



Metro

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

Agenda - Final

Wednesday, October 18, 2023

1:00 PM

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Planning and Programming Committee

*Jacquelyn Dupont-Walker, Chair**

Ara J. Najarian, Vice Chair

Lindsey Horvath

Hilda Solis

Katy Yaroslavky

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

**Attending Virtually*

Hotel Triton

342 Grant Ave.

San Francisco, CA 94108

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(ALSO APPLIES TO BOARD COMMITTEES)

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- 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
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The Committee Meeting begins at 1:00 PM Pacific Time on October 18, 2023; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 18 de Octubre de 2023. Puedes unirte a la llamada 5 minutos antes del comienzo de la junta.

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Board Administration

One Gateway Plaza

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 11, 12, 13, and 14.

CONSENT CALENDAR

11. SUBJECT: METRO'S ADOPT-A-BIKE PROGRAM

[2023-0168](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to transition the Adopt-A-Bike mini-grant program from a pilot to a permanent program; and
- B. APPROVING the administration of the Adopt-A-Bike mini-grant program for a second, two-year term, and award grants of \$30,000 each to five selected community-based organizations for a total of \$150,000 starting November 1, 2023 through October 31, 2025.

Attachments: [Attachment A - Grantee Letters of Support](#)
 [Attachment B - Adopt A Bike Article Links](#)

12. SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT PLANNING BENCH

[2023-0394](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD 26 bench Contracts, Nos. PS95050000 through PS95050025 under the Countywide Planning & Development Bench for professional services with the contractors recommended below for a three-year base period in the funding amount of \$30 million, and two, one-year options, in the funding amount of \$10 million for each option year, for a not-to-exceed cumulative total funding amount of \$50 million, subject to resolution of any properly submitted protest(s) if any:
 - 1. Discipline 1 - Transportation Planning:
 - 1.1. AECOM Technical Services, Inc.
 - 1.2. Cambridge Systematics, Inc.
 - 1.3. CR Associates (SBE)
 - 1.4. HNTB Corporation
 - 1.5. Jacobs Engineering Group, Inc.

- 1.6. Kimley-Horn & Associates, Inc.
- 1.7. Michael Baker International
- 1.8. Mott MacDonald Group, LLC
- 1.9. Parsons Transportation Group Inc.
- 1.10. Steer Davies & Gleaves, Inc.
- 1.11. STV Incorporated
- 1.12. TransLink Consulting, LLC (SBE and DBE)
- 1.13. WSP USA

2. Discipline 2 - Environmental Planning:
 - 2.1 Jacobs Engineering Group, Inc.
 - 2.2 HNTB Corporation
 - 2.3 Impact Sciences, Inc. (SBE and DBE)
 - 2.4 Kimley-Horn & Associates, Inc.
 - 2.5 Michael Baker International
 - 2.6 Parsons Transportation Group Inc.
 - 2.7 STV Incorporated
 - 2.8 Terry A. Hayes Associates, Inc. (SBE and DBE)

3. Discipline 3 - Economic & Financial Analysis:
 - 3.1 AECOM Technical Services, Inc.
 - 3.2 Cambridge Systematics, Inc.
 - 3.3 ECONorthwest
 - 3.4 Ernst & Young Infrastructure Advisors, LLC
 - 3.5 Morgner Construction Management (SBE and DBE)

4. Discipline 4 - Sustainability/Active Transportation:
 - 4.1 Alta Planning + Design, Inc.
 - 4.2 CR Associates (SBE)
 - 4.3 Michael Baker International
 - 4.4 Toole Design Group Engineering, Inc.

5. Discipline 5 - Demand Modeling & Geographic:
 - 5.1 AECOM Technical Services, Inc.
 - 5.2 Parsons Transportation Group Inc.
 - 5.3 Resource System Group, Inc.
 - 5.4 WSP USA

6. Discipline 6 - Research & Surveying:
 - 6.1 Resource System Group, Inc.

7. Discipline 7 - Parking Management:

7.1 Walker Consultants, Inc.

8. Discipline 8 - Community Design & Land Use:

- 8.1 Anil Verma Associates, Inc. (SBE and DBE)
- 8.2 Gensler
- 8.3 Gruen Associates
- 8.4 Raimi & Associates, Inc. (SBE)

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

13. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM [2023-0445](#)
UPDATE - WESTSIDE CITIES SUBREGION

RECOMMENDATION

CONSIDER:

- A. APPROVING programming an additional \$2,137,325 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - Active Transportation 1st/Last Mile Connections Prog Proj List](#)

14. SUBJECT: TAYLOR YARD SENIOR HOUSING - GROUND LEASE [2023-0544](#)
TERM EXTENSION

RECOMMENDATIONS

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer, or designee, to amend an existing ground lease with Taylor Yard Senior Housing, L.P. ("TYSH") to extend the 68-year term of the existing ground lease up to seven (7) additional years for a total term of up to 75 years to meet the lending requirements of the State of California Department of Housing and Community Development ("HCD").
- B. FINDING that the recommended amendment to the ground lease is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15061(b)(3); and
- C. AUTHORIZING the CEO or her designee to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

Attachments: [Attachment A - Unit and Affordability Breakdown
Presentation](#)

NON-CONSENT

15. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS [2023-0449](#)

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Projects Status Report.

Attachments: [Attachment A - Project Status Report](#)
[Attachment B - Equity Assessments \(Complete Streets and Highways\)](#)

16. SUBJECT: PROGRAMMING LOCAL FUNDS FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT [2023-0558](#)

RECOMMENDATION

CONSIDER:

A. DETERMINING the Measure R projects San Fernando Valley North-South Rapidways (Canoga Corridor) and I-5 Capacity Enhancement from SR-134 to SR-170 are complete with surplus Measure R funds remaining in the amount of \$231,417,000;

(REQUIRES 2/3 VOTE OF THE BOARD)

B. PROGRAMMING \$231,417,000 of surplus Measure R funds and \$201,312,900 of related Proposition C replacement credits to the San Fernando Valley East Light Rail Transit project; and

C. PROGRAMMING \$128,549,218 of non-federal funds in the Long Range Transportation Plan in the third decade of Measure R for uses within the Arroyo Verdugo subregion.

Attachments: [Attachment A - SFVCOG & Arroyo Verdugo JPA actions in support of Metro
Presentation](#)

17. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE REINVESTMENT EXPENDITURE PLAN - ROUND 3 [2023-0490](#)

RECOMMENDATION

APPROVE the following actions for Round 3 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program, in the amount of \$124,800,000:

- A. A total of \$14,510,00000 to Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment A);
- B. The I-10 recommended projects and funding awards totaling \$28,674,440 and program \$1,266,035 which includes \$920,475 from Round 2, in reserve for the corridor as shown in Attachment B;
- C. The I-110 recommended projects and funding awards totaling \$36,284,255 and program \$8,328,355 which includes \$1,082,560 deobligated from Round 1, in reserve for the corridor as shown in Attachment C;
- D. A total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110 to address unforeseeable operational issues;
- E. A total of \$31,740,000 for continued incremental Transit Service improvements (see Attachment D);
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for any cost increases;
- G. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into funding agreements with grantees and Transit service providers; and
- H. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into the funding agreement with Caltrans for ongoing operations and maintenance (O&M) of the Metro ExpressLanes and other state highway system improvements within the I-10 and I-110 corridors as shown in Attachment E.

Attachments:

[Attachment A - Caltrans Improvements](#)

[Attachment B - I-10 Grant Recommendations](#)

[Attachment C - I-110 Grant Recommendations](#)

[Attachment D - Transit Funding](#)

[Attachment E - Caltrans Operations and Maintenance Agreement](#)

[Attachment F - Rounds 1 and 2 Project Status](#)

[Attachment G - Project Eligibility Guidelines](#)

[Attachment H - Net Toll Grant Applications](#)

[Presentation](#)

**18. SUBJECT: PUBLIC PARTICIPATION IN THE SEPULVEDA TRANSIT
CORRIDOR PROJECT MOTION**

[2023-0658](#)

RECOMMENDATION

APPROVE Motion by Directors Horvath, Bass, Yaroslavsky, Butts, and Najarian that the Metro Board instruct the Chief Executive Officer to:

- A. Work with the PDA teams to publish reports of their community stakeholder meetings on a dedicated website or platform accessible to the public no later than December 1, 2023, to ensure that the information shared in the PDA teams' meetings is available to all interested parties, recognizing that because Metro has not completed an environmental review, the information contained does not constitute or evidence an approval by Metro of, or commitment of Metro to, any action for which prior environmental review is required;
- B. Report to the Board in January 2024 with an accounting of the amount of funds that have been budgeted and expended for both the Sepulveda Corridor Transit Corridor Project and the I-405 Express Lane Project; and
- C. Upon completion of the PDA process, report with an evaluation of the efficacy of the PDA model compared to other tried and tested project delivery methods as well as the development of a lessons learned assessment.

SUBJECT: GENERAL PUBLIC COMMENT

[2023-0644](#)

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

File #: 2023-0168, **File Type:** Program

Agenda Number: 11.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2023

SUBJECT: METRO’S ADOPT-A-BIKE PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to transition the Adopt-A-Bike mini-grant program from a pilot to a permanent program; and
- B. APPROVING the administration of the Adopt-A-Bike mini-grant program for a second, two-year term, and award grants of \$30,000 each to five selected community-based organizations for a total of \$150,000 starting November 1, 2023 through October 31, 2025.

ISSUE

At its August 2020 meeting, the Metro Board authorized the first term of the two-year Adopt-A-Bike Pilot Program that allows unclaimed bikes to be given to Los Angeles County residents in need of a bicycle, free of charge. The program is administered by providing mini-grants to local community-based organizations (CBOs) to distribute bicycles to constituents. The first term of the Adopt-A-Bike Pilot Program expired in April 2023.

