Street and Gridley Avenue.

If you contend that any portion of the Records requested is exempt from disclosure, Government Code § 6253, subdivision (a) requires segregation and redaction of exempt material so the balance may be released. If you contend all or a portion of the Records I have requested are exempt from disclosure, Government Code § 6253, subdivision (c) requires that you notify me of the reasons for determination not later than 10 days from your receipt of this request. Government Code §§ 6253, subdivision (d) and 6255, subdivision (b) requires any denial of all or part of this request to be in writing and include the name and title of person(s) who determined to deny all or part of this request.

Los Angeles County Metropolitan Transit Authority

October 18, 2022

Page 3

Please note that Article I, § 3, subdivision (b)(2) of the California Constitution expressly requires you to broadly construe all provisions that further the public's right of access, and to apply any limitations on access as narrowly as possible.

If I can provide any clarification that will help expedite your attention to my request, please contact me at [REDACTED] pursuant to Government Code § 6253.1. I request that all documents be provided in electronic form unless, for some reason, it is not feasible to do so. I ask that you notify me of any duplication costs exceeding \$40 before you duplicate the records so that I may decide which records I want copied.

Thank you for your timely attention to this matter.

Sincerely,



Ephraim S. Margolin

ESM:em

Kristin Aguila - Your first record request # [REDACTED] has been opened.

From: Metro Records Management Center [REDACTED]
To: Ephraim Margolin [REDACTED]
Date: 10/18/2022 11:42 AM
Subject: Your first record request # [REDACTED] has been opened.

– Attach a non-image file and/or reply ABOVE THIS LINE with a message, and it will be sent to staff on this request. –

**Metro - Los Angeles County Metropolitan Transportation Authority - LACMTA
Public Records**

Your first Metro - Los Angeles County Metropolitan Transportation Authority - LACMTA record request (request number # [REDACTED]) has been submitted. It is currently unpublished and is not available for the general public to view.

View Request [REDACTED]

[REDACTED]

As the requester, you can always see the status of your request by signing into the Metro - Los Angeles County Metropolitan Transportation Authority - LACMTA Public Records portal [REDACTED]

If you haven't already activated your account, [REDACTED] to get started. Once your account is activated, your request will be visible at the following link: [REDACTED]



The All in One Records Requests Platform

Questions about your request? Reply to this email or sign in to contact staff at Metro - Los Angeles County Metropolitan Transportation Authority - LACMTA.

Technical support: See our [REDACTED]

Too many emails? [REDACTED]



CITY OF CERRITOS

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OFFICE OF THE CITY MANAGER
ART GALLUCCI

December 22, 2022

Los Angeles County Metropolitan Transportation Authority
David Mieger, Executive Officer - Metro
One Gateway Plaza
Los Angeles, CA 90012
Via E-mail: [REDACTED]

SUBJECT: A REQUEST OF THE CITY OF CERRITOS TO MEET WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) TO DISCUSS THE WEST SANTA ANA BRANCH (WSAB) PROJECT

Dear Mr. Mieger:

The City of Cerritos would like to request a meeting with the Los Angeles County Metropolitan Transportation Authority (Metro) to discuss the West Santa Ana Branch (WSAB) light-rail project to determine how best to move this project forward for the benefit of local transit users. As you are aware, the City continues to play an active role in the WSAB project as evidenced by its regular attendance at WSAB planning-related meetings hosted by Metro and the Gateway Cities Council of Governments (COG). Also, the City remains an active member of the EcoRapid Transit Authority and continues to advocate for regional transportation and the WSAB project. Accordingly, the City welcomes the opportunity to meet with Metro in an attempt to resolve the City's concerns relative to the aerial bridge alignment currently proposed by Metro for the intersection of Gridley Road and 183rd Street. Should Metro be open to meeting with the City to discuss other possible alternatives including, but not limited to, undergrounding by way of cut-and-cover, please do not hesitate to contact Director of Community Development Kristin Aguila at (562) 916-1201 to make the necessary arrangements.

The City of Cerritos would like to thank Metro for championing the WSAB project, and looks forward to working collaboratively with Metro to allay the City's concerns. Should you have any questions or wish to discuss technical aspects of the WSAB project, please do not hesitate to contact Senior Assistant City Manager Torrey Contreras at (562) 916-1311.

Sincerely,

Art Gallucci
CITY MANAGER

Request for Meeting
December 22, 2022
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cc Cerritos City Council
Art Gallucci, City Manager, City of Cerritos
Bill Ihrke, City Attorney, City of Cerritos
Torrey Contreras, Senior Assistant City Manager, City of Cerritos
Kristin Aguila, Director of Community Development, City of Cerritos
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Eric Shen, Eco-Rapid Transit
Nancy Pfeffer, Gateway Cities Council of Government
Meghna Khanna, Senior Director, Metro