

REQUEST FOR PROPOSALS

FINANCIAL ADVISORY SERVICES:

Acceleration of the Northern
Extension of the Metro
Crenshaw/LAX Light Rail Transit
Project

Date Issued: June 11, 2018

Proposal Due: July 13, 2018



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EXECUTIVE SUMMARY

The City of West Hollywood is searching for a consultant team to assess potential revenue sources outside of Measure M to accelerate the implementation of the Northern Extension of the Crenshaw/LAX Line (“The Northern Extension”).

The City of West Hollywood is aggressively pursuing the acceleration of the Northern Extension. The Northern Extension project is funded at \$2.24 Billion under Measure M—the transformative ballot initiative passed by the voters of Los Angeles County on November 9th, 2016. Under the timeline established in Measure M, the project is not scheduled to break ground until 2041. However, in 2016 when the City was advocating for rail service to West Hollywood, Metro’ CEO Phil Washington did two things: 1) he made a commitment to accelerate shovel-readiness studies for the Crenshaw Northern Extension, including an EIR; and 2) he agreed to include a pathway in Measure M for acceleration of projects in the outer years. Metro staff is expected to present the findings of a Feasibility and Alternatives Analysis Study to the Metro Board in July and Metro’s FY19 budget includes funding to start an EIR in partial fulfillment of the agency’s commitments to the City regarding shovel-readiness.

PATHWAY TO ACCELERATION UNDER MEASURE M

Metro’s commitment to provide a pathway for accelerating projects under Measure M took the form of Metro’s “Measure M Early Project Delivery Strategy” which was adopted by the Metro Board last year. The “Early Project Delivery Strategy” is intended to evaluate Measure M projects and prioritize them for further consideration for acceleration. Projects are assigned points based on specific criteria related to funding, partnerships, process, and innovations and assigned a “Propensity for Early Project Delivery” score from 0-100. Projects scoring below 33 will not advance to staff review nor Board consideration while projects scoring over 33 will advance to staff review and projects scoring over 67 will advance to both staff review and Board consideration for accelerated delivery.

CITY COUCIL ACTION: RESOLUTION NO. 18-5055

On May 7th, the West Hollywood City Council responded to Metro’s “Early Project Delivery Strategy,” approving a resolution that represents an unprecedented commitment to partner with Metro on accelerating the Northern Extension of the Crenshaw/LAX Line. West Hollywood was the first of the 88 cities in Los Angeles County to adopt a positive and comprehensive response to Metro's “Early Project Delivery Strategy”. West Hollywood Resolution No. 18-5055 demonstrates local agency-level progress for each criterion in Metro's acceleration tool for which the City has jurisdiction while directing staff to pursue a master agreement with the City of Los Angeles for necessary commitments beyond the City’s control. With the resolution, the City:

- Reaffirms & commits to shared goals between the City & Metro related to the integration of transportation land use
- Commits the City to Inter-agency coordination & streamlining of related permitting & environmental review
- Supports phased implementation as long as West Hollywood is served in the first phase
- Commits the City to exploring new revenue & funding sources, looking at ways to raise up to \$550 million for the project from a combination of local revenue, private investment, and state and federal grants

This RFP is being issued in response to the final directive of Resolution 18-5055.

ABOUT THE NORTHERN EXTENSION

The Northern Extension of the Crenshaw/LAX line is an extremely worthy project that will close a major gap in the regional rail network, tie together 5 existing Metro Rail lines, provide a new north-south regional transit spine, mitigate severe congestion along some of Metro's most congested bus corridors, and extend transit service to underserved communities. The project will provide rail where people want to go with service to some of the densest, most congested, and most employment and destination rich communities in Los Angeles County. The completed Crenshaw corridor could connect Torrance to Hollywood in a one-seat trip and provide a practical alternative to car travel, with stops at key regional destinations such as LAX, the NFL stadium in Inglewood, Cedars-Sinai Medical Center; and access to Universal City and the San Fernando Valley by way of a one stop connection on the Red Line. Expected to serve over 324,000 residents, 249,000 jobs, and 770 regional destinations, the project is estimated to serve over 90,000 average daily riders, more than any light rail line in the Country.

NEXT STEPS

In light of these and other merits of the project, as well as the long standing support for transit service to the City (West Hollywood residents voted in higher percentages for Measures R, J, and M than all but one other community in Los Angeles County), the City of West Hollywood is seeking financial and P3 consultants to advise the City on strategies to attract and retain private, state, or federal investment and assess the revenue potential, logistics, and strategic options for additional potential local funding sources including: a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD), bonding against the City's Measure M local return funds, and/or passing a local sales tax measure. Separate from this RFP, the City is considering assembling a peer review panel to work cooperatively with the City and provide feedback to the selected team of consultants.

Consultants are encouraged to submit proposals for individual areas of interest, various combinations of areas of interest, or the full scope depending on their unique competencies and experience. However, the City prefers proposals that cover all RFP scope tasks whether one consultant performs all tasks or some tasks are carried out by sub-consultants. However, consultants that are uniquely qualified for

individual RFP scope tasks should not hesitate to apply. The City reserves the right to select a firm for the full scope or assemble a team of consultants best suited for various parts of the RFP even if they proposed separately. If we should consider additional items beyond our proposed scope, please don't hesitate to include them for information or as optional tasks.

INTRODUCTION AND SCHEDULE

PURPOSE OF THE RFP

The City of West Hollywood (“City”) seeks to retain the services of a highly qualified team (or teams) of Consulting Firms (“Consultant”) with combined experience in local revenue forecasting and assessment, public private partnerships (“P3s”), and other government funding sources (regional, state, & federal).

RFP SCHEDULE

The following dates represent the City’s best estimate of the RFP schedule that will be followed. The City reserves the right, at its sole discretion, to adjust this schedule, as it deems necessary. City staff will return to the West Hollywood City Council with a recommended consultant team prior to awarding the final contract.

RFP Schedule and Deadlines	Date
RFP issued by the City	June 11, 2018
Deadline for Questions	June 19, 2018
Answers posted	June 22, 2018
Proposal Due Date (5:00 PM PST)	July 13, 2018
Interviews	July 25, August 1-2, 2018
Consultant Selection	Week of September 13, 2018
Contract Start Date	September 17, 2018



IMPLEMENTATION TIMELINE

The City anticipates having the Consultant begin work in September 2018, with submittal of final deliverables from the scope of work to the City occurring by February 2019. Proposals containing earlier completion of the Consultant's work are acceptable and encouraged. The City reserves the right to accept proposals that fall outside of this estimated length of implementation.

CITY'S REPRESENTATIVE

The City will assign a Representative who will oversee the work and provide support as needed; this Representative shall be the primary and first point of contact for the Consultant, from initial conversations through all phases of the Project. The Representative will provide project support including, but not limited to, organization of meetings with departmental and technical staff and facilitating interdepartmental review of Consultant deliverables.

QUESTIONS OR CLARIFICATIONS

It shall be the Consultant's responsibility to ask questions, request changes or clarifications, or otherwise advise the City if any language, specifications or requirements of the RFP appear to be ambiguous or contradictory. Every attempt shall be made to ensure that the Consultant receives an adequate and prompt response. Questions and requests for clarification regarding this RFP must be submitted via the PlanetBids System by July 19, 2018 ([LINK](#)). Therefore, Consultants are advised that any questions received after that date shall not be answered.

WEST HOLLYWOOD OVERVIEW

CITY OVERVIEW

The City of West Hollywood, known as the “Creative City,” was incorporated in 1984. It is 1.9 square miles in area and bounded by Beverly Hills to the west, Hollywood to the east and Los Angeles to the north and south. The City is home to a diverse and vibrant community. Its progressive spirit and creativity have put it at the forefront of culture, fashion, hospitality, entertainment and design. Its variety of residential neighborhoods, commercial districts and public amenities have made it one of the most desirable places to live, work and visit in Southern California. The City’s main industries are hospitality (hotels, restaurants, and nightclubs), entertainment (production, post production and related uses), arts and design (fashion, furniture and art galleries), as well as professional services (legal, medical, and business). Its business community is a reflection of the City’s artistic richness and support of individuality, diversity, and creativity. It is home to the Sunset Strip, Pacific Design Center, and West Hollywood Design District.

West Hollywood is known for its progressive public policies and sensitivity to LGBT, civil and human rights issues. The City administers extensive support for its seniors, youth and residents living with HIV and/or AIDS through its robust social services programs.

EXISTING TRANSIT SERVICES

While no existing rail service serves West Hollywood, the City is served by a number of Metro bus routes and operates the CityLine, CityLineX, Pickup, and Sunset Trip local transit services. Three of the twenty transit corridors most severely impacted by congestion in Los Angeles County traverse the City including Santa Monica Blvd., La Cienega Blvd., and Fairfax Ave.—all of which are alignments under consideration for future rail service. The revenue analysis performed in response to this RFP shall identify funding opportunities to deliver rail service on an accelerated timeline.



SCOPE OF WORK

The City is seeking financial advisory services in four specific areas of interest: A) leveraging City controlled revenues; B) assessing existing federal, state, and regional transportation grants and funding sources; C) evaluating state authorized "Enhanced Infrastructure Financing District" financing tool and development of a methodology for "value capture" within the geographic area of the Northern Extension transit corridor; and D) identifying administrative and policy actions associated with a corridor-based public-private-partnership (P3) program, including a review of the "Unsolicited Proposal" process currently being administered by the Metro Office of Extraordinary Innovation focusing on promoting use of P3 arrangements for accelerating Measure M transit projects.

A. City Controlled Revenues

The financial advisor will assess the feasibility, revenue potential, and strategic options for potential City controlled funding sources including but not limited to:

- 1.0 A Local Sales Tax Measure
- 2.0 Bonding Against Measure M Local Return Funds (or other local transportation dollars such as Proposition A, Proposition C, and Measure R).
- 3.0 Leveraging City Assets such as the City owned parcel at Santa Monica Boulevard and Crescent Heights Boulevard
- 4.0 Advertising Revenue
- 5.0 Any other local funding sources at the suggestion of the consultant

Deliverables:

- Draft Potential City Controlled Revenues Report
 - Documenting the Revenue Potential, Strategic Options, Recommendations, and Likelihood of Implementation for each potential City controlled revenue source.
- Response to comments from independent peer review panel and City staff
- Final Potential City Controlled Revenues Report

B. Assessment of Existing Transportation Grants and Funding Sources

The financial advisor will assess existing federal, state, and regional transportation funding sources and suggest strategies and policies to enhance the competitiveness of the Northern Extension project under each funding source including but not limited to:

1.0 Federal

1.1 Federal Transit Administration (FTA) "New Rail Starts" (Section 5309) grant program.

1.2 "BUILD" ("National Infrastructure Investments") grant program. (Previously known as the "Federal Transportation Investment Generating Economic Recovery"-TIGER-program).