Due to the program’s success, there is a need to operationalize this effort to provide a consistent source of funding for Metro to provide grant awards to CBOs to administer the program. With the Board’s approval to transition from a pilot to a permanent program, using a two-year cycle for selecting CBOs for grant awards, Metro can continue to provide the needed service while effectively and efficiently dealing with unclaimed bicycles.

In February 2023, staff released the re-solicitation of the application and guidelines for a second term of the Adopt-A-Bike Program. A total of 11 CBO applications were received. Of these 11 applications, five are recommended for a grant award.

If this item is approved, the Metro CEO will administratively authorize grant awards of the Adopt-A-Bike Program on a bi-annual basis commencing with the administration of this second, two-year term

with five selected community-based organizations. The second term for the selected CBOs would begin on November 1, 2023 and expire on October 31, 2025.

BACKGROUND

Metro collects 300-400 bicycles per month that are left behind on Metro's transit system, with up to 75% of these bicycles never claimed by their owners. In the past, these bicycles would be transported to Metro's lost and found for 90 days as required by state law. After 90 days, the abandoned bicycles became Metro property and were transported outside Los Angeles County for auction.

During the first term of the Adopt-A-Bike Program, a total of nine CBOs applied to the program, and six were selected to receive funding to administer, operate, and distribute bicycles to constituents in need. During year two of the first term, two CBOs dropped out of the program. To date, through the first term of the program, Metro has been able to put over 3,000 bicycles in the hands of Los Angeles County constituents who previously had limited mobility options. Recipients of these bicycles are now able to access work, school, or services through improved transportation options they would otherwise not have. As evidenced by letters of support (Attachment A) and media coverage (Attachment B), this program has proven to have a positive acceptance during its first term of two years of implementation.

DISCUSSION

The positive impact on constituents in Los Angeles County makes this program worthy of consideration for permanent adoption.

During the first term of the Adopt-A-Bike Pilot Program, staff conducted two input workshops with the contracted CBOs to assess the value of the program and its future moving forward. The first workshop was conducted at the end of year one, and the second was held near the end of year two. Below is a summary of the feedback received in each workshop:

Year One Experience

CBOs expressed gratitude for being able to participate in the program and for the support Metro's mini-grants provided them in distributing a total of 1,327 bikes in the program's first year. The CBOs cover different areas of the county with different demographics; however, the bicycles were primarily provided to college students and low-income families in Black and Latino communities. At the end of year one, two of the six CBOs decided to drop out of the program due to resource and operational reasons. The other four CBOs continued to receive and distribute bicycles each month.

On May 21, 2021, the Adopt A Bike Program was launched with a kick-off event at the Union Station Bike hub. Over 100 attendees from the public, including media and participating community-based organizations (CBOs), were present. 124 bicycles were donated to attendees on that day. All participating CBOs distributed bicycles during the kick-off events.

During the first year, Staff established the program's operations logistics. Every first Tuesday of the month staff conducted bicycle inspections at the lost and found and tagged bicycles in salvageable condition. Approximately 100 bicycles were processed each month. Bicycles were given out to participating CBOs on the fourth Tuesday of each month at the Union Station Bike Hub facility. Periodic workshops were conducted to evaluate the program and necessary arrangements, such as providing event venues, were made to assist the CBOs in distributing bicycles.

Year Two Experience

The program expanded its positive impact on the CBOs by distributing more bikes to low-income families, schools, churches, students in continuing education programs, Black Indigenous People of Color (BIPOC) groups, LGBTQ individuals, foster youth, unhoused youth, and people of all genders, with ages ranging up to 50 years old. Communities served by the pilot included East and South Los Angeles, Southeast communities, the City of Long Beach, the City of Cudahy, the City of Compton, and other Los Angeles County communities. In addition, CBOs partnered with schools and Boy Scouts Troops to hold bicycle repair training clinics. Other CBO partnerships included groups such as The LGBTQ Center of Long Beach, arts councils, and East Yard Communities for Environmental Justice serving Centennial High School in the City of Compton. Approximately 1,600 bikes were processed and donated in the second year of the pilot program.

Voucher Program

In addition, in response to over 30 inquiries Metro has received from Los Angeles County residents requesting a bike, staff has developed a voucher program that will direct these requests to the appropriate partnered CBOs to validate and fulfill. The voucher program is expected to be ready in November 2023, pending the adoption of the Adopt-A-Bike Program as a permanent program.

Program Comparison and Positive Impact of Ridership Data

In addition to the CBO feedback received, staff worked with the Metro Bikeshare. Planning and Operations team to estimate the positive impacts of the Adopt-A-Bike Program within the communities served. Based on the bicycles provided by the Adopt-A-Bike Program, it is projected that bicycle travel will increase by up to 5,196,000 miles in the program's initial two years when compared to the estimated average miles traveled per Metro Bikeshare bike during the same period (May 24, 2021, through May 24, 2023). This may even underestimate the number of trips the Adopt-A-Bike Program has made possible since Metro Bikeshare bikes are part of a fixed-station system, whereas Adopt-A-Bike bicycles can be ridden anywhere.

Metro's Adopt-A-Bike Program is unique in the nation by distributing bicycles abandoned on the transit system through local CBOs. The only other similar program, according to staff research, is the New York City Department of Transportation (NYC DOT) Bicycles for Asylum Seekers Program. NYC DOT partnered with Bike New York, the Department of Citywide Administrative Services, and the Mayor's Office of Immigrant Affairs to offer free bicycles donated by the public to asylum seekers. The New York program has donated 200 bicycles so far, compared to Metro's 3,000 donated bicycles.

Adopt-A-Bike Program Accolades

The Adopt-A-Bike Program has been recognized by Mass Transit Magazine, local newspapers, NBC News, Spectrum News, and social media platforms for its positive impact on the communities it serves (Attachment B). Metro Board offices have also inquired about promoting the program at events in their districts. Furthermore, three Adopt-A-Bike Program workshops were held during Metro's 2023 Take Our Kids to Work Day, which were well-attended with over 20 participants each. As a result of these sessions, some attendees inquired how they could help support the program by donating their unused bikes.

Future Terms of the Adopt-A-Bike Program

The permanent Adopt-A-Bike Program will begin its ongoing bi-annual process, starting with the administration of a second, two-year term with five selected community-based organizations. The following section discusses the process for the next term of the program that started at the beginning of 2023. Moving forward, the CEO will direct staff to continue to administer the Program on a bi-annual basis with funding appropriately budgeted through the annual budget process.

Outreach to Potential Applicants

The Adopt-A-Bike re-solicitation process for a second term launched in February 2023. To advertise this mini-grant opportunity, staff contacted approximately 100 local CBOs from Metro's Office of Equity and Race CBO database and collaborated with Metro's Community Relations Office. In addition, the solicitation was advertised through The Source, and email blasts were sent during the application period. An informational workshop highlighting eligibility requirements, information on the competitive selection process, scoring criteria, and partnership opportunities was also held two weeks before the application deadline, with a total of 25 CBOs and non-profit organizations attending.

In future rounds of the program, staff intends to follow the same outreach approach.

The Selection Process

For the program's second term, a three-member panel consisting of staff from Metro's Countywide Planning and Development Department, Office of Equity and Race, and Community Relations Office evaluated all submitted applications based on the scoring criteria shown in the table below. The minimum passing score requirement was set at 70 out of 100 points.

Categories	Max Points	Focus
General Information	10	CBO's name and contact information CBO's background and information
Workplan	25	Demonstrates an understanding of proposal and project goal
Project Feasibility	30	Provides an understanding of financial capabilities and provide a cost breakdown
Equity Impact	35	Application is innovative on how to assist resource challenge communities, demonstrates a need for bicycles, improve mobility, and identifies appropriate recipients
Passing Score	70/100	Minimum Eligibility Requirements

To ensure consistency and integrity during the evaluation process, scores and justifications were discussed in a review meeting, with the final scores provided two weeks after the application deadline.

Staff believes this approach resulted in an objective and robust evaluation process that would be emulated in future terms of the program.

DETERMINATION OF SAFETY IMPACT

The Adopt-A-Bike Program does not have an adverse impact on staff or Los Angeles County residents as it is a program that promotes the safety of its recipients. As part of this process, staff makes sure bicycles that are in safe, operable conditions are available for distribution. Grantees are also required to examine the bicycles and ensure they are operable with basic functioning components, such as brakes, and encourage the use of helmets while operating a bicycle.

FINANCIAL IMPACT

The total cost to Metro for the Adopt-A-Bike Program is estimated at \$220,000 a year. This includes \$150,000 for the mini-grant program for general expenses to cover transporting the bicycles, parts, and storage. The remaining expenses include \$40,000 for the auctioneer contract, \$18,332 to cover one-third of the labor costs of a temporary staff person to support the operation and administration of the program, and \$11,669 for a manager's time for grant oversight.

The program is funded through Propositions A and C, as well as Transportation Development Act administrative funds. Metro's adopted FY24 budget includes \$140,000 for the program in Cost Center 0441 (subsidies budget - Planning, Project #405301). Since this is a multi-year program, the Cost Center manager and the Chief Planning Officer will be responsible for budgeting necessary funds in future years through the fiscal year budget process. These funds are eligible for bus and rail operations.

EQUITY PLATFORM

The Adopt-A-Bike Program serves Los Angeles County constituents who live within economically disadvantaged communities. The Adopt-A-Bike Program focuses on providing mobility resources to disadvantaged communities that would otherwise experience transportation barriers. All five recommended CBOs provide their services in Equity-Focus Communities (EFCs) and cover different parts of the county.

The Adopt-A-Bike program encourages the engagement of CBOs in community outreach and problem-solving. The Adopt-A-Bike Pilot Program is committed to working collaboratively with CBOs that will assist in reaching communities that will benefit from this program. This program also allows Metro to redirect its resources and provide free bicycles to a segment of the population in need of a transportation option. Testimonials of the positive impact of CBOs working with marginalized groups and EFCs, removing barriers to using public transportation can be found in Attachment A.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the Adopt-A-Bike program as permanent supports Metro Strategic Plan Goal 3. The Adopt-A-Bike Program supports the enhancement of communities and lives through mobility access to opportunity. The distribution of unclaimed bikes through this program increases access to employment and services while also providing greater mobility across the county and promoting sustainable forms of transportation other than single occupancy vehicles.

