

# **Metro**

*Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
3rd Floor Board Room*



## **Agenda - Final**

**Wednesday, March 20, 2019**

**11:00 AM**

**One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room**

### **Ad Hoc Congestion, Highway and Roads Committee**

*John Fasana, Chair  
Hilda Solis, Vice Chair  
Kathryn Barger  
Jacquelyn Dupont-Walker  
Ara Najarian  
John Bulinski, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

**METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**  
(ALSO APPLIES TO BOARD COMMITTEES)

**PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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## LIMITED ENGLISH PROFICIENCY

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General Information/Rules of the Board - (213) 922-4600

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TDD line (800) 252-9040

**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

**CALL TO ORDER**

**ROLL CALL**

**APPROVE Consent Calendar Item(s): 5.**

Consent calendar are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

5. **SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) FOR SR-91 ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT** [2018-0514](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) for the SR-91 Acacia Court to Central Avenue Improvement Project (the Project), subject to resolution of protest(s), if any.

**Attachments:** [Attachment A - Procurement Summary - AE57645000](#)  
[Attachment B - DEOD Summary](#)  
[Attachment C - Project Location Map.pdf](#)

NON-CONSENT

6. **SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE GRANT PROJECTS** [2019-0051](#)

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to extend all in-progress Round 1 Net Toll Revenue projects' lapsing dates by one year. (Attachment A); and
- B. APPROVING a total of \$15,870,000 for continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes in Fiscal Years 2019 and 2020 (FY2019-FY2020).

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**Attachments:**      [Attachment A - Net Toll Revenue Grant Program Time Extension Project List](#)  
[Attachment B - Annual Funding Breakdown for Incremental Transit Service](#)  
[Presentation](#)

**SUBJECT:      GENERAL PUBLIC COMMENT**

[2019-0130](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S  
SUBJECT MATTER JURISDICTION

**Adjournment**

**Board Report**

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**File #:** 2018-0514, **File Type:** Contract**Agenda Number:** 5.

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**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE  
MARCH 20, 2019****SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) FOR SR-91  
ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT****ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) for the SR-91 Acacia Court to Central Avenue Improvement Project (the Project), subject to resolution of protest(s), if any.

**ISSUE**

Metro, in collaboration with Caltrans District 7 and the Gateway Cities Council of Governments (GCCOG), is advancing the development and implementation of the State Route 91 improvements between Acacia Court and Central Avenue to reduce congestion and improve freeway and local interchange operations as part of the SR-91/I-605/I-405 Hot Spots Program funded by Measure R and Measure M. Attachment C shows the Project location.

**BACKGROUND**

The SR-91 freeway experiences significant congestion and operational deficiencies, which are forecasted to increase in the future absent any physical and operational improvements to the facility. Within the limits of this project, improvements are needed to resolve the current operational and safety-related deficiencies associated with the closely-spaced interchanges of Central Ave., Wilmington Ave., and Acacia Ct. These interchanges have created a vehicle weaving conflict at ramp locations due to congestion on the general purpose lanes and frontage road. Additionally, the off ramp intersections at Wilmington Ave and Central Ave converge onto a 3-phase intersection with deficient truck turning radii that impede left turn truck movements. The Project consists of improvements on the SR-91 mainline, on/off ramps, Artesia Blvd, Acacia Ct, Wilmington Ave, and Central Ave in the City of Compton. This project has been identified as a subregional priority project by Metro and the GCCOG.

**DISCUSSION**

The Metro Board designated \$590 million in Measure R funds for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study to identify congestion “Hot Spots” along those freeways and develop preliminary improvement concepts.

Metro continued with a Project Study Report-Project Development Support (PSR-PDS) for the SR-91 and I-710 Interchange (SR-91 Central Avenue to Paramount Boulevard PSR-PDS) that Caltrans approved in July 2017. The PSR-PDS is an initial scoping and resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the environmental and preliminary engineering phases. A total of eight independent Early Action Projects (EAP) were identified for SR-91 between Central Avenue and Paramount Boulevard including the Project.