1.3 "Transportation Infrastructure Finance and Innovation Act" (TIFIA) loan program.

2.0 State

2.1 "Road Repair and Accountability Act of 2017" (SB 1) funded grant programs, including the "Transit and Intercity Rail Capital Program" (TIRCP).

2.2 "Cap and Trade" auction revenue funded grant programs.

3.0 Regional

3.1 Metro Measures R and M funded programs.

The assessment should include review of the funded programs within the context of Metro administrative guidelines for each of the funding measures, along with the recently Metro Board adopted "Equity Platform Framework."

The assessment of existing funding sources should include the following information:

1. A description of the potential source.
2. Projected revenue potential.
3. Administrative agency responsible for managing the funding source.
4. Identification of project selection process, including specific administrative criteria.
5. Timing of decision-making by the respective administrative agencies.

The financial advisor will also identify or suggest emerging funding policy trends and legislative developments at the federal and state levels which could present new transportation revenue opportunities to support major transit projects investments, e.g., federal "Transformative Projects Program" ("Legislative Outline for Rebuilding Infrastructure in America", White House, 2018); establishment of a State of California "Repatriation Infrastructure Fund", (SB 1384, Bates). Particular attention should be given to identifying new and innovative state transportation funding/financing tools, e.g. tax credit

bonds. These new tools may take on great importance and urgency if in November 2018, state voters repeal the existing "Road Repair and Accountability Act of 2017," SB 1 (Beall).

Deliverables:

- Draft Existing Transportation Grants and Funding Sources Assessment Report
- Response to comments from independent peer review panel and City staff
- Final Existing Transportation Grants and Funding Sources Assessment Report

C. Evaluation of "Enhanced Infrastructure Finance District" and "Value Capture"

The Metro Board adopted "Measure M Early Project Delivery Strategy" has identified "value capture" as an important "accelerator" factor for major transit capital projects: "Is a local improvement, financing district or other value capture financing tool existing or will be established within three years of the groundbreaking date for the purpose of funding at least 10% of the project cost within the jurisdiction in which the financing tool is established?" Additionally, Metro has developed a new draft "Transit Oriented Communities" policy. The draft policy states: "One of the most significant ways Metro can understand, define and measure both the possibilities that promote Transit Oriented Communities (TOCs), as a path for communities to maximize the benefits of Measure M investments." Contained with the draft policy is a statement of goals, which includes the following: "Capture value created by transit--Value Capture: Capture increased value of properties surrounding Metro's transit investments and re-invest that value into TOC activities."

One of the exiting "value capture" mechanisms the City is interested in assessing is the "Enhanced Infrastructure Finance District" financing tool.

Both the Southern California Association of Governments (SCAG) and Metro have initiated technical assistance programs to support the evaluation by local agencies of actions necessary to establish an "Enhanced Infrastructure Finance District" to support the financing of major infrastructure investments, including transit capital projects. The Los Angeles County Board of Supervisors has adopted a set of policies associated with the establishment of an EIFD. Even with the focus by a range of governmental entities, no EIFD has been established to date in Los Angeles County to support an investment in a rail transit capital project. Provisions of SB 628 (2014) and subsequently AB 313 (2015), establishes the legislative framework for creating an EIFD, including the "Public Finance Authority" to govern the implementation of this new infrastructure financing tool.

The financial advisor will examine formulation of an EIFD supporting the implementation of

the Northern Extension rail transit project. The tasks the financial advisor will be requested to complete the following tasks:

- 1.1 Identify formation milestones.
- 1.2 Describe composition of governing board, including establishment of a "Public Finance Authority."
- 1.3 Outline environmental (CEQA) requirements.
- 1.4 Project potential timeline for implementation.
- 1.5 Identify potential private sector, e.g., large land owners and public agency, e.g., County of Los Angeles, partners.
- 1.6 Identify strategies to incentivize other taxing entities to join an EIFD
- 1.7 Identify strategies to enhance the success of an EIFD such as changes to land use or opportunities for transit oriented communities around proposed stations
- 1.8 Assess potential boundaries for the EIFD within the incorporated areas of both the cities of West Hollywood and Los Angeles.
- 1.9 Develop a preliminary tax increment analysis and funding capacity assessment incorporating multiple scenarios and varying levels of taxing entity involvement including but not limited to:
 - 1.9.1 City approved development projects along with development projects approved by the City of Los Angeles located within the Northern Extension transit corridor
 - 1.9.2 Potential Projects with the buildout of land use capacity under existing zoning
 - 1.9.3 Potential projects under zoning triggered by Measure JJJ in Los Angeles or alternate suggested Transit Oriented Communities incentives
- 1.10 Prepare a draft implementation plan outlining administrative and policy actions necessary to establish a proposed EIFD.

Deliverables:

- Draft Enhanced Infrastructure Finance District Assessment and Implementation Plan
- Response to comments from independent peer review panel and City staff
- Final Enhanced Infrastructure Finance District Assessment and Implementation Plan

D. Explore Public Private Partnership (P3)

Metro has established, through the Office of Extraordinary Innovation (OEI), the

implementation of public-private-partnerships (P3) as a priority approach and mechanism to accelerate, finance, and implement Measure M capital projects. The OEI is utilizing an "Unsolicited Proposal Policy" process as the administrative tool to generate private sectors interest in the Measure M program. The existing Policy lays out two phases for the consideration of a P3 unsolicited proposal. In the first phase (Phase I), the proposer provides an initial document with their basic P3 concept, to be reviewed by Metro staff for consideration of overall potential merit, as well as early identification of any technical, financial or legal challenges. An initial response is provided within 60 days as to whether Metro wishes to proceed with development of the proposal. If the Phase I is accepted, Metro will develop a Request for Information (RFI) for the proposed that provides direction on a Phase II detailed proposal. If the Phase II proposal presents sufficient merit, Metro may initiate either a competitive procurement process or make a determination for a sole source agreement.

Additionally, the Federal Transit Administration (FTA) has demonstrated an interest in promoting P3 as a mechanism to support new transit capital projects. In May, 2018, the FTA published final rules promoting P3. In July 2017, FTA published a Notice of Proposed Rulemaking (NPRM) for the "Private Investment Project Procedures" (PIPP) for public transportation capital projects in the Federal Register. According to FTA the PIPP "will help the federal government develop more effective approaches to spurring private participation and investment in project planning, development, finance, design, construction, maintenance, and operations." FTA grantees would be allowed to identify FTA regulations, practices, procedures or guidance that may impede use of a public-private partnership (P3) or private investment in that project.

The City is interested in assessing administrative and policy actions that could be adopted to support the use of a P3 mechanism to implement the Northern Extension project on an accelerated basis. Specifically, the financial advisor will be requested to complete the following tasks:

1.0 Provide an assessment of the current Metro Unsolicited Proposal Policy process relating to Measure M rail transit projects and identify specific actions that should be considered by the City to enhance the competitiveness of the Northern Extension project, within the context of the Metro process.

1.2 Evaluate various project delivery models and options for the Northern Extension project, including but not limited to: a) Design-Build (DB), Design-Build-Maintain (DBM); b) Design-Build-Operate-Maintain (DBOM); and c) Design- Build-Finance-Operate-Maintain (DBFOM).

1.3 Suggest and evaluate additional non-standard P3 opportunities including but not limited to: leveraging publicly owned property in the City (e.g. the Metro Division 7 and Los Angeles County Sheriff station at San Vicente Boulevard and Santa Monica Boulevard or the City owned parcel at Crescent Heights Boulevard and Santa Monica Boulevard), zoning authority, and major local institutions and employers.

1.4 Identify potential private sector financing sources and financing structuring plans, including alternative and innovative financing. Sources may include: a) governmental purposes tax-exempt bonds; b) tax-exempt Private Activity Bonds; c) federal "Transportation Infrastructure Finance and Innovation Act" (TIFIA) loans; d) private financing including taxable bonds and bank loans; e) availability payments; f) private placement financing; g) private equity; h) vendor financing; and i) tax credit bonds.

Deliverables:

- Draft Public Private Partnership Assessment and Strategy Report
- Response to comments from independent peer review panel and City staff
- Final Public Private Partnership Assessment and Strategy Report

E. Recommended Financing Strategy

Once the previous tasks are completed, the financial advisor will evaluate the recommendations developed for each task and weigh them against industry norms and political considerations and develop a comprehensive recommended financing strategy for the Northern Extension of the Crenshaw/LAX Line incorporating a suggested package of policies and funding instruments to position the project for acceleration.

Deliverables:

- Draft Recommended Financing Strategy
- Response to comments from independent peer review panel and City staff
- Final Recommended Financing Strategy



PROPOSAL SUBMISSION

PROPOSAL DUE BY JULY 13, 2018

PlanetBids SUBMISSION

The Consultant shall submit one (1) digital copy of the submission on PlanetBids ([LINK](#)). Proposals received after this time and date shall be disqualified and unopened. No oral, telephonic, faxed, emailed, or telegraphic proposals or modifications of proposals shall be considered.

The Consultant is solely responsible for “on time” submission of their electronic proposal Response File via PlanetBids through the following link: ([LINK](#)). The City will only consider proposals that have been transmitted successfully and have been issued an e-bid confirmation number with a time stamp from the PlanetBids Bid Management System indicating that proposal was submitted successfully. Consultant shall be solely responsible for informing itself with respect to the proper utilization of the bid management system, for ensuring the capability of their computer system to upload the required documents, and for the stability of their internet service. Failure of the consultant to successfully submit an electronic proposal shall be at the Consultant’s sole risk and no relief will be given for late and/or improperly submitted proposals. Consultants experiencing any technical difficulties with the proposal submission process may contact PlanetBids at (818) 992-1771. Neither the City, nor PlanetBids, makes any guarantee as to the timely availability of assistance, or assurance that any given problem will be resolved by the submission deadline.

PROPOSAL PAGE LIMIT

Proposals must be clear, succinct and not exceed forty (40) pages, excluding optional communications material.