ALTERNATIVES CONSIDERED

The Board can decide to continue the Adopt-A-Bike Program as a pilot. However, this approach is not recommended as it would create uncertainty around the future of the program and require staff to request approval from the Metro Board every two years. In addition, if the Board decides to suspend or cancel the program, this will go against the goals of the Metro Strategic Plan, hinder equity and increase transportation barriers on economically challenged communities throughout LA County, and present financial constraints to Metro for increased abandoned bicycle storage.

In addition, suspension or cancellation of the project is also not recommended, as the Adopt-A-Bike Program resents potential cost savings by minimizing the need for lost and found bicycle storage. If Metro ceases to operate the Adopt-A-Bike Program, Metro will need to invest in another storage facility outside of Gateway Plaza to house the lost bicycles before they can be auctioned. The recent Gateway Plaza storage area upgrade is estimated to cost over

\$500,000 without building and land costs. In addition, Metro will incur costs to recycle the bicycles that are not sold at auction. Continuing to operate the Adopt-A-Bike Program will potentially save the agency significant capital costs in addition to providing intangible equity value.

NEXT STEPS

Once approved, Metro's Transportation Demand Management staff in the Countywide Planning and Development Department will continue to administer the program. Staff will also proceed with notifying and initiating funding agreements with the selected CBOs (Attachment C).

Moving forward, staff will coordinate biannually with the Metro CEO to award mini-grants to the selected CBOs. Staff will continue to provide program updates to the Board every two years.

ATTACHMENTS

Attachment A - Grantees Letter of Support

Attachment B - Adopt-A-Bike Article Links

Attachment C - Grantees' Information and Service Region

Prepared by: Adela Felix, Manager, Transportation Planning, (213) 547-4207

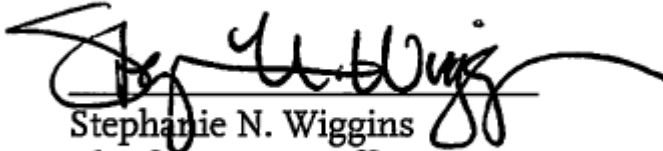
Frank Ching, Deputy Executive Officer, (213) 922-3033

Avital Barnea, Senior Executive Officer, (213) 547-4317

Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

Reviewed by:

Jim de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer



June 14, 20123

My name is Danny Gamboa. I am the Executive Director of Healthy Active Streets. We are a community based organization serving the greater Los Angeles County area. I am writing to express my support for the Adopt A Bike program. We have participated in Metro's Adopt A Bike program since its inception. I believe that this program is a valuable asset to our community and helps to promote a healthier and more sustainable lifestyle.

Bicycles are a great way to get around town. They are a good form of transportation, environmentally friendly, and good for your health. Riding a bike can help you to lose weight, reduce your risk of heart disease, and improve your mood. It can also help to reduce traffic congestion and air pollution by reducing VMT.

Metro's Adopt A Bike Program provides bicycles to people who cannot afford to buy their own. This allows more people to enjoy the benefits of bicycling. In the future we plan to provide bicycle safety education and maintenance training along with the Adopt A Bike program. This would help to ensure that people who receive bicycles from the program are able to use them safely and effectively. To date we have given away 265 bicycles at no cost to participants via the Adopt a Bike program. Participants' zip codes have ranged throughout Los Angeles County.

I believe that the Adopt A Bike program would continue to bring value to our community. I urge you to continue to approve and fund this program.

Sincerely,

A handwritten signature in black ink, appearing to read "Danny Gamboa".

Danny Gamboa
Executive Director
Healthy Active Streets
danny@healthyactivestreeets.org





June 15th, 2023

To Whom It May Concern:

Re: Metro Adopt A Bike Program

My name is Sonia Rojas and I am the Community Schools Planning Coordinator at Centinela Valley Union High School District. I am writing to express my deep admiration and support for the incredible work that Healthy Active Streets (HAS) does in our Hawthorne and Lawndale communities. I wanted to convey my heartfelt appreciation for the positive impact HAS makes with the bike donations.

The Centinela Valley Union High School District consists of three traditional high schools (Hawthorne, Lawndale, and Leuzinger) a continuation high school (R.K. Loyde), and Centinela Valley Independent Study School. CVUHSD serves approximately 6,000 9-12th grade students from neighborhoods in the South Bay area of Los Angeles County. We also have a growing population of Homeless and Foster Youth due to the ramifications caused by the pandemic. 85% of CVUHSD students are considered socioeconomically disadvantaged. The district enrolls students from the economically disadvantaged cities of Hawthorne, Lennox, and Lawndale where the median household income is \$45,542 with 20.5% of families living below the poverty line (compared to the state averages of \$61,632 and 14.4%).

I was very fortunate to have the opportunity to collaborate with the HAS Team and see at firsthand the transformative effect of the bike donations on the lives of students in need. During our introductory meeting, we shared our mission and visions of our organizations and immediately connected due to the alignment of our goals and efforts. Their commitment to providing an essential resource, a method of transportation is truly commendable. The compassion and dedication with which HAS carries out their mission, to educate, organize, and provide resources to underserved communities in order to achieve their vision of regional mobility, equity, and environmental justice.

The generous bike donations provided by HAS have had a profound and lasting impact on our communities. HAS consistently demonstrated a deep understanding of the pressing needs and have taken proactive steps to address them. HAS and CVUHSD strategically selected homeless, foster youth, and low-income students who were in need and would truly benefit from receiving a bicycle. Ever since the bike distributions, attendance rates have increased, tardies and absences have decreased due to removing the transportation barriers, students are on-time (they used to be more than hour late due to transportation issues, this translates to better attendance, higher grades, overall better academic performance to empower them to take ownership of their environment, be positive contributors and global citizens while being active and fostering a better mental health. Staff members have shared how bike recipients are much happier in school, healthier due to biking home and to school. Some homeless and foster students shared this is their first real gift or anything they have ever owned.

We meet regularly to discuss how to reach more students and families in need. HAS very gracefully has volunteered to do different events during the weekends to engage the community by teaching them the ABC Check (Air, Brakes, and Chain) this Fall and we cannot wait to make this happen. We have also planned to have Bike Safety Training to ensure students are informed of the transit rules, how to properly ride a bike, and feel comfortable on the road.

I want to express my gratitude to HAS for their commitment to ensure that resources reach those who need them most. This is a testament to their commitment to making a difference. I firmly believe that HAS' work is essential in creating a more compassionate and equitable society. Their tireless efforts and dedication to improving lives deserve high recognitions and ongoing support.

In conclusion, I want to thank HAS for the invaluable contributions they have made to our community. Your donations have the power to uplift individuals, restore hope, and create lasting change. Hoping they can continue with the exceptional work. Thank you for supporting organizations like HAS who are truly committed to making a difference every day. This letter expresses our support and commitment to working with HAS - Healthy Active Streets to help achieve their vision of regional mobility, equity, and environmental justice while we uplift and serve our communities.

With sincere gratitude,

Dr. Sonia Rojas

Sonia Rojas, Ed.D, P.P.S.
Community Schools Planning Coordinator
Educational Services Division
Centinela Valley Union High School District

RE: Metro's Adopt A Bike program

I am writing to express my strong support for the Adopt-A-Bike Program. This program, launched in 2021 by LA Metro in partnership with various community groups, provides residents of L.A. County who are most in need with the opportunity to adopt a previously owned bicycle. Our organization, Instituto de Avance Latino (IDEAL), had the opportunity to be one of the chosen CBOs for this program.

The Adopt-A-Bike Program is a valuable asset to our community. It provides a much-needed transportation option for people who might otherwise be unable to afford a bike. This can help them get to and from work, school, and other places. It can also help them stay active and healthy. In our time in this program, we have given over 300+ bikes to people in our community in 2 years.

One of the most impactful stories of the Adopt-A-Bike Program is about a woman who works at a shelter for victims of torture. She reached out to us after learning about the program online. We provided her with some bikes, which she then gave to people who had lost hope in humanity. These people had been betrayed and hurt by those they loved, and they were struggling to find a way to move on. The bikes gave them a sense of hope for the future. They were able to use the bikes to get around, get some exercise, and meet new people. This helped them to start rebuilding their lives and regain their sense of hope.

The Adopt-A-Bike Program is a simple but effective way to improve the lives of people in our community. It provides them with a transportation option they might not otherwise have and helps them stay active and healthy. The Adopt-A-Bike Program makes a real difference in the lives of our community members.