Caltrans is the lead agency for NEPA/CEQA compliance. Metro will be responsible for managing completion of the PA&ED for the Project. Upon approval by Caltrans, the Project will be ready for final design and construction.

### **DETERMINATION OF SAFETY IMPACT**

The proposed action has no adverse impact on the safety of Metro’s patrons, employees or users of these facilities.

### **FINANCIAL IMPACT**

For FY19, \$300,000 has been budgeted in Highway Program Cost Center 4720, in SR-91 Acacia Court to Central Avenue Improvement Project 460350, Tasks 5.2.100, Professional Services Account 50316.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

#### **Impact to Budget**

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The proposed project is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the SR-91.

Goal 4: Transform LA County through regional collaboration by partnering with the GCCOG and

Caltrans to identify the needed improvements and take the lead in development and implementation of the project.

### **ALTERNATIVES CONSIDERED**

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the project is consistent with the goals of Measure R and Measure M.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for A&E services for completion of PA&ED for the SR-91 Acacia Court to Central Avenue Improvement Project.

### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Project Location Map

Prepared by: Julio Perucho, Principal Transportation Planner (213) 922-4387

Carlos Montez, Senior Manager (213) 418-3241

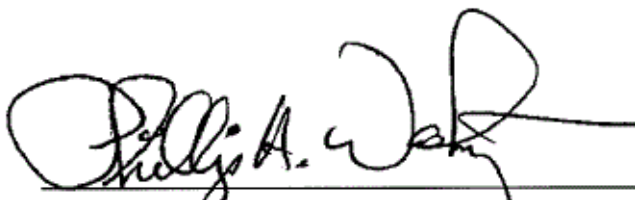
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Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

## PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR SR91/ACACIA COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT/AE57645000

1.	<b>Contract Number:</b> AE57645000	
2.	<b>Recommended Vendor:</b> HNTB Corporation	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> 10/10/18	
	<b>B. Advertised/Publicized:</b> 10/12/18	
	<b>C. Pre-Proposal Conference:</b> 10/18/18	
	<b>D. Proposals Due:</b> 11/13/18	
	<b>E. Pre-Qualification Completed:</b> 3/5/19	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 12/6/18	
	<b>G. Protest Period End Date:</b> 3/25/19	
5.	<b>Solicitations Picked-up/Downloaded:</b> 103	<b>Proposals Received:</b> 5
6.	<b>Contract Administrator:</b> Andrew Conriquez	<b>Telephone Number:</b> 213-922-3528
7.	<b>Project Manager:</b> Carlos Montez	<b>Telephone Number:</b> 213-418-3241

**A. Procurement Background**

This Board Action is to approve Contract No. AE57645000 issued to provide an improvement plan to address traffic issues that occur along SR91/Acacia Court to Central Avenue. Board approval of contract award is subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

A pre-proposal conference was held on October 18, 2018. There were 21 people from 18 companies who attended the pre-proposal meeting. There were 11 questions asked and responses were released prior to the proposal due date.

No amendments were issued during the solicitation phase of this RFP.

A total of 103 firms downloaded the RFP and were included in the planholders list. A total of five proposals were received on November 13, 2018.

**B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Programs, and Caltrans District 7 was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Firm/Team Qualifications 35 percent
- Project Manager, Key Staff & Subconsultants Qualifications 35 percent
- Project Understanding and Approach 15 percent
- Work Plan 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the Firm/Team Qualifications and Project Manager, Key Staff & Subconsultants Qualifications.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

On November 19, 2018 the PET completed its independent evaluation of the proposals. All five firms were invited to be interviewed and are listed below in alphabetical order:

1. AECOM Technical Services, Inc.
2. HNTB Corporation
3. Mark Thomas & Company, Inc.
4. Parsons Transportation Group, Inc.
5. TranSystems Corporation

During the week of December 3, 2018, the evaluation committee met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, the firms elaborated on their experience, their approach to the Project, cost-effective project delivery solutions, and discussed their plan and ability to meet the project schedule.