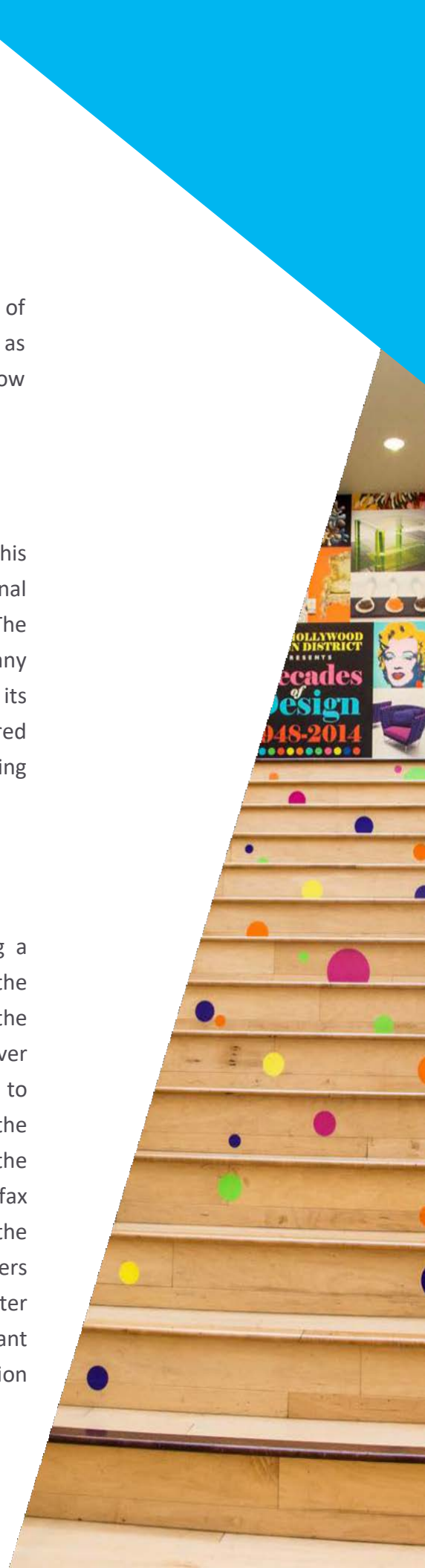
All submittals will be evaluated on the completeness and quality of the content. Only those firms providing complete information as required will be considered for evaluation. The ability to follow these instructions demonstrates attention to detail.

PROPOSAL ORGANIZATION

The Consultant must provide all information as requested in this RFP. Responses must follow the format outlined below. Additional materials beyond the stated page limit may not be considered. The City may reject as non-responsive at its sole discretion any Proposal or any part thereof, which is incomplete, inadequate in its response, or departs in any substantive way from the required format. Proposal responses shall be organized in the following manner:

1. COVER LETTER

An overall introduction to the proposal is required, including a statement of the Consultant's understanding of the needs of the City in an executive summary format and which RFP scope items the consultant is responding to with the proposal submittal. The Cover Letter must state the name of the person(s) authorized to represent the Consultant in any negotiations, the name(s) of the person(s) authorized to sign any contract that may result, the contact person's name, mailing or street addresses, phone and fax numbers and email addresses. A legal representative of the successful firm, authorized to bind the firm in contractual matters must sign the Cover Letter and the Proposal response. The letter may also briefly set forth any particular information the Consultant wishes to bring to the City's attention and if any information contained in the response should be considered proprietary.



Consultants must include an Executive Summary in the cover letter. This part of the response to the RFP should be limited to a brief narrative highlighting the Consultant’s proposal. The summary should contain as little technical jargon as possible and should be oriented toward nontechnical personnel. Please include any benefits your firm has over your competitors.

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3. UNDERSTANDING OF SCOPE OF PROJECT

Consultants must include a statement of their understanding of the requested project scope. Such understanding shall represent the Consultant’s expert knowledge of the functions, methods, and problems related to providing effective products and/or services as described in this RFP. Propose and describe in detail the professional services that will be provided as requested in the Scope of Work of this Request for Proposal.

4. COMPANY BACKGROUND

Consultants must provide their response to the following statements and questions in this section of their proposal.

1. Name of company.
2. Name of parent company if applicable.
3. Company website address.
4. Number of years company has been in business.
5. How many employees are in your company?
6. How many employees are available to work on this project?
7. Consultant’s experience in providing comparable services to other organizations.



5. IDENTIFICATION OF KEY PERSONNEL & PROJECT MANAGEMENT

Consultants must identify key personnel that will work on the project and provide resumes for each. A project management structure should be proposed and the proposed project manager identified.

6. PROPOSED FEE

Propose and describe in detail the fee structure corresponding to the related professional services.

7. REFERENCES

Consultant shall include up to three references of the most relevant projects completed by the Consultant, of equivalent size (or larger) and similar complexity to this Project. Please include the following information for each reference:

1. Contact Name
2. Contact Title
3. Address
4. Phone Number
5. Email address
6. Location/Jurisdiction
7. Project Name
8. Project Description
9. Project Dates
10. Client's Project Contract Number (if applicable)
11. Project Contract Value (initial and current or ending value)

PROPOSAL DETAILS

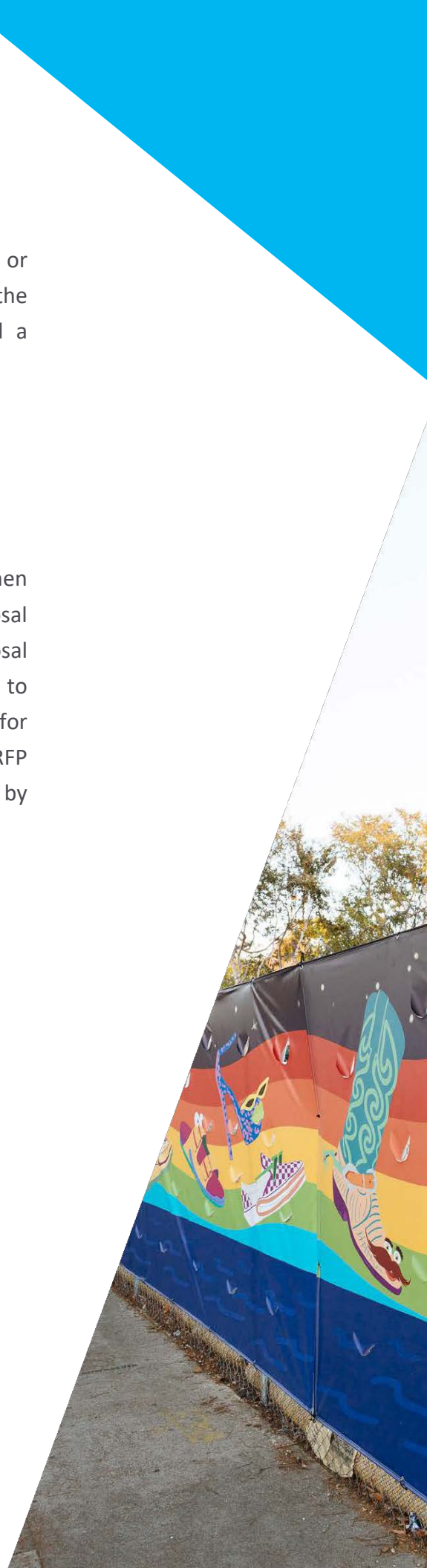
CANCELLATION

The City of West Hollywood reserves the right to modify, revise or cancel this RFP. Receipt and evaluation of Proposals or the completion of interviews do not obligate the City to award a contract.

ACCEPTANCE OR REJECTION OF PROPOSAL

The City may reject any or all responses.

The City reserves the right to reject any and all proposals when such rejection is in the best interest of the City or the proposal contains major irregularities. Minor irregularities of the proposal may be waived by the City. The City also reserves the right to cancel this RFP at any time and/or to solicit and re-advertise for other proposals. The cost of preparing any responses to the RFP shall be borne by the respondents and shall not be reimbursed by the City.



UNIVERSAL ACCESS AND NON-DISCRIMINATION

The City of West Hollywood has a long history of commitment to providing accessible programs and services to all citizens. In connection with the performance of this project, the selected Consultant, firm or team agrees not to refuse to hire, discharge, promote or demote, or to discriminate in matters of compensation against any person otherwise qualified solely because of race, color, religion, national origin, gender, gender variance, age, military status, sexual orientation, marital status, or physical or mental disability; and the Consultant, firm or team further agrees to insert the foregoing provision in all subcontracts for the Project.

SAMPLE BASIC CONTRACT

It is important for Consultants to review Attachment 1 (Sample Draft Agreement for Services) in this RFP. The contract is the City's standard contract for these services and will be used as a result of this selection process. Any requests for deviation or modification of the contract language should be submitted through PlanetBids prior to the close of the Q/A period (June 19th at 5:00 PM) and clearly identified in the Proposal; requests will be considered by the City Attorney. Requests that are not submitted as part of the RFP response will not be considered at a later date. Please note the City's mandatory Living Wage and Equal Benefits clauses. The selected consultant will be required to secure the insurance outlined in the draft agreement for services.

VERIFICATION OF INFORMATION

Consultants are hereby notified that the City will rely on accuracy and completeness of all information provided in making its selection. Consultants are urged to carefully review all information provided to ensure, clarity, accuracy, and completeness of such information. As the City deems necessary and appropriate in its sole discretion, the City reserves the right to make any inquiries or other follow-up required to verify the information provided.



CONFIDENTIALITY

Prior to award of the Contract, all proposals will be designated confidential to the extent permitted by the California Public Records Act. After award of the Contract, or if not awarded, after rejection of all proposals, all responses will be regarded as public records and will be subject to review by the public. Any sections or pages the proposer considers proprietary should be clearly marked within the document, although such marking is not determinative of whether it is proprietary under state law. The City reserves the right to disclose and/or withhold any information contained therein in accordance with the law.

OWNERSHIP OF REPORTS AND DATA

The originals of all studies, reports, exhibits, documents data and/or other work/material(s) prepared and/or used to comply with any section/condition of this RFP, plus any copies of same required by the Contract to be furnished to the City, shall be deemed to be public records which shall be open to inspection by the public and as such shall become and remain the property of the City.



PROPOSAL EVALUATION AND SELECTION

EVALUATION CRITERIA

Each Proposal shall be evaluated on the following evaluation criteria:

Criteria

Project Approach and Understanding

Familiarity with the Northern Extension Project & Stakeholders

Consultant's Capabilities & Experience

Innovation and Creativity

Project Team

Project Cost

PROPOSAL REVIEW

For the purpose of scoring Proposals, reviewers will evaluate each Proposal based upon the criteria listed above. The review team may seek outside expertise, including but not limited a potential independent peer review panel. Consultants are encouraged to submit proposals for individual areas of interest, various combinations of areas of interest, or the full scope depending on their unique competencies and experience. However, the City prefers proposals that cover all RFP scope tasks whether one consultant performs all tasks or some tasks are carried out by sub-consultants. However, consultants that are uniquely qualified for individual RFP scope tasks should not hesitate to apply. The City reserves the right to select a firm for the full scope or assemble a team of consultants best suited for various parts of the RFP. Also, the City reserves the right to substitute a sub-consultant or sub-consultants on a team submittal at the City's discretion.