Sincerely,

Joshua Rincon

Josh Rincon
Program Director at IDEAL CDC

ATTACHMENT B

Articles on Metro's Adopt-A-Bike Program are provided at the below links:

- <https://www.nbclosangeles.com/news/local/metro-launches-bike-program-to-give-unclaimed-bikes-to-disadvantaged-for-free/2601401/>
- <https://spectrumnews1.com/ca/la-west/transportation/2021/05/21/metro-launches-adopt-a-bike-program-to-donate-bicycles-left-on-buses-and-trains>
- <https://thesource.metro.net/2021/05/20/metro-launches-new-adopt-a-bike-program-to-improve-mobility-of-those-in-need/>
- <https://www.masstransitmag.com/alt-mobility/shared-mobility/bicycle-scooter-sharing/press-release/21224038/los-angeles-county-metropolitan-transportation-authority-metro-la-metro-launches-new-adoptabike-program-to-improve-mobility-of-those-in-need>

Attachment C – Grantees’ Information and Service Region

Grantees’ Name	Service Region	Organization Information
<p>* Instituto de Avance Integral Latino CDC (IDEAL)</p>	<p>East Los Angeles/Southeast Communities</p>	<p>Instituto de Avance Latino (IDEAL) envisions a community where sustainable transportation and healthy living are at the forefront. We strive to create a culture where biking and other sustainable transportation options are accessible and encouraged, promoting physical health and environmental sustainability.</p> <p>Through their partnership with Metro for the Adopt-a-Bike program, they have been able to make tangible progress towards this vision by distributing over 580 bikes to deserving families and students. By partnering with local high schools, faith-based organizations, and other non-profits, they are not only providing transportation options but also promoting a healthy and active lifestyle.</p>
<p>*Healthy Active Streets</p>	<p>Long Beach/Southeast Communities</p>	<p>Healthy Active Streets was formed in 2014 with the goal of leveraging the bicycle as a tool to empower youth, communities of color, women, and other disenfranchised groups, and has been operating 501c3 since 2021. Their mission is to educate, organize, and provide resources to underserved communities to achieve our vision of regional mobility, equity, and environmental justice. Healthy Active Streets is an anti-racist community-based organization. Healthy Active Streets (HAS) has been contracted to work with Metro's Adopt-a-Bike Program for the past two years, successfully distributing bicycles to underserved communities of color primarily in Long Beach/Southeast Los Angeles and beyond. HAS uses the bicycle as a tool to empower youth, communities of color, women, and LGBTQ+ by leading bike rides and offering free bikes, bike repair, bike safety, and bike valet services independently and in partnership with other community groups, and non-profit organizations.</p>

Attachment C – Grantees’ Information and Service Region

<p>Re:Ciclos, a project of CRSP</p>	<p>Koreatown</p>	<p>Re:Ciclos is a project that redesigns and re-fabricates discarded bicycles and scrap material into cargo bicycles that are then distributed to the local community in the central Los Angeles area. When possible, the project engages students from the local vicinity through internships in assisting in the creation of these human-powered vehicles. Re:Ciclos seeks to partner with other local organizations to provide intersectional collaborations to bring these vehicles to a variety of community members, from unsheltered individuals to families to businesses.</p>
<p>Day One</p>	<p>Pasadena, El Monte, San Gabriel Valley and Pomona</p>	<p>Day One’s vision is to create a healthy, connected, vibrant world. Our agency has been providing prevention services for over 35 years. In this time, our team has learned the importance of listening, learning, and leading. The organization works collaboratively with youth, parents, and community partners to share best practices, increase knowledge of healthy life habits, and implement safeguards that help keep youth and families healthy and safe. They recognized low low-income community members are transit and/or bicycle-dependent for transportation and aim to work with the Adopt A Bike program to enable access to inexpensive and sustainable transportation, thereby increasing opportunities for work, education, and healthcare. Day One also values the reduction of GHG emissions and VMT which are inherent benefits from increased biking, walking, and transit use.</p>

Attachment C – Grantees’ Information and Service Region

<p>Bike Oven</p>	<p>Northeast Los Angeles (Cypress Park, Glassell Park, Highland Park, Lincoln Heights, Boyle Heights, El Sereno)</p>	<p>The Bike Oven is a community-based organization located in Northeast Los Angeles that aims to provide education on bicycle repair and safety in addition to promoting bicycling as a healthy leisure activity as well as a sustainable method of transportation. Bike Oven operates every day of the week to provide a cost-accessible tool-share and community workspace, bicycle repair education, and community gathering space. Bike Oven is a non-profit organization run by 100% volunteers.</p> <p>The Bike Oven’s vision is to provide the tools, knowledge, and guidance needed to empower members of the community to be confident and self-reliant in undertaking the repair and maintenance of their own bicycles. Bike Oven strongly believes that a person’s financial situation should not be a barrier to having access to and maintaining a safe, reliable, and economical form of transportation. They strive to promote cycling as a fun, safe, and sustainable method of transportation to promote healthier and more interconnected communities.</p>
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**Remark: Incumbent organization participated in the initial two years of the Adopt A Bike program.*



Board Report

File #: 2023-0394, File Type: Contract

Agenda Number: 1.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2023

SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT PLANNING BENCH

ACTION: AWARD BENCH CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD 26 bench Contracts, Nos. PS95050000 through PS95050025 under the Countywide Planning & Development Bench for professional services with the contractors recommended below for a three-year base period in the funding amount of \$30 million, and two, one-year options, in the funding amount of \$10 million for each option year, for a not-to-exceed cumulative total funding amount of \$50 million, subject to resolution of any properly submitted protest(s) if any:

1. Discipline 1 - Transportation Planning:

- 1.1. AECOM Technical Services, Inc.
- 1.2. Cambridge Systematics, Inc.
- 1.3. CR Associates (SBE)
- 1.4. HNTB Corporation
- 1.5. Jacobs Engineering Group, Inc.
- 1.6. Kimley-Horn & Associates, Inc.
- 1.7. Michael Baker International
- 1.8. Mott MacDonald Group, LLC
- 1.9. Parsons Transportation Group Inc.
- 1.10. Steer Davies & Gleaves, Inc.
- 1.11. STV Incorporated
- 1.12. TransLink Consulting, LLC (SBE and DBE)
- 1.13. WSP USA

2. Discipline 2 - Environmental Planning:

- 2.1 Jacobs Engineering Group, Inc.
- 2.2 HNTB Corporation
- 2.3 Impact Sciences, Inc. (SBE and DBE)
- 2.4 Kimley-Horn & Associates, Inc.

- 2.5 Michael Baker International
- 2.6 Parsons Transportation Group Inc.
- 2.7 STV Incorporated
- 2.8 Terry A. Hayes Associates, Inc. (SBE and DBE)

3. Discipline 3 - Economic & Financial Analysis:

- 3.1 AECOM Technical Services, Inc.
- 3.2 Cambridge Systematics, Inc.
- 3.3 ECONorthwest
- 3.4 Ernst & Young Infrastructure Advisors, LLC
- 3.5 Morgner Construction Management (SBE and DBE)

4. Discipline 4 - Sustainability/Active Transportation:

- 4.1 Alta Planning + Design, Inc.
- 4.2 CR Associates (SBE)
- 4.3 Michael Baker International
- 4.4 Toole Design Group Engineering, Inc.

5. Discipline 5 - Demand Modeling & Geographic:

- 5.1 AECOM Technical Services, Inc.
- 5.2 Parsons Transportation Group Inc.
- 5.3 Resource System Group, Inc.
- 5.4 WSP USA

6. Discipline 6 - Research & Surveying:

- 6.1 Resource System Group, Inc.

7. Discipline 7 - Parking Management:

- 7.1 Walker Consultants, Inc.

8. Discipline 8 - Community Design & Land Use:

- 8.1 Anil Verma Associates, Inc. (SBE and DBE)
- 8.2 Gensler
- 8.3 Gruen Associates
- 8.4 Raimi & Associates, Inc. (SBE)

ISSUE

Metro's Countywide Planning and Development (CPD) department requires a bench contract for professional services with eight disciplines: transportation planning, environmental planning,

economic and financial analysis, sustainability/active transportation, demand modeling and geographic information system (GIS), research and surveying, parking management, and community design and land use.

A list of the qualified contractors for each discipline is shown in Attachment A-1. Depending on the scope of services, the project manager will decide which discipline is to be used. A task order will be awarded to a contractor in a specific discipline after a competitive procurement process.

BACKGROUND

Over the past four years, CPD's needs have evolved with some disciplines determined to be no longer needed and some covered in other bench contracts. In addition, one new discipline, parking management, has been identified due to Measure M, and scopes of services have been expanded in other functional units. Disciplines included in the existing Bench were evaluated and updated to reflect the evolving needs of the department.

The CPD Bench has been widely used by project managers within CPD and other departments throughout Metro to expedite different technical studies. Many of the projects and studies listed in the Bench contract categories, once identified, must be initiated and completed in a relatively short period. The CPD Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed.

DISCUSSION

The current CPD Bench has been utilized over the past four years and has proven to be a very successful method in reducing staff resources expended on the procurement of service contracts and allowing for projects to be completed more efficiently. The authorized funding amount under the current Bench, which expires December 2023, is \$30 million with 10 disciplines. Since the Bench was established in 2018, 36 task orders to 50 firms have been awarded totaling \$18.5 million. Although the Bench was impacted by the CEO's request to suspend and slow down any contracted work during the COVID-19 pandemic, staff continued to utilize the bench efficiencies, although at a slower pace. In comparison, the 2013 bench had 51 task orders to 143 firms in 17 disciplines totaling \$29.2 million.

Staff recommends the total funding value of \$50 million for this new CPD Bench in anticipation of increasing costs and higher demand for technical consultant services in the next five years. However, there may be unforeseen requirements for other project changes or schedule acceleration which may exceed existing assumptions and exhaust the approved total contract value before the end of the contract period. Under these circumstances, if needed, staff will return to the Board to request an increase in contract funding.

DETERMINATION OF SAFETY IMPACT

The approval of this Bench will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Award of the CPD Bench would have no impact on the existing FY24 budget. Funding for FY24 has been included in the CPD budget for numerous cost centers and projects. Each task order awarded to a contractor will be funded with the source of funds identified for that project. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting costs in future years, including any options exercised.

Impact to Budget

The funding for these task orders is dependent upon the specific project. Generally, Propositions A and C, Measure M and the Transportation Development Act (TDA) Administration funds used for planning activities that are not eligible for bus or rail capital and operating will be used.

EQUITY PLATFORM

CPD projects are designed and implemented with the requirement for community engagement to ensure that consideration and service to Equity-Focus Communities are included. All projects utilizing the CPD Bench have been evaluated through the Metro Budget Equity Assessment Tool and Equity Focus Community Budget Assessment during Metro's annual budget process. Furthermore, the Diversity and Economic Opportunity department in Vendor Contract Management included requirements for Small Business Enterprise (SBE), Disabled Veteran Business Enterprise (DVBE) and Disadvantaged Business Enterprise (DBE) firms to propose as primes and for proposers to include on their teams as part of their submittal. Seven (7) of the twenty-six recommended bench participants are certified firms.