In addition, each firms' presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience, and ability to coordinate between different public stakeholders.

## Qualifications Summary of Recommended Firm:

### **HNTB Corporation**

Founded in 1914, HNTB has been involved in planning, engineering, environmentally clearing and producing plans, specifications and estimates for highway and bridge structures in Southern California. HNTB Corporation has numerous offices across the United States and has designed many roads, airports bridges, tunnels, rail and transit systems.

In their oral presentation, HNTB Corporation described their experience with transportation projects including highway improvements. They demonstrated how they will create a management structure to assist Metro and Caltrans in engaging stakeholders. In addition, HNTB has worked on multiple Los Angeles County projects such as SR710/North Study Alternatives Analysis, I-605 /Beverly Boulevard Interchange Improvements, and I-105 Express Lanes PA/ED.

Final scoring determined that HNTB Cooptation is the highest qualified firm. Below is a summary of the scores in order of rank:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
<b>1</b>	<b>HNTB Corporation</b>				
<b>2</b>	Firm/Team Qualifications	89.05	35.00%	31.17	
<b>3</b>	Project Manager, Key Staff, Subconsultants Qualifications	86.66	35.00%	30.33	
<b>4</b>	Project Understanding & Approach	73.33	15.00%	11.00	
<b>5</b>	Work Plan	80.00	15.00%	12.00	
<b>6</b>	<b>Total</b>		<b>100.00%</b>	<b>84.50</b>	<b>1</b>
<b>7</b>	<b>TranSystems Corporation</b>				
<b>8</b>	Firm/Team Qualifications	80.00	35.00%	28.00	
<b>9</b>	Project Manager, Key Staff, Subconsultants Qualifications	78.37	35.00%	27.43	
<b>10</b>	Project Understanding & Approach	70.00	15.00%	10.50	
<b>11</b>	Work Plan	79.33	15.00%	11.90	
<b>12</b>	<b>Total</b>		<b>100.00%</b>	<b>77.83</b>	<b>2</b>
<b>13</b>	<b>Parsons Transportation Group</b>				

14	Firm/Team Qualifications	73.34	35.00%	25.67	
15	Project Manager, Key Staff, Subconsultants Qualifications	66.66	35.00%	23.33	
16	Project Understanding & Approach	76.46	15.00%	11.47	
17	Work Plan	79.80	15.00%	11.97	
18	<b>Total</b>		<b>100.00%</b>	<b>72.44</b>	<b>3</b>
19	<b>AECOM Technical Services</b>				
20	Firm/Team Qualifications	73.34	35.00%	25.67	
21	Project Manager, Key Staff, Subconsultants Qualifications	65.06	35.00%	22.77	
22	Project Understanding & Approach	76.67	15.00%	11.50	
23	Work Plan	78.47	15.00%	11.77	
24	<b>Total</b>		<b>100.00%</b>	<b>71.71</b>	<b>4</b>
25	<b>Mark Thomas &amp; Company</b>				
26	Firm/Team Qualifications	63.34	35.00%	22.17	
27	Project Manager, Key Staff, Subconsultants Qualifications	61.71	35.00%	21.60	
28	Project Understanding & Approach	75.13	15.00%	11.27	
29	Work Plan	78.46	15.00%	11.77	
30	<b>Total</b>		<b>100.00%</b>	<b>66.81</b>	<b>5</b>

### C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Staff negotiated a cost savings of \$816,334 for the agency.

Proposer Name	Proposal Amount	Metro ICE	Negotiated
HNTB Corporation	\$5,823,233.76	<b>\$5,619,170</b>	<b>\$5,006,899.68</b>

### D. Background on Recommended Contractor

The recommended firm, HNTB Corporation is an architecture, civil engineering consulting and construction management firm that was founded in 1914. The firm has

numerous offices across the United States, and has designed many roadways, airports, bridges, tunnels, and rail and transit systems across the United States and around the world. HNTB Corporation has 175 employees in the Southern California region.