City of West Hollywood
California 1984

CITY OF WEST HOLLYWOOD
AGREEMENT FOR PROFESSIONAL SERVICES

This Agreement is made on this _____th day of _____, 2016, at West Hollywood, California, by and between the City of West Hollywood, a municipal corporation, 8300 Santa Monica Boulevard, West Hollywood, California 90069 (hereinafter referred to as the "CITY") and XYZ Company, 1500 Main Street, City, CA 90000 (hereinafter referred to as the "CONTRACTOR").

RECITALS

- A. The CITY proposes to contract for professional services as outlined below;
- B. The CONTRACTOR is willing to perform such services and has the necessary qualifications by reason of experience, preparation, and organization to provide such services;
- C. NOW, THEREFORE, the CITY and the CONTRACTOR, mutually agree as follows:
1. **SERVICES.** The CONTRACTOR shall perform those services set forth in "Exhibit A," which is attached hereto and incorporated herein by reference.
 2. **TERM OF AGREEMENT.** The term of this contract shall commence upon execution by both parties and shall expire on June 30, 20__ unless extended in writing in advance by both parties.
 3. **TIME OF PERFORMANCE.** The services of the CONTRACTOR are to commence upon receipt of a notice to proceed from the CITY and shall continue until all authorized work is completed to the CITY's satisfaction, in accordance with the schedule incorporated in "Exhibit A," unless extended in writing by the CITY.
 4. **PAYMENT FOR SERVICES.** The CONTRACTOR shall be compensated in an amount not to exceed \$_____ for services provided pursuant to this Agreement as described in "Exhibit A." Compensation shall under no circumstances be increased except by written amendment of this Agreement. The CONTRACTOR shall be paid within forty-five (45) days of presentation of an invoice to the CITY for services performed to the CITY's satisfaction. The CONTRACTOR shall submit invoices monthly describing the services performed, the date services were performed, a description of reimbursable costs, and any other information requested by the CITY.
 5. **CONTRACT ADMINISTRATION.**
 - 5.1. **The CITY's Representative.** Unless otherwise designated in writing, _____ shall serve as the CITY's representative for the administration of the project. All activities performed by the CONTRACTOR shall be coordinated with this person.
 - 5.2. **Manager-in-Charge.** For the CONTRACTOR, _____ shall be in charge of the project on all matters relating to this Agreement and any agreement or approval made by her/him shall be binding on the CONTRACTOR. The Manager-in-Charge shall not be replaced without the written consent of the CITY.

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- 5.3. **Responsibilities of the CITY.** The CITY shall provide all relevant documentation in its possession to the CONTRACTOR upon request in order to minimize duplication of efforts. The CITY's staff shall work with the CONTRACTOR as necessary to facilitate performance of the services.
- 5.4. **Personnel.** The CONTRACTOR represents that it has or will secure at its own expense all personnel required to perform the services under this Agreement. All of the services required under this Agreement will be performed by the CONTRACTOR or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. The CONTRACTOR reserves the right to determine the assignment of its own employees to the performance of the CONTRACTOR's services under this Agreement, but the CITY reserves the right, for good cause, to require the CONTRACTOR to exclude any employee from performing services on the CITY's premises.

6. TERMINATION.

- 6.1. **Termination for Convenience.** Either party may terminate this Agreement without cause and in its sole discretion at any time by giving the other party thirty (30) days' written notice of such termination. In the event of such termination, the CONTRACTOR shall cease services as of the date of termination and shall be compensated for services performed to the CITY's satisfaction up to the date of termination.
- 6.2. **Termination for Cause.** All terms, provisions, and specifications of this Agreement are material and binding, and failure to perform any material portion of the work described herein shall be considered a breach of this Agreement. Should the Agreement be breached in any manner, the CITY may, at its option, terminate the Agreement not less than five (5) days after written notification is received by the CONTRACTOR to remedy the violation within the stated time or within any other time period agreed to by the parties. In the event of such termination, the CONTRACTOR shall be responsible for any additional costs incurred by the CITY in securing the services from another contractor.

7. **INDEMNIFICATION.** Contractor shall indemnify and hold harmless City from and against all liability arising out of or in connection with Contractor's negligent or wrongful acts, errors or omissions in the performance of work hereunder or its failure to comply with any of its obligations contained in this Agreement. In the event that City is named as a party defendant in a lawsuit alleging injury as a result of Contractor's negligent or wrongful performance under this Agreement, Contractor shall defend City with counsel approved by CITY, which approval will not be unreasonably withheld, and bear responsibility for attorney's fees, expert fees and all other costs and expenses of litigation. Should conflict of interest principles preclude a single lawyer from representing both City and Contractor, or should City otherwise find Contractor's legal counsel unacceptable, then Contractor shall reimburse the City its costs of defense, including without limitation reasonable attorney's fees, expert fees and all other costs and expenses of litigation. Contractor shall promptly pay any final, non-appealable judgment rendered against the CITY. It is expressly understood and agreed that the foregoing provisions are intended to be as broad and inclusive as

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is permitted by the law of the State of California but the indemnity obligation will exclude such loss or damage which is determined to be caused by the sole negligence or willful misconduct of the City. The obligations established by this paragraph will survive termination of this Agreement.

For purposes of this paragraph:

- City means the City Council and its subordinate bodies, elected and appointed City officials and officers, City employees and authorized agents and volunteers of the City.
- Liability means any claims or causes of action raised or asserted by, damage to, loss or expense incurred by or judgments rendered in favor of persons or entities not a party to this Agreement.
- The types of damages included within this indemnity obligation include, but are not limited to, personal injury, bodily injury, death, loss of use, and damage to or loss of real and personal property.
- The indemnity obligation of this paragraph includes all forms of negligent acts, errors and omissions, wrongful behavior and willful misconduct (including but not limited to breaches of professional standards of care, if applicable, and breach of contract) by Contractor and any of its officers, agents employees and subcontractors.

8. INSURANCE REQUIREMENTS.

8.1. The CONTRACTOR, at the CONTRACTOR's own cost and expense, shall procure and maintain, for the duration of the contract, the following insurance policies:

8.1.1. **Workers' Compensation Coverage.** The CONTRACTOR shall maintain Workers' Compensation Insurance and Employer's Liability Insurance for its employees in accordance with the laws of the State of California. In addition, the CONTRACTOR shall require any and every subcontractor to similarly maintain Workers' Compensation Insurance and Employer's Liability Insurance in accordance with the laws of the State of California for all of the subcontractor's employees. Any notice of cancellation or non-renewal of all Workers' Compensation policies must be received by the CITY at least thirty (30) days prior to such change. The insurer shall agree to waive all rights of subrogation against the CITY, its officers, agents, employees, and volunteers for losses arising from work performed by the CONTRACTOR for City.

This provision shall not apply if the CONTRACTOR has no employees performing work under this Agreement. If the CONTRACTOR has no employees for the purposes of this Agreement, the CONTRACTOR shall sign the "Certificate of Exemption from Workers' Compensation Insurance" which is attached hereto and incorporated herein by reference as "Exhibit B."

8.1.2. **General Liability Coverage.** The CONTRACTOR shall maintain commercial general liability insurance in an amount of not less than

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one million dollars (\$1,000,000) per occurrence for bodily injury, personal injury, and property damage. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

8.1.3. **Automobile Liability Coverage.** The CONTRACTOR shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the CONTRACTOR arising out of or in connection with the work to be performed under this Agreement, including coverage for owned, hired, and non-owned vehicles, in an amount of not less than three hundred thousand dollars (\$300,000) combined single limit for each occurrence. If CONTRACTOR or CONTRACTOR's employees will use personal autos in any way on this project, CONTRACTOR shall obtain evidence of personal auto liability coverage for each such person.

8.1.4. **Professional Liability Coverage.** The CONTRACTOR shall maintain professional errors and omissions liability insurance for protection against claims alleging negligent acts, errors, or omissions which may arise from the CONTRACTOR's operations under this Agreement, whether such operations be by the CONTRACTOR or by its employees, subcontractors, or subconsultants. The amount of this insurance shall not be less than one million dollars (\$1,000,000) on a claims-made annual aggregate basis, or a combined single-limit-per-occurrence basis.

8.2. **Endorsements.** Each general liability and automobile liability insurance policy shall be issued by insurers possessing a Best's rating of no less than A-:VII. Each general liability insurance policy shall be endorsed with the specific language of Section 8.2.1 below. CONTRACTOR also agrees to require all contractors, and subcontractors to do likewise.

8.2.1. "The CITY, its elected or appointed officers, officials, employees, agents, and volunteers are to be covered as additional insureds with respect to liability arising out of work performed by or on behalf of the CONTRACTOR, including materials, parts, or equipment furnished in connection with such work or operations."

8.2.2. This policy shall be considered primary insurance as respects the CITY, its elected or appointed officers, officials, employees, agents, and volunteers. Any insurance maintained by the CITY, including any self-insured retention the CITY may have, shall be considered excess insurance only and shall not contribute with this policy.

8.2.3. This insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring company.

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- 8.2.4. Notwithstanding the provisions included in any of the ISO Additional Insured Endorsement forms, CONTRACTOR acknowledges that the insurance coverage and policy limits set forth in this section constitute the minimum amounts of coverage required. Any insurance proceeds available to the CITY in excess of the limits and coverage required in this agreement and which is applicable to a given loss will be available to the CITY.
- 8.2.5. The insurer waives all rights of subrogation against the CITY, its elected or appointed officers, officials, employees, or agents regardless of the applicability of any insurance proceeds, and agrees to require all subcontractors to do likewise.
- 8.2.6. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected or appointed officers, officials, employees, agents, or volunteers.
- 8.2.7. The insurance provided by this policy shall not be suspended, voided or reduced in coverage or in limits except after thirty (30) days' written notice has been submitted to the CITY and approved of in writing, except in the case of cancellation, for which ten (10) days' written notice shall be provided.
- 8.2.8. Contractor agrees to provide immediate notice to City of any claim or loss against Contractor arising out of the work performed under this agreement. City assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve City.
- 8.3. **Self Insured Retention/Deductibles.** All policies required by this Agreement shall allow City, as additional insured, to satisfy the self-insured retention ("SIR") and/or deductible of the policy in lieu of the Owner (as the named insured) should Owner fail to pay the SIR or deductible requirements. The amount of the SIR or deductible shall be subject to the approval of the City Attorney and the Finance Director. Owner understands and agrees that satisfaction of this requirement is an express condition precedent to the effectiveness of this Agreement. Failure by Owner as primary insured to pay its SIR or deductible constitutes a material breach of this Agreement. Should City pay the SIR or deductible on Owner's behalf upon the Owner's failure or refusal to do so in order to secure defense and indemnification as an additional insured under the policy, City may include such amounts as damages in any action against Owner for breach of this Agreement in addition to any other damages incurred by City due to the breach.
- 8.4. **Certificates of Insurance.** The CONTRACTOR shall provide certificates of insurance with original endorsements to the CITY as evidence of the insurance coverage required herein. Certificates of such insurance shall be filed with the CITY on or before commencement of performance of this Agreement. Current certification of insurance shall be kept on file with the CITY at all times during the term of this Agreement. The CONTRACTOR shall

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provide written evidence of current automobile coverage to comply with the automobile insurance requirement.