Metro CPD project managers work collaboratively with local communities to understand equity issues before implementing projects as part of its process to work with local stakeholders to support better transit opportunities or mitigate any issues raised for any impacted groups. If approved, statements of work solicited for these bench contracts would incorporate equity assessment considerations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Vision 2028 Strategic Plan goal # 5.2. Metro will exercise good public policy judgment and sound fiscal stewardship. The expertise required for Metro projects will be conducted by qualified firms.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as the award of these task orders would then be pursued as separate procurements which, for each task order, could potentially take months to complete. This would limit our ability to respond quickly to needs and to meet tight project delivery schedule constraints. Additionally, extending the existing Bench is also not recommended as this Bench was created five years ago. The approval of this Bench contract will create new contracting opportunities. The Board could also elect not to approve the CEO's authority to award individual task orders. This is not recommended as our experience has

shown that the cost of professional service contracts is higher than five years ago.

NEXT STEPS

Upon Board approval, staff will establish and execute the Bench contracts. As needed, staff will solicit responses to individual task orders from specific disciplines. The applicable SBE, DVBE, and/or DBE goal requirements will be set for each task order.

ATTACHMENTS

Attachment A - Procurement Summary

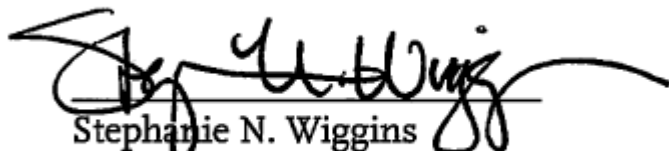
Attachment B - DEOD Summary

Prepared by: Linnea Berg, Director, Finance & Administrative Management Services, (213) 922-2815

Philip Tong, Deputy Executive Officer, (213) 314-8056

Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

COUNTYWIDE PLANNING AND DEVELOPMENT BENCH/PS95050000-PS95050025

1.	Contract Number: PS95050000 through PS95050025	
2.	Recommended Vendor: Various (see Attachment A-1)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order <input checked="" type="checkbox"/> RFIQ	
4.	Procurement Dates:	
	A. Issued: February 21, 2023	
	B. Advertised/Publicized: February 21-23, 2023	
	C. Pre-Proposal Conference: March 7, 2023	
	D. Proposals Due: April 12, 2023	
	E. Pre-Qualification Completed: September 13, 2023	
	F. Ethics Declarations Forms Submitted to Ethics: April 12, 2023	
	G. Protest Period End Date: October 24, 2023	
5.	Solicitations Picked up/Downloaded: 242	Bids/Proposals Received: 73
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Linnea Berg	Telephone Number: (213) 922-2815

A. Procurement Background

This Board Action is to approve the award of bench Contract Nos. PS95050000 through PS95050025, issued in support of the Countywide Planning and Development Department across eight disciplines for a base term of three years and two, one-year options, for a cumulative funding amount not-to-exceed \$50 million. Board approval of these contract awards are subject to resolution of any properly submitted protest(s).

The Bench is intended to assist in the planning and design of multimodal transportation projects and programs including short and long-range planning and programming, regional mobility and connectivity-planning and improvements, active transportation planning, station and facility designs, system integrations, rail and bus-way projects, land use, grants management, joint development, transit oriented communities, transportation demand management, parking, and goods movement. The qualified contractors will provide professional and technical services in the following disciplines: (1) Transportation Planning, (2) Environmental Planning, (3) Economic and Financial Analysis, (4) Sustainability/Active Transportation, (5) Demand Modeling and Geographic Information System, (6) Research and Surveying, (7) Parking Management, and (8) Community Design and Land Use.

Request for Information and Qualifications (RFIQ) No. PS95050 was issued in accordance with Metro’s Acquisition Policy and the contract type will be on a task order basis.

Individual task order requests under the Bench Contracts will be issued to all qualified Contractors within a specific discipline and will be competed, and awarded, based upon the specific scope of services. Non-architectural and engineering (A&E) task orders will be awarded to the highest rated proposer with price being a consideration. A&E task orders will be awarded to the highest qualified firm as stipulated by Federal and California regulations governing A&E awards. All task orders awarded will be in compliance with Small Business Enterprise (SBE), Disabled Veteran Business Enterprise (DVBE), and/or Disadvantaged Business Enterprise (DBE) Program requirements.

Three amendments were issued during the solicitation phase of this RFIQ:

- Amendment No. 1, issued on February 24, 2023, revised the Exhibit folders in the RFIQ;
- Amendment No. 2, issued on March 3, 2023, revised the Statement of Qualifications and submittal requirements, and;
- Amendment No. 3, issued on March 10, 2023, revised submittal requirements.

A virtual pre-proposal conference was held on March 7, 2023, and was attended by 189 participants representing 102 companies. During the solicitation phase, 90 questions were asked, and responses were released prior to the proposal due date.

A total of 242 firms downloaded the RFIQ and were included in the planholders list. A total of 73 proposals were received on April 12, 2023 covering the 8 disciplines.

B. Evaluation of Proposals

Proposal Evaluation Teams (PETs) consisting of Metro's Countywide Planning and Development staff were established for each discipline. Each PET conducted an independent, comprehensive technical evaluation of the proposals received for each of the designated disciplines.

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

- | | |
|--|-----|
| 1. Firm's Qualifications and Availability | 30% |
| 2. Project Manager and Key Staff's Qualifications and Availability | 50% |
| 3. Effective Scheduling/Cost Management Plan | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional services Bench procurements. Several factors were considered when developing these weights, giving the greatest importance to the project manager and key staff's qualifications and availability. The PETs evaluated the proposals according to the pre-established evaluation criteria. PET meetings were held for each discipline throughout the months of April through June 2023.

Firms were allowed to submit a proposal for one or more disciplines. Of the 73 proposals received, 33 proposals were determined to be outside the competitive range and were not included for further consideration. The remaining 40 proposals, submitted by 26 firms, were determined to be within the competitive range and are listed in Attachment A-1. Several firms have been qualified for one or more disciplines. Of the 26 recommended firms, 7 firms are Metro certified Small Business Enterprise (SBE) and 6 are Disadvantaged Business Enterprise (DBE).

Qualifications Summary of Firms within the Competitive Range:

AECOM Technical Services, Inc.

AECOM Technical Services, Inc. (AECOM) was founded in 1990 and is headquartered in Los Angeles, California. AECOM is a multi-national engineering firm that provides design, consulting, construction, and management services to a wide range of clients. AECOM has experience working with similar projects to those identified under the disciplines for which they have qualified. AECOM has worked on several Metro projects and has performed satisfactorily.

Alta Planning + Design, Inc.

Alta Planning + Design was founded in 1996 and is headquartered in Portland, Oregon. Alta Planning + Design is a multi-modal transportation firm that specializes in the planning, design, and implementation of bicycle, pedestrian, greenway, park, and trail corridors and systems. Alta Planning + Design has experience working with similar projects to those identified under the discipline for which they have qualified. Alta Planning + Design has worked on several Metro projects and has performed satisfactorily.

Anil Verma Associates, Inc.

Anil Verma Associates (AVA), Inc. was founded in 1985 and is headquartered in Los Angeles, California. AVA provides architectural and engineering services from development of initial project concepts and budgets to engineering, construction management, and turnover of completed facilities. AVA has experience working with similar projects to those identified under the discipline for which they have qualified. AVA has worked on several Metro projects and has performed satisfactorily. AVA is both SBE and DBE certified.

Cambridge Systematics, Inc.

Cambridge Systematics, Inc. (CS) was founded in 1972 and is headquartered in Cambridge, Massachusetts, with additional offices and staff located nationwide and abroad. CS specializes in transportation with a focus on policy, strategic planning and management; transit; rail planning; economic analysis; and intermodal planning; forecasting; performance-based planning and program management; and data management. CS has experience working with similar projects as identified under the disciplines for which they have qualified. CS has worked on several Metro projects and has performed satisfactorily.

CR Associates

CR Associates was founded in 2012 and is headquartered in San Diego, California. CR Associates is a transportation planning and traffic engineering firm that is both SBE and DBE certified. CR Associates has experience working with similar projects to those identified under the disciplines for which they have qualified. CR Associates has worked on Metro projects and has performed satisfactorily. CR is SBE and DBE certified.

ECONorthwest

ECONorthwest was founded in 1974 and is headquartered in Portland, Oregon. ECONorthwest is an economic consulting firm that provides professional economics, planning, and financial consulting services and expert testimony for a wide variety of private and public sector clients. ECONorthwest has not previously worked on Metro projects.

Ernst & Young Infrastructure Advisors, LLC

Ernst & Young Infrastructure Advisors, LLC (EYIA), founded in 1849 and headquartered in London, United Kingdom, is a multinational professional services firm that provides assurance (including financial audit), tax, consulting and advisory services. EY has worked on Metro projects and has performed satisfactorily.

Gensler

Gensler is a design, architectural and planning firm founded in 1965 and is headquartered in San Francisco, California. Gensler's services include architecture, brand design, cities and urban design, consulting and real estate services, digital experience design, interior design, and sustainability solutions. Gensler has worked on Metro projects and has performed satisfactorily.

Gruen Associates

Gruen Associates (Gruen), located in Los Angeles, California, and established in 1946, provides architectural, interior design, planning, urban design, environmental assessment, landscape architecture, community participation, and transportation services worldwide. Gruen's service expertise includes traffic and transportation, and landscape architecture. Gruen has worked on several Metro projects and has performed satisfactorily.

HNTB Corporation

HNTB is an infrastructure design firm founded in 1914 and is headquartered in Kansas City, Missouri. HNTB provides planning, engineering, environmentally clearing and producing plans, specifications and estimates for highway and bridge structures in Southern California. HNTB has worked on several Metro projects and has performed satisfactorily.

Impact Sciences, Inc.

Impact Sciences was founded in 1988 and is based in Los Angeles, California.