The proposed project manager has over 17 years of project manager experience and 26 years working with Caltrans. The knowledge and experience the project manager brings will benefit Metro by providing expedited approvals to avoid costly rework and delays. In addition, the project manager has completed more than 30 projects for Metro, Caltrans and the City of Los Angeles. These projects include the SR-710 North Study Alternatives Analysis and PA/ED and the Sixth Street Viaduct Replacement Project for the City of Los Angeles.

Key personnel average over 20 years of experience. Project experience include SR-710 North Study Alternatives Analysis PA/ED, I-605/Beverly Boulevard Improvements PA/ED and PS&E, I-405 Sepulveda Pass Widening Design-Build, I-105 ExpressLanes PA/ED, and I-10/Jackson Street PA/ED for Riverside County Transportation Department.

## DEOD SUMMARY

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR SR-91/ACACIA  
COURT TO CENTRAL AVENUE IMPROVEMENT PROJECT/AE57645000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) goal a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. HNTB Corporation exceeded the goals with a 21.83% SBE commitment and a 3.21% DVBE commitment.

<b>Small Business Goal</b>	<b>21% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>21.83% SBE 3.21% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	FPL and Associates, Inc.	3.16%
2.	Geo-Advantec, Inc.	4.11%
3.	Galvin Preservation Associates Inc. dba GPA Consulting	7.66%
4.	Paleo Solutions, Inc.	0.37%
5.	Tatsumi and Partners, Inc.	0.85%
6.	Value Management Strategies, Inc.	0.70%
7.	Wagner Engineering & Survey, Inc.	4.98%
	<b>Total SBE Commitment</b>	<b>21.83%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Calvada Surveying, Inc.	2.60%
2.	FMF Pandion	0.61%
	<b>Total DVBE Commitment</b>	<b>3.21%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered

include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.







## Board Report

File #: 2019-0051, File Type: Project

Agenda Number: 6.

### AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MARCH 20, 2019

**SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE GRANT PROJECTS**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to extend all in-progress Round 1 Net Toll Revenue projects' lapsing dates by one year. (Attachment A); and
- B. APPROVING a total of \$15,870,000 for continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes in Fiscal Years 2019 and 2020 (FY2019-FY2020).

#### **ISSUE**

The Metro Board approved Round 1 of the Net Toll Revenue Program in July 2014 allocating \$20.7 million in competitive grants to 21 projects. As of this date, 48% of the Round 1 funding has been expended with seven (7) projects completed and fourteen (14) in progress, having expended partial funds. Consistent with other discretionary grant programs approved by the Board, there is a timely use of funds provision requiring expenditure of funds within forty-two (42) months from the date the Grant Agreement is executed. As shown in Attachment A, some of the Round 1 projects are at risk of lapsing their funds. However, in light of good-faith efforts by the project sponsors and consistent with the Call for Projects process, staff is recommending a one-time, one (1) year extension from the current month and year of lapsing to all Round 1 projects.

#### **BACKGROUND**

Gross toll revenues generated from the ExpressLanes are first used to cover the direct expenses related to the maintenance, administration, and operation of the lanes. The remaining revenue is then used to support incremental additional transit service on the ExpressLanes, and to maintain project reserves. The remaining balance is made available for freeway improvements and ExpressLanes related transportation improvement projects identified through a competitive grant program (Net Toll Revenue Grants).

In October 2013 the Board approved the re-investment framework that includes the set aside of

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funds for transit service to address social equity considerations. This direct annual allocation is to continue to fund the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak, Foothill Route 699, Gardena Line 1X, Gardena Line 2, and Torrance Transit Line 4.