- 8.5. **Failure to Procure Insurance.** Failure on the part of the CONTRACTOR to procure or maintain required insurance shall constitute a material breach of contract under which the CITY may terminate this Agreement pursuant to Section 6.2 above.
9. **ASSIGNMENT AND SUBCONTRACTING.** The parties recognize that a substantial inducement to the CITY for entering into this Agreement is the professional reputation, experience, and competence of the CONTRACTOR. Assignments of any or all rights, duties, or obligations of the CONTRACTOR under this Agreement will be permitted only with the express consent of the CITY. The CONTRACTOR shall not subcontract any portion of the work to be performed under this Agreement without the written authorization of the CITY. If the CITY consents to such subcontract, the CONTRACTOR shall be fully responsible to the CITY for all acts or omissions of the subcontractor. Nothing in this Agreement shall create any contractual relationship between the CITY and subcontractor nor shall it create any obligation on the part of the CITY to pay or to see to the payment of any monies due to any such subcontractor other than as otherwise is required by law.
10. **COMPLIANCE WITH LAWS, CODES, ORDINANCES, AND REGULATIONS.** The CONTRACTOR shall use the standard of care in its profession to comply with all applicable federal, state, and local laws, codes, ordinances, and regulations.
- 10.1. **Taxes.** The CONTRACTOR agrees to pay all required taxes on amounts paid to the CONTRACTOR under this Agreement, and to indemnify and hold the CITY harmless from any and all taxes, assessments, penalties, and interest asserted against the CITY by reason of the independent contractor relationship created by this Agreement. In the event that the CITY is audited by any Federal or State agency regarding the independent contractor status of the CONTRACTOR and the audit in any way fails to sustain the validity of a wholly independent contractor relationship between the CITY and the CONTRACTOR, then the CONTRACTOR agrees to reimburse the CITY for all costs, including accounting and attorneys' fees, arising out of such audit and any appeals relating thereto.
- 10.2. **Workers' Compensation Law.** The CONTRACTOR shall fully comply with the workers' compensation law regarding the CONTRACTOR and the CONTRACTOR's employees. The CONTRACTOR further agrees to indemnify and hold the CITY harmless from any failure of the CONTRACTOR to comply with applicable workers' compensation laws. The CITY shall have the right to offset against the amount of any compensation due to the CONTRACTOR under this Agreement any amount due to the CITY from the CONTRACTOR as a result of the CONTRACTOR's failure to promptly pay to the CITY any reimbursement or indemnification arising under this Section.
- 10.3. **Licenses.** The CONTRACTOR represents and warrants to the CITY that it has all licenses, permits, qualifications, insurance, and approvals of whatsoever nature which are legally required of the CONTRACTOR to practice its profession. The CONTRACTOR represents and warrants to the

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CITY that the CONTRACTOR shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement any licenses, permits, insurance, and approvals which are legally required of the CONTRACTOR to practice its profession. The CONTRACTOR shall maintain a City of West Hollywood business license, if required under CITY ordinance.

11. **CONFLICT OF INTEREST.** The CONTRACTOR confirms that it has no financial, contractual, or other interest or obligation that conflicts with or is harmful to performance of its obligations under this Agreement. The CONTRACTOR shall not during the term of this Agreement knowingly obtain such an interest or incur such an obligation, nor shall it employ or subcontract with any person for performance of this Agreement who has such incompatible interest or obligation.
12. **NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY.** The CONTRACTOR represents and agrees that it does not and will not discriminate against any employee or applicant for employment because of race, religion, color, national origin, sex, sexual orientation, gender identity, political affiliation or opinion, medical condition, or pregnancy or pregnancy-related condition. The CONTRACTOR will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, religion, color, national origin, sex, sexual orientation, gender identity, political affiliation or opinion, medical condition, or pregnancy or pregnancy-related condition. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The CONTRACTOR agrees to include in all solicitations or advertisements for employment and to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause.
13. **LIVING WAGE ORDINANCE.** The CONTRACTOR shall abide by the provisions of the West Hollywood Living Wage Ordinance. During the term of this Agreement, the CONTRACTOR shall keep on file sufficient evidence of its employee compensation to enable verification of compliance with the West Hollywood Living Wage Ordinance.
14. **EQUAL BENEFITS ORDINANCE, No. 03-662.** The CONTRACTOR shall abide by the provisions of the West Hollywood Equal Benefits Ordinance. During the term of this Agreement, the CONTRACTOR shall keep on file sufficient evidence of its employee compensation and any applicable benefits packages, as those benefits relate to the coverage of the domestic partners of contractor's employees, which shall include; bereavement leave; family medical leave, and health insurance benefits, to enable verification of compliance with the West Hollywood Equal Benefits Ordinance.
15. **RESTRICTIONS: Arab League Boycott of Israel.** The CONTRACTOR hereby affirms it does not honor the Arab League Boycott of Israel.
16. **RECORDS AND AUDITS.** The CONTRACTOR shall maintain accounts and records, including personnel, property, and financial records, adequate to identify and account for all costs pertaining to this Agreement and such other records as may be deemed necessary by the CITY or any authorized representative. All records shall be made available at the request of the CITY, with reasonable notice, during regular business

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hours, and shall be retained by the CONTRACTOR for a period of three years after the expiration of this Agreement.

17. **OWNERSHIP OF DOCUMENTS.** It is understood and agreed that the CITY shall own all documents and other work product of the CONTRACTOR, except the CONTRACTOR's notes and workpapers, which pertain to the work performed under this Agreement. The CITY shall have the sole right to use such materials in its discretion and without further compensation to the CONTRACTOR, but any re-use of such documents by the CITY on any other project without prior written consent of the CONTRACTOR shall be at the sole risk of the CITY. The CONTRACTOR shall at its sole expense provide all such documents to the CITY upon request.
18. **INDEPENDENT CONTRACTOR.** The CONTRACTOR is and shall at all times remain as to the CITY a wholly independent CONTRACTOR. Neither the CITY nor any of its agents shall have control over the conduct of the CONTRACTOR or any of the CONTRACTOR's employees or agents, except as herein set forth. The CONTRACTOR shall not at any time or in any manner represent that it or any of its agents or employees are in any manner agents or employees of the CITY. The CONTRACTOR shall have no power to incur any debt, obligation, or liability on behalf of the CITY or otherwise act on behalf of the CITY as an agent.
19. **NOTICE.** All Notices permitted or required under this Agreement shall be in writing, and shall be deemed made when delivered to the applicable party's representative as provided in this Agreement. Additionally, such notices may be given to the respective parties at the following addresses, or at such other addresses as the parties may provide in writing for this purpose.

Such notices shall be deemed made when personally delivered or when mailed forty-eight (48) hours after deposit in the U.S. mail, first-class postage prepaid, and addressed to the party at its applicable address.

City of West Hollywood
8300 Santa Monica Blvd.
West Hollywood, CA 90069-6216

Attention: _____

CONTRACTOR:
Organization Name
Street Address, City State ZIP

Attention: _____

20. **GOVERNING LAW.** This Agreement shall be governed by the laws of the State of California.
21. **ENTIRE AGREEMENT; MODIFICATION.** This Agreement supersedes any and all other agreements, either oral or written, between the parties, and contains all of the covenants and agreements between the parties. Each party to this Agreement acknowledges that no representations, inducements, promises, or agreements, oral or otherwise, have been made by any party, or anyone acting on behalf of any party,

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which are not embodied herein. Any agreement, statement, or promise not contained in the Agreement, and any modification to the Agreement, will be effective only if signed by both parties.

22. **WAIVER.** Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this agreement. Payment of any invoice by the CITY shall not constitute a waiver of the CITY's right to obtain correction or replacement of any defective or noncompliant work product.
23. **EXECUTION.** This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement, it shall not be necessary to produce or account for more than one such counterpart.
24. **AUTHORITY TO ENTER AGREEMENT.** The CONTRACTOR has all requisite power and authority to conduct its business and to execute, deliver, and perform this Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.

IN WITNESS WHEREOF, the parties have executed this Agreement the ____ day of _____, 20__.

CONTRACTOR:

Name, Title

CITY OF WEST HOLLYWOOD:

Department Director

Paul Arevalo, City Manager

ATTEST:

Yvonne Quarker, City Clerk

**CITY OF WEST HOLLYWOOD
AGREEMENT FOR SERVICES
Exhibit A**

Scope of Services:

Include specific tasks, in-person meetings, interim work products (if any) and at least one final work product (e.g., a report or memo).

Time of Performance:

Include a schedule or timeline for delivering interim and final work products. May include specific dates or the number of weeks (e.g., within 30 days of project initiation).

Special Payment Terms:

NONE

(only if additional to section C.4. on page 1)

E.g., include a pricing sheet or hourly rate, if required or implied. Otherwise, state "None".

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Exhibit B

**Certificate of Exemption from
Workers' Compensation Insurance**

<i>TO:</i>	City of West Hollywood
<i>SUBJECT:</i>	Sole Proprietor/Partnership/Closely Held Corporation with No Employees

Please let this memorandum notify the City of West Hollywood that I am a

- sole proprietor
- partnership
- nonprofit organization
- closely held corporation

and **do not have any employees whose employment requires me to carry workers' compensation insurance**. Therefore, I do not carry worker's compensation insurance coverage.