Impact Sciences is an environmental consulting firm that provides services in CEQA/NEPA compliance, and technical studies for projects. Impact Sciences has worked on Metro projects and has performed satisfactorily. Impact Sciences is both SBE and DBE certified.

Jacobs Engineering Group, Inc.

Jacobs Engineering Group, Inc (Jacobs) was founded in 1947 and is headquartered in Dallas, Texas. Jacobs is a professional services firm that provides technical and construction services for a broad range of clients globally, including companies, organizations, and government agencies. Jacobs has worked on several Metro projects and has performed satisfactorily.

Kimley-Horn & Associates, Inc.

Kimley-Horn and Associates, Inc. (Kimley-Horn), incorporated in 1967 and headquartered in Raleigh, North Carolina, is a planning, engineering, and design consulting firm. Kimley-Horn has worked on several Metro projects and has performed satisfactorily.

Michael Baker International

Michael Baker International (Michael Baker) was founded in 1940 and is headquartered in Pittsburg, Pennsylvania. Michael Baker provides engineering and consulting services, including design, planning, architectural, environmental, construction and program management. Michael Baker has worked on several Metro projects and has performed satisfactorily.

Morgner Construction Management

Morgner Construction Management (Morgner), established in 1992, is based in Sherman Oaks, California. Morgner provides professional and technical services to assist in the planning and design of multimodal transportation projects and programs. Morgner has worked on Metro projects and performed satisfactorily. Morgner is both SBE and DBE certified firm.

Mott MacDonald Group, LLC

Mott MacDonald Group, LLC (Mott MacDonald) provides engineering, management, and development consultant services. The firm was formed in 1989 and is headquartered in the United Kingdom. Mott MacDonald has worked on several Metro projects and has performed satisfactorily.

Parsons Transportation Group Inc.

Parsons Transportation Group Inc. (Parsons) was founded in 1944 and is headquartered in Centreville, Virginia. Parsons provides engineering, construction, management, and maintenance services for infrastructure projects including airports, railroads, highways, and tunnels. Parsons has worked on several Metro projects and has performed satisfactorily.

Raimi & Associates, Inc.

Raimi & Associates, Inc. was founded in 2006 and is based in Berkeley, California.

Raimi & Associates provides consulting services related to planning, policy, urban design and research firm. Raimi & Associates has worked on several Metro projects and has performed satisfactorily. Raimi & Associates is an SBE certified firm.

Resource Systematics Group, Inc.

Resource Systematics Group, Inc. (RSG) was established in 1986 and is based in White River Junction, Vermont. RSG provides modeling and analytics for planning, market strategy, and environmental management. RSG has not previously worked on Metro projects.

Steer Davies & Gleave Inc.

Steer Davies & Gleave Inc (Steer) was founded in 1978 and is headquartered in London, United Kingdom. Steer provides transport consultant services, such as development planning, transport policy and planning, and sustainable transport. Steer has worked on several Metro projects and has performed satisfactorily.

STV Incorporated

STV Incorporated (STV), based in Douglassville, Pennsylvania, was established in 1912 as a multi-disciplinary planning, environmental, engineering, architectural, and construction management firm. STV has worked on several Metro projects and has performed satisfactorily.

Terry A. Hayes Associates, Inc.

Terry A. Hayes Associates, Inc. (TAHA), located in Culver City, California, has been providing urban and environmental planning services to public and private clients since 1984. TAHA has worked on Metro projects and has performed satisfactorily. TAHA is both SBE and DBE certified.

Toole Design Group Engineering, Inc.

Toole Design Group Engineering, Inc. (TDG Engineering) was established in 2003 and is headquartered in Silver Springs, Maryland. TDG Engineering is an engineering firm that provides services related to planning and design. TDG Engineering has not previously worked on Metro projects.

TransLink Consulting, LLC

TransLink Consulting, LLC (TransLink), located in Fullerton, California was founded in 2015. TransLink is a transportation consulting firm specializing in the planning of transit, parking and alternate modes. TransLink is both SBE and DBE certified firm and has worked on Metro projects and has performed satisfactorily.

Walker Consultants, Inc.

Walker Consultants, Inc. (Walker) was founded in 1965 and is headquartered in Indianapolis, Indiana. Walker is a consulting firm that provides services related to forensics, restoration, parking design, and mobility planning. Walker has worked on Metro projects and has performed satisfactorily.

WSP USA

WSP USA (WSP) was founded in 1885 and is based in New York, New York, with additional offices in the United States and internationally. WSP provides engineering and professional services in the areas of building, transportation, and environment sectors. WSP has worked on Metro projects and has performed satisfactorily.

C. Cost/Price Analysis

The RFIQ contained neither price nor a specific scope of services. Each future RFP/task order will contain a specific scope of services which will be competed among the firms within the discipline. The Bench contractors will propose according to the requirements in the task order and a cost/price analysis will be performed, as appropriate, before task orders are awarded.

D. Background on Recommended Contractor

All 26 firms listed above are recommended for award. These firms have been evaluated and are determined to be responsive and responsible to perform work on Metro assignments on an as-needed, task order basis.

DEOD SUMMARY

COUNTYWIDE PLANNING AND DEVELOPMENT BENCH / PS95050000-PS95050025

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) will determine Disadvantaged Business Enterprise (DBE) or Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) contract-specific participation goals based upon review of each task order prior to issuance for Planning, Architectural, and Engineering Services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of the Planning Bench.

For each task order, DBE or SBE/DVBE goals will be recommended based on scopes of work and estimated dollar value for task orders that are federally and/or state/locally funded. Participants on the Bench will be required to meet the DBE or SBE/DVBE contract-specific goal. The LSBE Preference Program will apply to all task orders with SBE/DVBE goals.

The Countywide Planning and Development Bench is subject to the Small Business Prime Program. If there are at least three certified small businesses within a bench discipline, the task order solicitation shall be set aside for small businesses only. None of the disciplines currently have at least 3 SBE firms.

Discipline 1: Transportation Planning

Prime: AECOM Technical Services, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Casamar Group	X	X	X	X
2.	CR Associates	X			X
3.	Rheia Consulting	X	X		X
4.	Terry A. Hayes Associates	X	X		X
5.	V & A Inc.	X	X		X
6.	Vicus, LLC	X	X		X

Discipline 1: Transportation Planning (Cont.)

Prime: Cambridge Systematics

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	AVS Consulting	X	X		
2.	CR Associates	X			X
3.	Estolano Advisors	X	X		X
4.	Here LA	X	X		X
5.	Impact Sciences	X			X
6.	Intueor Consulting	X			X
7.	JMDiaz	X	X		X
8.	Redwood Resources	X			X
9.	System Metrics Group, Inc.	X			X
10.	Virtek Company	X		X	X

Prime: CR Associates (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	CR Associates	X			X

Prime: HNTB Corporation

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Conaway Geomatics	X			
2.	CR Associates	X			X
3.	Intueor Consulting	X			X
4.	MA Engineering	X	X	X	X
5.	Ramos Consulting	X			X
6.	Sutra Resource	X			X
7.	System Metrics Group, Inc.	X			X
8.	Vicus LLC	X	X		X

Prime: Jacobs Engineering Group, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Terry A. Hayes Associates	X	X		X
2.	Here LA	X	X		X
3.	MA Engineering	X	X		X
4.	TransLink Consulting, LLC	X			X
5.	Monument ROW, Inc.	X			X

Discipline 1: Transportation Planning (Cont.)

Prime: Kimley-Horn & Associates, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	Here LA	X	X		X
3.	Kilograph	X			X
4.	Land Econ	X			X
5.	Leland Saylor Associates			X	
6.	MA Engineering	X	X	X	
7.	RAW International, Inc.	X	X	X	
8.	System Metrics Group, Inc.	X		X	
9.	Terry A. Hayes Associates	X	X	X	
10.	TransLink Consulting, LLC	X		X	
11.	Vicus LLC	X	X	X	

Prime: Michael Baker International

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	AYCE, Inc.	X			X
3.	CR Associates	X			X
4.	D'Leon Consulting Engineers	X	X		X
5.	Evan Brooks Associates, Inc.	X			X
6.	FPL and Associates	X			X
7.	Kilograph	X	X		X
8.	LIN Consulting	X	X		X
9.	MA Engineering	X	X	X	X
10.	Pacific Railway Enterprises	X			X
11.	PacRim Engineering	X	X		X
12.	TransLink Consulting, LLC	X			X
13.	Translutions	X			X
14.	Wagner Engineer & Survey	X	X		X
15.	Zephyr Rail	X			X

Prime: Mott MacDonald Group, LLC

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	FPL and Associates	X			X
2.	Paragon Partners Consultants	X			X
3.	Terry A. Hayes Associates	X	X		X
4.	TransLink Consulting, LLC	X			X
5.	Zephyr Rail	X			X

Discipline 1: Transportation Planning (Cont.)