## **DISCUSSION**

The Board policy calls for consideration of de-obligation of funding from project sponsors who have not met lapsing deadlines or have not used the entire grant amount to complete the project. Project sponsors have made an effort to make progress with these projects and have expended partial funds. Based on best practices, lessons learned, and demonstrated good faith, staff is recommending a one-time, one (1) year extension with certain reporting conditions on all projects shown in Attachment A.

### **Transit Service**

A continuation of the direct allocation is recommended to subsidize the incremental operating costs of the transit service deployed to support the Metro ExpressLanes. This funding is provided to the transit providers to subsidize the incremental operating costs of the additional transit service on the ExpressLanes. These transit enhancements are a benefit for low income commuters (and others) by providing more travel choices and reducing congestion on the ExpressLanes.

The Transit Agencies that receive this direct allocation are: Foothill Transit, Torrance Transit, Gardena Municipal Bus Lines, and Metro's Silver Line service. Metro ExpressLanes will increase the FY17/18 amounts by 15% in FY19/20 to mitigate the increased costs for transit agencies to operate the incremental transit service. The recommended allocation to subsidize the transit operations is \$7,935,000 in FY2019 and \$7,935,000 in FY2020 to support these services for an additional 24 months.

## **FINANCIAL IMPACT**

All recommended actions will be funded with toll revenues generated from the I-10 and I-110 ExpressLanes. No other funds will be required from LACMTA. Funding of \$7,935,000 for incremental transit service is included in the FY19 budget. The cost center manager and Executive Officer, Congestion Reduction, will be responsible for budgeting project and transit service expenditures in future years.

### **Impact to Budget**

There is no impact to the bus and rail operating and capital expenditures. Net Toll Revenues generated from the Metro ExpressLanes' operation comprise the entirety of the funds recommended in this action.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Metro ExpressLanes Net Toll Revenue Grant Projects aligns with Strategic Goals 1: Provide high

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-quality mobility options that enable people to spend less time traveling and 4: Transform LA County through regional collaboration and national leadership. The ExpressLanes provide drivers with the option of a more reliable trip while enhancing the overall operational efficiency of the freeway network and enabling collaboration among partners to implement mobility improvements.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve or defer approval of any of the requested actions. Staff does not recommend this option as the recommendations further the Board's objective of assuring that funds are optimally utilized and reinvested in project improvements within the region.

### **NEXT STEPS**

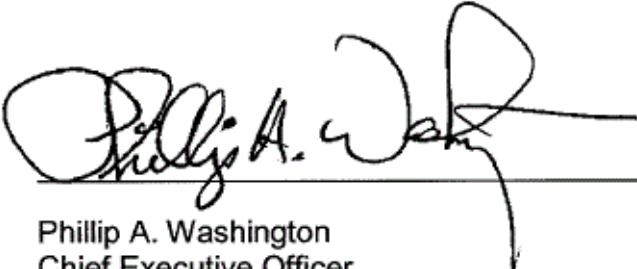
With Board approval, staff will formally notify and execute agreements with project sponsors and transit operators impacted by the time extension and direct allocation.

### **ATTACHMENTS**

Attachment A - Net Toll Revenue Grant Program Time Extension Project List  
Attachment B - Annual Funding Breakdown for Incremental Transit Service

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Phillip A. Washington  
Chief Executive Officer