Contractor Signature _____

Printed Name of Contractor _____

Date _____

RESOLUTION NO. 18-5055

RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF WEST HOLLYWOOD IN SUPPORT OF
ACCELERATING THE NORTHERN EXTENSION OF
THE METRO CRENSHAW/LAX LINE

THE CITY COUNCIL OF THE CITY OF WEST HOLLYWOOD DOES
HEREBY RESOLVE AS FOLLOWS:

WHEREAS, Los Angeles County voters approved, in November 2016, a ballot initiative known as Measure M, aimed at raising funds to continue developing the transportation network of Los Angeles County; and

WHEREAS, the City of West Hollywood has a long track record of adopting local policies that are consistent with Metro Board adopted goals and policies that support the integration of transportation and land use as shown in the attached table (Attachment A); and

WHEREAS, West Hollywood voters have overwhelmingly supported transportation-related Metro ballot measures R, J, and M, above and beyond voters in other communities; and

WHEREAS, the City has been building a coalition of support for the acceleration of the Northern Extension of the Crenshaw/LAX Line since before Measure M was passed by the voters of Los Angeles County; and

WHEREAS, Metro has previously committed to taking steps to make the Northern Extension of the Crenshaw/LAX Line shovel-ready, including funding and commencing a Draft Environmental Impact Report (DEI) in 2018; and

WHEREAS, the City Council, City staff and the community stakeholders are committed to working with decision-makers at Metro and the City of Los Angeles to ensure that this project of countywide significance continues to move forward towards shovel-readiness; and

WHEREAS, Metro staff are currently preparing the final feasibility study and alternatives' analysis for presentation to the Metro Board in June/July 2018, and the City is committed to working closely with Metro staff to ensure that the alternatives developed are acceptable to the local community; and

WHEREAS, the City Council has directed staff to be engaged and work collaboratively with Metro to ensure that the additional technical analysis and environmental clearance are appropriately funded in Metro's FY19 budget; and

WHEREAS, Metro has taken a number of actions to implement key provisions of Measure M, including developing an Early Project Delivery Strategy (EPDS) for shovel-ready projects; and

WHEREAS, the Northern Extension of the Crenshaw/LAX Line is expected to be among the most heavily used light rail lines in the nation and will enhance connectivity through the most congested parts of the County providing greater access to the Los Angeles International Airport (LAX), the South Bay, South and Central Los Angeles, West Hollywood, Hollywood, and the San Fernando Valley while benefitting many underserved communities; and

WHEREAS, providing a viable and competitive alternative to driving will reduce the number of people who drive alone—a crucial step towards achieving the State's emissions' reductions goals and the City's air quality and sustainability goals while protecting the health and welfare of the community; and

WHEREAS, Metro's Early Project Delivery Strategy assigns points towards consideration for acceleration to projects in local jurisdictions that have substantially advanced or committed to the implementation of one or more Metro Board adopted goals and policies that support the integration of transportation and land use, where local jurisdictions agree to coordinate to expedite permitting, where local jurisdictions commit local funding, and on projects that can be designed to phase improvements to achieve early action and incremental benefits; and

WHEREAS, the City of West Hollywood would be the first jurisdiction in Los Angeles County to adopt a positive and comprehensive response to Metro's Early Project Delivery Strategy;

BE IT RESOLVED, that the City Council of the City of West Hollywood is committed to being a responsible regional partner to Metro and implementing additional goals adopted by the Metro Board related to the integration of transportation and land use such as exploring value capture around future transit investments as outlined in Attachment A); and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood is committed to inter-agency coordination with Metro and with the City of Los Angeles for expedited processing of project-related permits and a streamlined planning and environmental review process not to exceed three (3) years; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood is committed to assessing the revenue potential, logistics, and strategic options for a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD), bonding against the City's Measure M

local return funds, and/or passing a local sales tax measure in consideration of contributing additional funding to the project beyond Measure M funding; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood reaffirms all of the above adopted City goals, commits to implementing the above additional Metro goals, commits to working with the City of Los Angeles, commits to pursuing additional funding for the project, and unequivocally supports the acceleration of the Northern Extension of the Crenshaw/LAX Line; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood supports the consideration of phased implementation of Northern Extension of the Crenshaw/LAX Line, if necessary, under the condition that an initial functional segment reaches Santa Monica Boulevard in the City of West Hollywood in the first phase.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of West Hollywood at a regular meeting held this 7th day of May, 2018 by the following vote:

AYES:	Councilmember:	Horvath, Mayor Pro Tempore Duran, and Mayor Heilman.
NOES:	Councilmember:	Meister.
ABSENT:	Councilmember:	D'Amico.
ABSTAIN:	Councilmember:	None.



JOHN HEILMAN, MAYOR

ATTEST:



YVONNE QUARKER, CITY CLERK

Metro Board Adopted Goals & Policies AND Corresponding or Complimentary City of West Hollywood Goals & Policies

*Where goals and policies in Metro documents were unnumbered, numbers were assigned chronologically in the order they appear in the document and page numbers were noted.

**The City of West Hollywood Pedestrian and Bike Mobility Plan (PBMP) has a single goal and unnumbered policies that were assigned numbers chronologically in the order they appear in the document.

Goals alphabetized by general category.

Category	Metro Policy Document	Goal or Policy Number*	Goal or Policy	Page	City of West Hollywood Goal Number, Policy Number, or Response**
Active Transportation	Complete Streets Policy	G-5	Establish active transportation improvements as integral elements of the countywide transportation system	3	M-2, M-2.1, M-2.2, T-1.1, T-2.1, T-2.2
Active Transportation	Active Transportation Strategic Plan	G-3	Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, & dense bicycle & pedestrian activity		PBMP 11, PBMP 4, PBMP 6, T-1.1, T-2.1, T-2.2
Active Transportation/Transit Effectiveness	Complete Streets Policy	G-2	Maximize multi-modal benefits and efficiencies	3	LU-8.8, LU-12.1, LU-13.1, LU-14.1, LU-12.7, LU-13.9, T-1.1, T-2.1, T-2.2
Affordable Housing	Metro Joint Development Policy	G-B3	Affordable Housing. Metro's Joint Development Program seeks to facilitate construction of affordable housing units, such that 35% of the total housing units in the Metro joint development portfolio are affordable for residents earning 60% or less of the Area Median Income (AMI). The joint development portfolio includes properties for which Metro maintains long term ownership. It does not include surplus land that is sold in fee. Affordable housing is defined as housing that is covenant-controlled, provided on an income-restricted basis to qualifying residents earning 60% or less than AMI as defined by the CA Tax Credit Allocation Committee, and often subsidized by public or non-profit funding sources.	4	H-3.3, H-3.2, H-3.1, H-4.1, LU-2.5
Affordable Housing	Metro Joint Development Policy	P-F3	Community Based Organizations (CBO)/ Small/Disadvantaged Business Enterprise (SBE/DBE) /Disabled Veterans Business Enterprise (DVBE). Metro strongly encourages partnerships with local Community Based Organizations that provide affordable housing and other community serving programs and uses to its joint development sites, as part of the development team. Metro also encourages development teams to create opportunities to include Metro-certified SBE/DBE and DVBE firms in their projects, through the delivery of professional or construction services. To identify eligible certified SBE/DBE and DVBE firms, use the following link: http://smallbusinessquery.metro.net/pages/naics_lookup.aspx . Those firms not Metro-certified as SBE/DBE or DVBE but interested in seeking certification can find the process here: http://business.metro.net/vendorPortal/	8	H-3.2
Affordable Housing	Draft Metro Transit Oriented Communities Policy	G-2 P-1	Housing Affordability: Prioritize development and preservation of transit-adjacent affordable housing.	4	H-4.1, LU-2.5
Affordable Housing	Draft Metro Transit Oriented Communities Policy	G2 P-2	Neighborhood Stabilization: Protect and support local residents and businesses from displacement.	4	H-1.2, H-1.3, H-1.4, H-1.5, H-1.1

Agency Partners	Metro Joint Development Plan	P-C2	<p>Collaborative Contribution. Projects are encouraged which obtain capital or in lieu contributions from other public agencies to create greater community economic benefit to Metro-sponsored joint development projects.</p>	6	<p>Resolution No 18-_____ indicates the City's commitment to assessing the revenue potential, logistics, and strategic options for a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD), bonding against the City's Measure M local return funds, and/or passing a local sales tax measure in consideration of contributing additional funding to the Northern Extension of the Crenshaw/LAX Line beyond Measure M funding. The City is also seeking an MOU with the City of Los Angeles to streamline permitting for the project which would likely translate to in lieu contributions to Metro projects in the form of additional dedicated staff time.</p>
Agency Partners	Draft Metro Transit Oriented Communities Policy	G-3 P-2	<p>Foster Partnerships: Through planning, coordination, policy advocacy and funding, foster relationships and partnerships with municipal and institutional entities, community based organizations, the private sector, philanthropy, and local residents and businesses, to realize TOC goals.</p>	5	<p>The City of West Hollywood is committed to its partnership with Metro as evidenced by our long standing relationship, unrivaled support for transit measures (Measures M, J, and R), and recent support of Metro sponsored AB 5428 at the state level. The City is has also been working with community partners including business and labor groups, institutions, heliathcare providers, neighborhood associations, state and federal elected officials, and surrounding jurisdictions to build a coalition in support of the Northern Extension of the Crenshaw/LAX Line.</p>
Agency Partners	First Last Mile Strategic Plan	G-3	<p>Build on the RTP/SCS and Countywide Sustainable Planning Policy (multi-modal, green, equitable and smart).</p>	3	<p>M-2.6, M-2.2</p>

<p>Agency Partners/Equity/Active Transportation</p>	<p>Complete Streets Policy</p>	<p>P-1</p>	<p>Complete Streets Serving All Users and Modes. Metro expresses its commitment to work with partner agencies and local jurisdictions to plan and fund Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, transit facilities, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. It may not be effective to modify all streets to accommodate all modes equally. Modal priorities may need to be established for key arterials based on context sensitive evaluations, public feedback, and a review of relevant data. Some streets may be prioritized for transit travel, others for walking, bicycling, vehicle travel, goods movement, or other types of modes. Some streets may have robust facilities that accommodate all modes; however, a number of streets might not contain all these features due to physical right of way constraints, connection with local context and local demand, and other considerations. However, all streets will allow for safe travel within an integrated transportation network.</p>	<p>4</p> <p>PBMP Goal, PBMP 7, PBMP 8, LU-1.1.13, LU-12.7, LU-13.9, LU-15.5, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4, T-4.1, T-4.2</p>
<p>Agency Partners/Equity/TDM</p>	<p>Complete Streets Policy</p>	<p>G-4</p>	<p>Facilitate multi-jurisdictional coordination and leverage partnerships and incentive programs to achieve a "complete" and integrated transportation system that serves all users</p> <p>Metro, partner agencies, and funding recipients will work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users;</p>	<p>3</p> <p>PBMP 7, PBMP 8, M-1.3, M-1.7</p>
<p>Complete Streets/Active Transportation</p>	<p>Complete Streets Policy</p>	<p>P-3</p>	<p>opportunity to improve streets and the transportation network for all categories of users;</p>	<p>4</p> <p>M-3.5, T-1.1, T-2.1, T-2.2</p>