Prime: Parsons Transportation Group Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	ABBA Project Management			X	
2.	ADVANTEC Consulting Engineers				X
3.	Arellano Associates, Inc.	X			X
4.	CR Associates	X			X
5.	Intueor Consulting, Inc.	X			X
6.	System Metrics Group, Inc.	X			X
7.	Vicus LLC	X	X		X
8.	Wiltec	X	X		X

Prime: Steer Davies & Gleaves, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Intueor Consulting, Inc.	X			X
2.	CR Associates	X			X
3.	Soar Environmental Consulting	X			
4.	Here LA	X	X		X

Prime: STV Incorporated

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Cityworks Design	X	X		X
2.	Intueor Consulting, Inc.	X			X
3.	Monument ROW, Inc.	X			X

Prime: TransLink Consulting, LLC (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Terry A. Hayes Associates	X	X		X

Prime: WSP USA

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Here LA	X	X		X
2.	LIN Consulting	X	X		X
3.	Monument ROW, Inc.	X			X
4.	OhanaVets, Inc.			X	
5.	Terry A. Hayes Associates	X	X		X
6.	Vicus LLC	X	X		X
7.	Zephyr Rail	X			X

Discipline 2: Environmental Planning

Prime: HNTB Corporation

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Diaz Yourman & Associates	X			X
2.	DUKE Cultural Resource Management	X			X
3.	Environmental Review Partners	X		X	X
4.	GPA Consulting	X	X		X
5.	Intueor Consulting, Inc.	X			X
6.	Mariposa Community Outreach	X			X
7.	Monument ROW, Inc.	X			X
8.	Sapphos Environmental, Inc.	X	X		X
9.	Tatsumi and Partners, Inc.	X			X
10.	Terry A. Hayes Associates	X	X		X

Prime: Impact Sciences, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Akima Consulting	X	X		X
2.	Bargas	X			X
3.	CR Associates	X			X
4.	Terry A. Hayes Associates	X	X		X

Prime: Jacobs Engineering Group, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Terry A. Hayes Associates	X	X		X
2.	MA Engineering	X	X		X
3.	TransLink Consulting, LLC	X			X
4.	Monument ROW, Inc.	X			X

Prime: Kimley-Horn & Associates, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	DUKE Cultural Resource Management	X			X
3.	Environmental Review Partners	X		X	X
4.	GPA Consulting	X	X		X
5.	Impact Sciences, Inc.	X			X
6.	Kilograph	X	X		X
7.	Monument ROW, Inc.	X			X
8.	PanGis	X			X
9.	Parikh Consultants	X			X
10.	TransLink Consulting, LLC	X			X

Discipline 2: Environmental Planning (Cont.)

Prime: Michael Baker International

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	Cogstone Resource Management	X			X
3.	Endemic Environmental	X			X
4.	Entech	X			X
5.	Environmental Review Partners	X		X	X
6.	Kilograph	X	X		X
7.	Terry A. Hayes Associates	X	X		X
8.	Tierra Data	X			
9.	TransLink Consulting, LLC	X			X
10.	Translutions	X			X

Prime: Parsons Transportation Group Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Bargas	X			X
2.	Converse Consultants	X			X
3.	CR Associates	X			X
4.	DUKE Cultural Resource Management	X			X
5.	Earth Mechanics, Inc.	X			X
6.	Katherine Padilla & Associates	X	X		X
7.	Sapphos Environmental, Inc.	X	X		X
8.	Terry A. Hayes Associates	X	X		X
9.	Watearth, Inc.	X			X
10.	ZMAssociates Environmental Corporation	X			

Prime: STV Incorporated

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Diaz Yourman & Associates	X			X
2.	GPA Consulting	X	X		X
3.	Intueor Consulting, Inc.	X			X
4.	Monument ROW, Inc.	X			X

Prime: Terry A. Hayes Associates, Inc. (SBE/LSBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	EnGEN Corporation			X	
2.	Impact Sciences, Inc.	X			X
3.	Insight Transportation Consulting	X			X
4.	NOVA Services	X		X	
5.	PanGis	X			X
6.	TransLink Consulting, LLC	X			X

Discipline 3: Economic and Financial Analysis

Prime: AECOM Technical Services, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Casamar Group LLC	X	X	X	X
2.	Vicus LLC	X	X		X

Prime: Cambridge Systematics

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Economic & Planning Systems	X			
2.	Rheia Consulting LLC	X	X		X
3.	SHA Analytics, LLC	X	X		X
4.	System Metrics Group, Inc.	X			X

Prime: ECONorthwest

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Estolano Advisors	X	X		X
2.	Raimi + Associates, Inc.				X
3.	Vicus LLC	X	X		X

Prime: Ernst & Young Infrastructure Advisors, LLC

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	BAE Urban Economics, Inc.	X			X
2.	System Metrics Group, Inc.	X			X
3.	Ross Infrastructure Development	X			X

Prime: Morgner Construction Management (SBE/LSBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Economic & Planning Systems	X			X
2.	Vicus LLC	X	X		X
3.	The Maxima Group	X	X		X
4.	Community Connections	X	X		X

Discipline 4: Sustainability / Active Transportation

Prime: Alta Planning + Design, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	FPL and Associates	X			X
2.	Sapphos Environmental, Inc.	X	X		X
3.	Cityworks Design	X	X		X
4.	The Robert Group	X	X		X
5.	Estolano Advisors	X	X		X
6.	Monument ROW, Inc.	X			X
7.	The Arroyo Group	X	X		X
8.	System Metrics Group, Inc.	X			X
9.	Calvada Surveying			X	

Prime: CR Associates (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	CR Associates (Prime)	X			X

Prime: Michael Baker International

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	Entech Northwest Inc.	X			X
3.	Environmental Review Partners	X		X	X
4.	Evan Brooks Associates, Inc.	X			X
5.	Kilograph	X	X		X
6.	Schweitzer + Associates, Inc.	X			X
7.	Terry A. Hayes Associates	X	X		X
8.	Translutions, Inc.	X			X

Prime: Toole Design Group Engineering, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	AimTD, LLC	X			X
2.	Arellano Associates, Inc.	X			X
3.	Advanced Avant-Garde Corporation	X			X
4.	Bubel Consulting, LLC	X		X	X
5.	Here LA	X	X		X
6.	Impact Sciences, Inc.	X			X
7.	Raimi + Associates, Inc.	X			
8.	Terry A. Hayes Associates	X	X		X

Discipline 5: Demand Modeling & GIS

Prime: AECOM Technical Services, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Casamar Group LLC	X	X	X	X
2.	CR Associates	X			X
3.	Terry A. Hayes Associates	X	X		X

Prime: Parsons Transportation Group Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	ABBA Project Management			X	
2.	ADVANTEC Consulting Engineers				X
3.	CR Associates	X			X
4.	System Metrics Group, Inc.	X			X
5.	Wiltec	X	X		X

Prime: Resource System Group, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	AFSHA Consulting Inc.	X			X
2.	Elite Transportation Group	X			X

Prime: WSP USA

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Elite Transportation Group	X			X
2.	OhanaVets, Inc.			X	

Discipline 6: Research & Surveying

Prime: Resource System Group, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	ANIK Inc.	X			X
2.	Ebony Marketing Systems				X

Discipline 7: Parking Management

Prime: Walker Consultants, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	AVS Consulting, Inc.	X	X		
2.	City Design Studio LLC	X	X		X
3.	Hunsaker & Associates Los Angeles, Inc.	X	X		X
4.	NOVA Services	X		X	

Discipline 8: Community Design & Land Use

Prime: Anil Verma Associates, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	ADVANTEC Consulting Engineers				X
2.	Casamar Group LLC	X	X	X	X
3.	Nexus AEC, dba Titan AEC	X	X		X
4.	TransLink Consulting, LLC	X			X

Prime: Gensler

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Kilograph	X	X		X
2.	Leland Saylor Associates			X	
3.	RAW International, Inc.	X	X		X
4.	SALT Landscape Architects, Inc.	X	X		
5.	Studio MLA				X
6.	TransLink Consulting, LLC	X			
7.	Turner Engineering Corporation	X	X		X
8.	UltraSystems Environmental, Inc.	X			

Prime: Gruen Associates

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	CR Associates	X			X
2.	VCA Engineers	X	X		X
3.	FPL and Associates	X			X
4.	Amaya Illustration	X	X		X
5.	Kilograph	X	X		X
6.	Leland Saylor Associates			X	

Prime: Raimi & Associates, Inc. (SBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Studio MLA				X

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 is not applicable to this contract.

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 #: 2023-0445, File Type: Program

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2023

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming an additional \$2,137,325 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the Westside Cities Subregion (the Subregion) and implementing agencies to revise the scope of work, schedule, and amend the project budget.

This update includes changes to projects which have received prior Board approval. Funds are programmed through Fiscal Year (FY) 2024-25. The Board’s approval is required to update the project list (Attachment A), which serves as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2021, the Metro Board of Directors approved the Westside Cities Subregion’s first MSP Five-Year Plan and programmed funds in the Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51). Since the first Plan, staff provided an annual update to the Board in October 2022.

Based on the amount provided in the Measure M Expenditure Plan and Measure M Administrative

Procedures, a total amount of \$40.3 million was forecasted to be available for programming for Fiscal Year (FY) 2017-18 to FY 2026-27. In prior actions, the Board approved programming \$27.1 million through FY 2024-25. Therefore, \$13.2 million was available to the Subregion for programming as part of this annual update.

DISCUSSION

Metro staff continued working closely with the Westside Cities Council of Governments (WCCOG), its consultant, and implementing agencies for this annual update, including changes to the scope of work requests. To confirm project eligibility, reconfirm project funding eligibility for those that request changes to the scope of work, and establish the program nexus during project reviews, Metro requested, among other things, detailed scopes of work, project location information, schedules, total estimated expenses, and links between the provided information and funding requests. Staff expect the collection of these project details in advance of Metro Board action to enable timely execution of project Funding Agreements for approved projects. For those proposed projects with funds programmed in FY 2024-25, Metro accepted higher-level, relevant project details for the review process. Through an annual process, Metro staff will work with the WCCOG and implementing agencies to update and refine project details. Those projects are proposed for conditional approval as part of this action. Final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines. Additionally, per the Guidelines, all projects are subject to close-out audit after completion.

Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51)

This update includes funding adjustments to four existing projects and two new projects as follows:

Beverly Hills

- Program additional \$764,801 in FY 2024-25 for MM4801.02, MM4801.03, and MM4801.04 combined project and update the project name to La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements. The funds will be used for the project's Plans Specifications and Estimates (PS&E) and construction phases. The project is expected to be completed when the Purple (D Line) Extension Section 2 is expected to open for service in 2025.

Culver City

- Program \$798,364 in FY 2024-25 for MM4801.17 - Sepulveda Corridor Mobility Lane Project. The funds will be used for the project's construction phase.

LA City

- Reprogram previously approved \$4,393,838 as follows: \$878,768 in FY 2023-24 and \$3,515,070 in FY 2024-25 for MM4801.09 - Connect Del Rey Stress-Free Bicycle Enhanced Corridor. The funds will be used for the project's PS&E and construction phases.