## Net Toll Revenue Round 1 Project List:

## Attachment A

Project ID	Corridor	Sponsor	Project Name	Funding	Agreement Execution Date	Lapsing Date	Proposed New Lapsing Date
MX201412	I-10	City of Los Angeles	My Figueroa Project Marketing and Safety	\$150,000	3/13/2015	9/13/2018	9/13/2019
MX201414	I-110	County of Los Angeles	South Bay Arterial Performance Measurement Project	\$504,000	6/5/2015	12/5/2018	12/5/2019
MX201404	I-10	City of Baldwin Park	Baldwin Park Commuter Connector Express Line	\$700,395	8/17/2015	2/17/2019	2/17/2020
MX201420	I-10	City of Los Angeles	Cesar Chavez Great Street	\$435,000	1/27/2016	7/27/2019	7/27/2020
MX201409	I-110	City of Los Angeles	Active Streets LA Budlong Avenue	\$1,176,185	11/2/2015	5/2/2019	5/2/2020
MX201406	I-110	City of Carson	Dominguez Channel Bike & Pedestrian Path	\$1,259,000	12/8/2015	6/8/2019	6/8/2020
MX201419	I-10	City of El Monte	I-10 Active Commute, Healthy Communities Project	\$440,000	1/14/2016	7/14/2019	7/14/2020
MX201403	I-110	Caltrans	I-110 HOT/Express Lanes Improvements	\$1,020,039	1/14/2016	7/14/2019	7/14/2020
MX201410	I-110	City of Los Angeles	ATSAC Infrastructure Communication Systems Enhancement along I-110 Freeway	\$1,425,000	2/3/2016	8/3/2019	8/3/2020
MX201405	I-10	City of Baldwin Park	Frazier Street Pedestrian and Bicycle Safety Improvements	\$895,288	3/30/2016	9/30/2019	9/30/2020
MX201407	I-10	City of El Monte	Santa Anita Avenue Active Transportation for El Monte Station and Downtown El Monte	\$633,782	4/5/2016	10/5/2019	10/5/2020
MX201418	I-110	Torrance Transit	Torrance Transit Expansion of Line #1 and Line #4 HOTLane Service	\$2,235,991	4/27/2016	10/27/2019	10/27/2020
MX201408	I-110	City of Gardena	Line 1X-Expand Transit Bus Service on I-110 Freeway	\$842,482	4/29/2016	10/29/2019	10/29/2020
MX201402	I-10	Caltrans	Express Lanes Corridors Incident Management Improvements Project	\$480,000	5/4/2016	11/4/2019	11/4/2020

Annual Funding Breakdown for Incremental Transit Service

Attachment B

<b><u>Agency</u></b>	<b><u>Lines</u></b>	<b><u>Annual Amounts</u></b>
<b>Foothill Transit</b>	Silver Streak and Route 699	\$1,840,00
<b>Gardena Municipal Bus Lines</b>	Line 2	\$920,000
<b>Metro</b>	Silver Line	\$4,370,000
<b>Torrance Transit</b>	Line 4	\$805,000
<b>ANNUAL TOTAL</b>		<b>\$7,935,000</b>

# **Metro ExpressLanes Net Toll Revenue Grant Projects**

**Board of Directors – Ad Hoc Congestion, Highway and Roads Committee  
March 20, 2019 Item #6**



**Metro**

# Net Toll Revenue Grants

- In July 2014 the Metro Board approved Round 1 of the Net Toll Revenue Grant program, which allocated \$20.7 million in grants to 21 projects.
- To date, 48% of the Round 1 funding has been expended with 7 projects completed and 14 projects in progress, having expended partial funds.
- Based on best practices, lessons learned, and demonstrated good faith efforts by the project sponsors and consistent with the Call for Projects process, staff is recommending a one-time, one (1) year extension from the current month and year of lapsing to all Round 1 projects.

# Direct Allocation for Transit Service

- In October 2013 the Metro Board approved the reinvestment framework that includes funds to subsidize the incremental operating costs of the additional Transit Service on ExpressLanes.
- The reinvestment framework funding Transit Service also addresses social equity considerations. These transit enhancements benefit low income commuters (and others) by providing more travel choices and reducing congestion.
- A continuation of the direct allocation is recommended at \$7,935,000 in FY19 and \$7,935,000 in FY20 to mitigate the increased costs for transit agencies to operate the incremental transit service and to support these services for an additional 24 months.



# Transit Agencies / Bus Lines

Transit agencies that receive the direct allocation:

- Metro Silver Line
- Foothill Silver Streak
- Foothill Route 699
- Gardena Line 2
- Torrance Transit Line 4