Complete Streets/Active Transportation	Complete Streets Policy	P-4	<p>All Projects and Phases: Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and capital grant programs, except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in the "Exceptions" section of this Policy. Even for projects with limited scope, opportunities to implement incremental improvements leading to long-term accommodations for all users shall be</p>	4	<p>PBMP Goal, M-5.2, M-5.3, M-5.4, LU-6.2, LU-6.8, LU-12.7, LU-13.9, T-1.1, T-2.1, T-2.2</p>
Complete Streets/Active Transportation	Complete Streets Policy	I-1	<p>Design. Metro will design and evaluate projects using the latest design standards and innovative design options, with a goal of balancing user needs. Metro strongly encourages partner agencies and Metro fund recipients to use the best design guidelines and standards to foster safe travel for all users.</p>	5	<p>One of the City's Core Principles is "Idealism, Creativity, and Innovation". As a National Association of City Transportation Officials (NACTO) City, the City of West Hollywood continually applies the latest design standards and innovative design options intended to balance user needs to City projects and projects that are subject to City review.</p>
Complete Streets/Active Transportation	Complete Streets Policy	I-2	<p>Incorporate Complete Streets infrastructure into transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and Metro capital grant programs to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments. Transportation facilities are long-term investments that shall anticipate likely future demand for walking, bicycling, and transit facilities and not preclude the provision of future improvements. These facilities should address the need for pedestrians and bicyclists to cross corridors as well as travel along them; this may include, but is not limited to, addressing the need along an adjacent corridor. Even where pedestrians and bicyclists may not commonly use a particular travel corridor that is being improved or</p>	5	<p>PBMP Goal, PBMP 7, PBMP 8, T-1.1, T-2.1, T-2.2</p>
Complete Streets/Active Transportation	First Last Mile Strategic Plan	G-1	<p>Expand the reach of transit through infrastructure improvements.</p>	3	<p>LU-12.7, LU-13.9, T-1.1, T-2.1, T-2.2</p>
Economic Development	Draft Metro Transit Oriented Communities Policy	G2 P-4	<p>Economic Vitality: Promote sustained economic vitality directly benefiting existing communities.</p>	4	<p>LU-1.5, LU-1.8, LU-1.10, LU-8.5, LU-11.1, LU-15.1, LU-15.4</p>
Economic Development/Transit-Oriented Development	Countywide Sustainability Planning Policy	P-2	<p>Prosperity. Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness.</p>	7	<p>LU-8.5, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4, T-4.1, T-4.2</p>

Emissions/Vehicle Technology	Countywide Sustainability Planning Policy	UP IV	Facilitate the early adoption of zero and near-zero emission vehicles (fleet services, transit vehicles, clean trucks, passenger vehicles) and promote supportive regional and local policies.	15	(M-1.10)
Engagement	Draft Metro Transit Oriented Communities Policy	G-3	Engage organizations, jurisdictions, and the public	4	See community engagement response:
Engagement	Draft Metro Transit Oriented Communities Policy	G-3 P-1	Community Engagement: Ensure that stakeholders across a broad spectrum, including those that are harder to reach through traditional outreach strategies, are meaningfully engaged in the planning, construction and operation of Metro's transit system.	5	The City of West Hollywood regularly conducts award winning public engagement across a variety of mediums from traditional public meetings and pop up outreach events to social media, the City's website and television channel, email updates, mailings, charettes, focus groups, and press releases. The City's dedicated communications staff coordinate messaging and outreach strategies to ensure that a broad spectrum of stakeholders are reached and engaged. Due to the City's diverse population and large Russian community, many materials are provided in additional languages.
Equity Platform Framework	Draft Metro Transit Oriented Communities Policy	G-4 P-1	Equitable Outcomes: Ensure transportation investments consider local cultural and historical contexts and improve social, economic, health, and safety outcomes that serve and benefit local, disadvantaged and underrepresented communities.	5	LU-1.11, LU-1.14, LU-12.9, LU-13.7
Equity Platform Framework	Active Transportation Strategic Plan	G-6	Foster healthy, equitable, & economically vibrant communities where all residents have greater transportation choices & access to key destinations, such as jobs, medical facilities, schools, & recreation		LU-1.11, LU-1.14
Equity Platform Framework/Affordable Housing	Draft Metro Transit Oriented Communities Policy	G-4 P-2	Complete Communities: Promote and realize complete communities that support a mix of incomes, land uses, transportation choices, and equitable access to safe, sustainable and healthy living.	5	LU-1.13, LU-2, LU-4, LU-4.1, LU-11.1, LU-11.4, LU-11.7, LU-12.2, 14.2, LU-12.3, LU-12.4, LU-12.5, LU-12.6, LU-12.7, LU-13.9, LU-13.2, LU-13.3, LU-13.4, LU-13.5, LU-13.6
Green Design	Countywide Sustainability Planning Policy	UP III	Implement and encourage local incorporation of green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening; consider requiring green design techniques as a condition of funding when these techniques can be implemented with little to no additional cost to project sponsors (i.e. native landscaping).	15	(G-1.1, G-1.2, G-1.3, LU-2.12, LU-5.4, LU-7, LU-7.7, E-2.1, E-2.2, E-3.2)

Green Design	Countywide Sustainability Planning Policy	P-6	Urban Greening. Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife, and ecosystems.	7	G-1.1, G-1.2, G-1.3, LU-7, LU-7.1, LU-7.2, LU-7.3, LU-7.4, LU-7.5, LU-7.6, LU-7.7, LU-8.10, LU-11.9, LU-11.10, LU-11.11
Housing Types	Metro Joint Development Policy	P-E1	Range of Types. Joint development projects with a residential component are encouraged to provide a range of housing types to meet the needs of a diversity of household incomes, sizes, and ages.	7	LU-1.1, LU-1.4, LU-9, LU-9.1, LU-9.4, LU-10, LU-10.3, LU-13.2, LU-13.6, LU-14.4
Implementation of SCAG (RTP/SCS)	Countywide Sustainability Planning Policy	UP I	efforts to implement the regionally-adopted, land-use and transportation vision in the Regional Transportation Plan/Sustainable Communities Strategy (outlined below), and encourage local jurisdictions to adopt supportive local policies. (Metro does not have jurisdiction over land-use, but can advance regionally adopted land-use strategies through incentive programs, like TOD planning grants, and supportive transportation investments).	15	M-2.6, M-2.2
Implementation of SCAG (RTP/SCS)	Countywide Sustainability Planning Policy	UP II	Draw from the recommendations included in the RTP/SCS to implement appropriate transportation mitigation measures for all projects.	15	M-2.6, M-2.2
Joint Development	Metro Joint Development Policy	P-G1	To encourage opportunities for joint developments surrounding transit investments, when appropriate, Metro will consider joint development opportunities in the acquisition of required property, location of new station sites, and construction of station facilities.	8	LU-11.2 (Santa Monica Blvd. Site), LU-12.1
Joint Development	Metro Joint Development Policy	P-G2	In the initial planning of a transit corridor project (e.g., during the environmental and preliminary engineering phases), Metro may conduct site analysis, include a preliminary layout of each passenger station site, develop conceptual urban design strategies integrating station sites with adjacent communities, and evaluate proposed station sites for their joint development potential.	8	LU-11.2 (Santa Monica Blvd. Site), LU-12.1
Local Access	Countywide Sustainability Planning Policy	UP VI	Encourage and support land-use policies and transportation projects that seek to reduce trip lengths by reconnecting the street grid, increasing the mix of land-uses, providing mid-block crossings, incorporating neighborhood traffic calming, reducing set-backs, and breaking up superblocks in new or (re)development projects, among other strategies	16	LU-1.13, LU-2.6, LU-6.7, LU-6.8, LU-12.2, 14.2, LU-12.3, LU-12.4, LU-12.5, LU-12.6, T-1.1, T-2.1, T-2.2
Local Government Planning	Countywide Sustainability Planning Policy	D II	Support local governments in planning and development activities resulting in transit supportive densities and design features throughout Cluster D areas.	21	LU-2.1, LU-2.4, LU-2.6, LU-12.2, 14.2, LU-12.3, LU-12.4, LU-12.5, LU-12.6
LOS/Performance Measurement	Countywide Sustainability Planning Policy	UP VII	Pursue alternatives and/or supplements to the use of level of service (LOS) and delay metrics that prioritize mobility for the single occupancy automobile, for project evaluation and encourage regional and local agencies to consider a broader range of metrics to assess multimodal impacts.	16	M-2.5, M-5.15, M-6.2, M-6.3, M-6.6, LU-1.19
Neighborhood Context	Oriented Communities Policy	G-2	Stabilize and enhance communities surrounding transit	4	LU-12.9, LU-13.7

Neighborhood Context	Complete Streets Policy	P-2	Context Sensitivity. In planning and implementing transportation projects, Metro departments, partner agencies, and funding recipients will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered shall contribute to safe travel for all users and be consistent with best practices.	4	LU-1.2, LU-2.2, LU-2.7, LU-4.4, LU-8.1, LU-8.2, LU-8.3, LU-11.1, LU-11.4, LU-11.3, LU-11.6, LU-11.7, LU-11.9, LU-11.10, LU-11.11, LU-12.9, LU-13.7, LU-14.5, LU-14.6, LU-12.11, LU-14.9
Neighborhood Context	Countywide Sustainability Planning Policy	P-7	Context Sensitivity. Build upon the unique strengths of Los Angeles County's communities through strategies that match local and regional context and support investment in existing communities.	7	LU-1.2, LU-2.2, LU-2.7, LU-4.4, LU-8, LU-8.1, LU-8.2, LU-8.3, LU-12.9, LU-13.7
Neighborhood Context/Engagement	Metro Joint Development Policy	G-B1	Community Integration. Metro will seek to create projects that are compatible with the surrounding community and reflect the needs and desires of the neighborhood in which they are situated. Like any private development, joint developments are subject to the land use policies and approval processes of the host jurisdiction.	4	LU-1.2, LU-2.2, LU-2.7, LU-4.4, LU-8.1, LU-8.2, LU-8.3, LU-12.9, LU-13.7
Neighborhood Context/Engagement	Metro Joint Development Policy	G-B2	Community Engagement. Metro will ensure that the Joint Development Process actively engages community members at every development stage. Design and Placemaking. Metro's Joint Development Program will pursue high quality design that enhances the surrounding community and creates inviting spaces and places around Metro transit facilities.	4	See community engagement response: LU-1.3, LU-4.2, LU-4.6, LU-6.1, LU-11.3, LU-11.5, LU-11.9, LU-11.10, LU-11.11, LU-12.11, LU-14.9, LU-14.5, LU-14.6

Neighborhood Context/Engagement	Metro Joint Development Plan	P-B1	Community Engagement. Metro will pro-actively engage with the communities where the joint development projects occur through a variety of methods, which may include charrettes, focus groups, workshops, email updates, and social media communications. Developers selected for joint development projects shall be required to create a community engagement plan.	6	See community engagement response:
Neighborhood Context/Engagement	Metro Joint Development Plan	P-B2	Local Collaboration. Metro will consult and work cooperatively with local jurisdictions and developers to encourage transit-supportive, high-quality development at stations and surrounding properties. All private developments (including joint development projects) must follow the local laws and policies, including the applicable land use policies, of the jurisdiction in which they reside.	6	LU-11.2 (Santa Monica Blvd. Site)
Neighborhood Context/Engagement	Metro Joint Development Plan	P-B3	Design Rigor. Projects shall demonstrate a high quality of design that is both sensitive to community context and enhances the surrounding community.	6	LU-5, LU-5.1, LU-5.2, LU-5.3, LU-5.4, LU-9.2, LU-11.5
Pollution	Countywide Sustainability Planning Policy	P-3	Green Modes. Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil.	7	IRC-6.8, IRC-6.9, IRC-7, IRC-7.2, IRC-7.7, M-1.10, M-2.5, M-8.4, M-9.4, M-9.5, T-1.1, T-2.1, T-2.2, T-4.1, T-4.2
Pollution/Public Health	Countywide Sustainability Planning Policy	P-4	Healthy Neighborhoods. Improve public health through traffic safety, reduced exposure to pollutants, and design and infrastructure for active transportation.	7	IRC-7, IRC-7.2, IRC-7.7, M-8.4, M-9.4, M-9.5, T-1.1, T-2.1, T-2.2
Public Health	Active Transportation Strategic Plan	G-5	Improve public health through traffic safety, reduced exposure to pollutants, & design & infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives		IRC-7, IRC-7.2, IRC-7.7, M-8.4, LU-8.6, LU-8.8, M-9.4, M-9.5, T-1.1, T-2.1, T-2.2
Recycling/Sustainability	Countywide Sustainability Planning Policy	P-9	Environmental Stewardship. Plan and support transportation improvements that minimize material and resource use through conservation, re-use, re-cycling, and re-purposing.	7	LU-1.6, LU-2.10
Resilience	Draft Metro Transit Oriented Communities Policy	G2 P-3	Sustainability: Ensure that infrastructure investments are multi-beneficial, both improving access to transit and improving communities' environmental resilience.	4	LU-5.4
Safety	Draft Metro Transit Oriented Communities Policy	G-1 P-3	Safety: Work to reduce collisions and create welcoming environments for all ages, abilities and protected classes in the planning, construction, and operation of transit oriented community projects.	4	PBMP Goal, PBMP 11, PBMP 12, LU-8.6, T-1.1, T-2.1
Safety	Complete Streets Policy	G-3	Improve safety for all users on the transportation network	3	PBMP Goal, PBMP 11, PBMP 12, LU-8.6
Sustainability	Active Transportation Strategic Plan	G-4	Promote multiple clean transportation options to reduce criteria pollutants & greenhouse gas emissions, & improve air quality		IRC-6.9, IRC-7.2M-2.7, M-6.7, M-6.8, M-9.4, T-1.1, T-2.1, T-2.2

Sustainable Transportation	Countywide Sustainability Planning Policy	D I	Provide mobility options to support car-free and one-car living through development and sponsorship of facilities and services promoting very high levels of active transportation and transit use for all types of trips.	21	LU-4, LU-4.1, M-1.3, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness	Complete Streets Policy	G-1	Maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users	3	M-1.1, M-1.2, M-1.4, M-1.5, M-1.6, M-1.9, LU-12.1, LU-13.1, LU-14.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness	Countywide Sustainability Planning Policy	P-8	System Productivity. Increase the efficiency and ensure the long-term viability of the multimodal transportation system.	7	LU-8.8, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness/Active Transportation	Countywide Sustainability Planning Policy	D IV	Implement, encourage, and sponsor projects that give priority to transit and active modes, except on key segments of through routes and goods movement corridors.	21	LU-1.13, LU-1.15, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness/TDM	Countywide Sustainability Planning Policy	UP VIII	Encourage through regional planning, funding policies, infrastructure investments, and promotion of supportive local policies (including parking management policies, road pricing, first/last mile investments, transit preferential treatments, and other demand management and systems management policies/projects) strategies that seek to optimize transit service by increasing its competitiveness with automobiles.	16	M-1.9, M-5.4, M-5.8, M-5.13, M-5.14, M-6, M-6.1, M-6.2, M-6.3, M-6.4, M-6.5, M-6.6, M-6.7, M-6.8, M-6.9, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness/TDM	Countywide Sustainability Planning Policy	UP IX	Incorporate traffic operations system elements into all new highway projects to effectively operate the regions freeway system and coordinate with local transportation management systems. This may include installing equipment along freeways to monitor and manage traffic flows through detection, surveillance, communication, and control equipment, such as loop detectors, CCTV cameras, message signs, and ramp meters and/or promoting highway corridor level operational improvements such as integrated corridor management, congestion pricing, decision support systems, traveler information services, etc.	16	M-1.9, M-5.4, M-5.8, M-5.13, M-5.14
Transit Effectiveness/TDM/Complete Streets	Countywide Sustainability Planning Policy	UP X	Support through policy and project development greater utilization of transportation systems management tools that combine traffic engineering measures and traffic operation controls to better manage congestion on surface streets, optimize person throughput, and promote safe and efficient travel for all users of the roadway.	16	M-1.9
Transit Oriented Communities	Metro Joint Development Policy	P-A2	Density and Program. Metro will prioritize dense, trip generating uses on joint development sites.	6	LU-1.7, LU-3.2, LU-9.3, LU-9.4, LU-9.5

Transit Oriented Communities	Metro Joint Development Planning Policy	P-A3	Transit Connections. Metro will maximize connections to transit facilities from and through joint developments, where appropriate. Projects are encouraged which provide for increased station access using buses, active transportation, and other alternative modes of travel.	6	LU-1.3, T-1.1, T-2.1, T-2.2
Transit Oriented Communities	Countywide Sustainability Planning Policy	P-5	Community Development. Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity.	7	LU-2.1, LU-2.4, LU-11.9, LU-11.10, LU-11.11, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1
Transit Promotion	Countywide Sustainability Planning Policy	D III	Provide and encourage local transit coverage, frequency, and reliability within close proximity to homes and businesses and with short headways or timed transfers, all-day (and potentially night owl service); connect local service to high-quality transit investments (Bus Rapid Transit, Light and Heavy Rail) that provide access to destinations across LA County, Southern California and the State. Encourage appropriate bicycle parking at stations to improve first-last mile connections to transit.	21	M-1.1, M-1.2, M-1.4, M-1.5, M-1.6, LU-12.1, LU-13.1, LU-14.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion	Countywide Sustainability Planning Policy	D V	Implement, encourage, and sponsor projects that seek to increase the share of transit services operating in exclusive right of way.	21	M-5.9, LU-12.1, LU-13.1, LU-14.1
Transit Promotion	Active Transportation Strategic Plan	G-1	Improve access to transit		M-1.1, M-1.4, M-1.5, M-5.2, LU-12.1, LU-13.1, LU-14.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion	Metro Joint Development Planning Policy	G-2A	Increase Transit Ridership. The Joint Development Program aims to reduce greenhouse gas emissions and increase transit ridership by attracting new riders and increasing the number of transit trips generated from joint development projects.	4	M-1.6, M-1.8, LU-12.1, LU-13.1, LU-14.1
Transit Promotion	Oriented Communities Policy	G-1	Increase transportation ridership and choice	4	M-1.6, M-1.8, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion	Draft Metro Transit Oriented Communities Policy	G-1 P-1	Ridership: Increase system ridership and promote usage of alternate, non-motorized, modes of transportation.	4	M-6.7, M-6.8, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Promotion/Active Transportation	First Last Mile Strategic Plan	G-2	Maximize multi-modal benefits and efficiencies.	3	M-1.2, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion/Active Transportation/TDM	Draft Metro Transit Oriented Communities Policy	G-1 P-2	Transportation Options: Leverage land use and urban design to encourage non-single occupant vehicle transportation options both on and off Metro property, through enhanced first/last mile options, travel demand management, and seamless transit connectivity.	4	M-1.2, M-1.3, LU-1.13, LU-2.11, LU-8.5, LU-8.8, LU-11.2, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4, T-4.1, T-4.2
Transit Promotion/Equity	Draft Metro Transit Oriented Communities Policy	G-4	Distribute transit benefits to all	5	M-1.5, LU-12.1, LU-13.1, LU-14.1, T-3.1, T-3.2, T-3.3, T-3.4

Transit Promotion/Equity/Health	Complete Streets Policy	G-6	Foster healthy, equitable, and economically vibrant communities where all residents have greater mobility choices	3	M-1.5, LU-8.5, LU-12.1, LU-13.1, LU-14.1, LU-12.7, LU-13.9, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit-Oriented Development	Countywide Sustainability Planning Policy	UP XII	Pursue opportunities to realize appropriately-scaled, transit-oriented development in rail and bus corridors as part of corridor studies, project development, incentive programs, and the promotion of supportive local policies (TOD Ordinances, land use and zoning changes, General Plan updates, etc).	16	H-4.1, LU-1.13, LU-2.11
Transit-Oriented Development	Countywide Sustainability Planning Policy	P-1	Access. Better integrate land-use and transportation planning to reduce trip lengths and increase travel choices.	7	LU-1.13, LU-2.1, LU-2.4, LU-2.6, LU-2.11, LU-8.5
Value Capture	Draft Metro Transit Oriented Communities Policy	G-5	5. Capture value created by transit Value Capture: Capture increased value of properties surrounding Metro's transit investments and re-invest that value into TOC activities.	5	Resolution No 18-_____ indicates the City's commitment to assessing the revenue potential, logistics, and strategic options for a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD).
Virtual Access	Countywide Sustainability Planning Policy	UP XIII	Leverage project development to facilitate the early adoption of emerging technologies that complement or even replace conventional travel modes through virtual access, and promote supportive regional and local policies (telecommute programs).	16	M-6.7