- Reprogram previously approved \$3,168,000 to FY 2024-25 for MM4801.10 - Expo Bike Path Gap Closure. The funds will be used for the project's construction phase.

West Hollywood

- Deobligate all \$1,211,000 from MM4801.16 - Willoughby, Vista, Gardner Greenways. The City requested the deobligated funds to be reallocated to another project.
- Program \$1,785,160 as follows: \$1,211,000 in FY 2023-24 and \$574,160 in 2024-25 for MM4801.18 - Fountain Ave Protected Bike Lanes. The funds will be used for the project's PS&E phase.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Westside Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2023-24, \$12.9 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Cities within the defined Westside Cities subregional boundary of the Measure M program contain Equity Focus Communities (EFC) in jurisdictions, including Culver City, Santa Monica, West Hollywood, and the City of Los Angeles. Two percent of census tracts are defined as EFC in the Subregion. The jurisdictional requests are proposed by the cities and approved/forwarded by the Subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the Subregion undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of the cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports 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 projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board can elect not to approve the additional programming of funds or scope of work and schedule changes for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

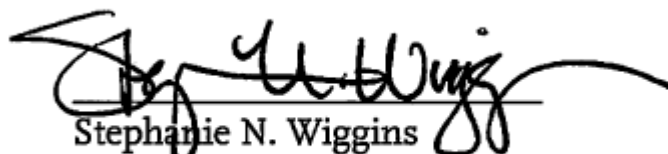
Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2023-24. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Active Transportation 1st/Last Mile Connection Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

**Westside Cities Subregion
Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27
1	WCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		\$ 94,989		\$ 94,989	\$ 94,989					
2	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements	PS&E Construction	Chg	1,614,158	764,801	2,378,959		1,614,158		764,801		
3	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction		842,496		842,496		842,496				
4	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle		100,000		100,000			100,000			
5	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction	Compl	742,495		742,495	742,495					
6	Culver City	MM4801.17	Sepulveda Corridor Mobility Lane Project	Construction	new		798,364	798,364				798,364		
7	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction		2,561,297		2,561,297			2,561,297			
8	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction	Chg	4,393,838		4,393,838			878,768	3,515,070		
9	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction	Chg	3,168,000		3,168,000				3,168,000		
10	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction		8,406,584		8,406,584			1,681,317	6,725,267		
11	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction		711,471		711,471	550,000		161,471			
12	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000		150,000	350,000			
13	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	804,000					
14	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction		2,062,589		2,062,589	128,000		968,000	966,589		
15	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	Construction	Deob	1,211,000	(1,211,000)	-						
16	West Hollywood	MM4801.18	Fountain Ave Protected Bike Lanes	PS&E	new	-	1,785,160	1,785,160			1,211,000	574,160		
Total Programming Amount						\$27,212,917	\$2,137,325	\$29,350,242	\$2,319,484	\$2,606,654	\$7,911,853	\$16,512,251	\$ -	\$ -

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.



Board Report

File #: 2023-0544, File Type: Agreement

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2023

SUBJECT: TAYLOR YARD SENIOR HOUSING - GROUND LEASE TERM EXTENSION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer, or designee, to amend an existing ground lease with Taylor Yard Senior Housing, L.P. ("TYSH") to extend the 68-year term of the existing ground lease up to seven (7) additional years for a total term of up to 75 years to meet the lending requirements of the State of California Department of Housing and Community Development ("HCD").
- B. FINDING that the recommended amendment to the ground lease is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15061(b)(3); and
- C. AUTHORIZING the CEO or her designee to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

ISSUE

Metro and TYSH are parties to a long-term ground lease that has provided for TYSH's construction and operation of a joint development project containing 107 affordable apartments for seniors and 8,290 square feet of commercial space (the "Senior Housing Project") on 1.8 acres of Metro property. The ground lease commenced on December 3, 2014, and has a Board-approved term of 68 years that will expire in approximately 59 years on December 2, 2082. The ground lease does not contain any options to extend.

TYSH is attempting to refinance the project's construction debt with new permanent financing, including a \$2.5 million loan from HCD. Current HCD lending regulations require the ground lease to have a remaining term of at least 65 years (approximately six years longer than the remaining ground lease term). The recommended action will allow Metro and TYSH to extend the ground lease term to accommodate TYSH's access to HCD financing.

BACKGROUND

The Senior Housing Project was completed in the summer of 2017 and has provided affordable apartments to 107 low-income senior households since then. The project is part of a larger community constructed by McCormack Baron Salazar, the parent company of TYSH, and LA Urban Homes on a 17-plus acre portion of Metro's Taylor Yard property in the Cypress Park neighborhood of Los Angeles. To date, six separate projects and most of the Taylor Yard community infrastructure have been completed in accordance with existing Board authority. Together, these projects provide 305 apartments (194 affordable apartments for families, 107 affordable apartments for seniors, and four unrestricted apartments for on-site managers), 95 market-rate condominiums, and 8,290 square feet of commercial space (see Attachment A - Unit and Affordability Breakdown).

An approximately 0.7-acre developable lot and an approximately 0.4-acre community park that will supplement existing green space within the development remain to be developed. Metro and McCormack Baron Salazar have started preliminary discussions regarding the proper scope of development for the 0.7-acre lot. These discussions will be followed by appropriate community outreach to help inform the ultimate project scope. McCormack Baron Salazar has been working with the Taylor Yard community on the final design, scope, and budget for the community park, which contemplates a tot lot, dog run and green space.

DISCUSSION

Extending the ground lease term to accommodate HCD's lending requirements will allow for the Senior Housing Project's long-term financial viability. The capital stack comprising the Senior Housing Project's permanent financing includes loans from Chase Bank, HCD, and the Los Angeles Housing Department, along with tax credit equity allocated by the California Tax Credit Allocation Committee. Financing commitments from these entities, including HCD's \$2.5 million commitment, were secured before the ground lease's commencement. TYSH's original plan was to complete the project and convert its construction financing to permanent financing before December 2, 2017, the end of the ground lease's third year. This would have provided a remaining ground lease term of more than 65 years, meeting HCD's requirement. However, construction and financing-related complications prevented TYSH from converting its financing until now, leading to the need to extend the lease term.

In exchange for the term extension, Metro will require that the Senior Housing Project's 107 affordable apartments remain affordable to seniors over the entire ground lease term.

At the commencement of the ground lease, Metro received a capitalized base rent payment of \$2,877,131, covering the ground lease's current 68-year term. This amount was equal to the Consumer Price Index-adjusted fair market value of the premises in February 2012. Given that TYSH has already provided Metro with a payment equal to the premises' fair market value, and that the project's 107 affordable units will remain affordable to seniors over the entire ground lease term, staff is not recommending that TYSH provide additional monetary compensation for the ground lease extension.

CEQA Determination

CEQA requires analysis of agency approvals of discretionary "projects." A "project," under CEQA, is

defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment” (CEQA Guidelines Section 15378). Staff has reviewed the proposed extension to the ground lease to determine the required level of review under CEQA.

The proposed action is exempt from CEQA under CEQA Guidelines Section 15061(b)(3) (Common Sense Exemption). Section 15061(b)(3) of the CEQA Guidelines states that an activity is covered by the commonsense exemption if such activity does not have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA review.

There is no possibility that the proposed extension of the ground lease will result in a physical change in the environment. The subject property is occupied by an existing mixed-use project containing a small amount of ground-floor commercial space and affordable housing for low-income seniors, and there are no plans to modify the existing use. The extension of the ground lease will not disturb the physical environment. Therefore, no further environmental review is required.

EQUITY PLATFORM

The impacts of the recommended action will primarily benefit the low-income seniors currently housed in the Senior Housing Project’s 107 affordable apartments, who would remain housed in the project without disruption. This recommended action will improve Metro’s equity outcomes by allowing residents from marginalized populations to continue to pay below-market rents for housing in LA County’s high-cost housing market.

Alternatively, failure to take the recommended action would likely lead to Taylor Yard Senior Housing defaulting on their construction loan, the construction lender foreclosing on the Senior Housing Project, and potential disruption of project operations, leading to an unsettling environment for the project’s senior residents. No burdens are foreseen from this action and no community outreach is needed, as the recommended action would merely extend the term of an existing ground lease allowing the ground lease tenant to access permanent financing for an already constructed and operating project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

Impact to Budget

Adoption of the recommended actions would not impact Metro’s budget. Funding for joint development activities related to this project is included in the FY24 Budget in Cost Center 2210, under Project 401006.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support Goal #3 of the Metro Vision 2028 Strategic Plan, which seeks to enhance communities and lives through mobility and access to opportunity. The recommended extension of the ground lease term will allow the Senior Housing Project to remain financially viable, providing much-needed affordable housing to Los Angeles County's senior citizens.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action to extend the ground lease term. Staff does not recommend this alternative because it would likely lead to a default by TYSH on its construction loan, foreclosure by TYSH's construction lender, and, ultimately, a new operator for the Senior Housing Project selected by that lender.

In addition, failure to proceed with the recommended action could result in the California Tax Credit Allocation Committee imposing a severe penalty on McCormack Baron Salazar. The committee has given TYSH until November 1, 2023, to submit the Senior Housing Project's "placed in service" documentation, which includes evidence of the project's permanent financing and a request for issuance of the tax credits already allocated to the project by the committee.

NEXT STEPS

Upon authorization of the recommended actions, staff and TYSH will amend the ground lease to: (a) extend the ground lease term up to seven years, ensuring that the remaining term meets HCD's 65-year requirement, and (b) ensure the Senior Housing Project's 107 affordable senior apartments remain affordable throughout the entire term. The ground lease amendment will be completed as part of the closing for the Senior Housing Project's permanent financing, which would occur immediately following the Board's action on October 26, 2023, to accommodate the California Tax Credit Allocation Committee's November 1, 2023 submittal deadline for disbursement of tax credits.

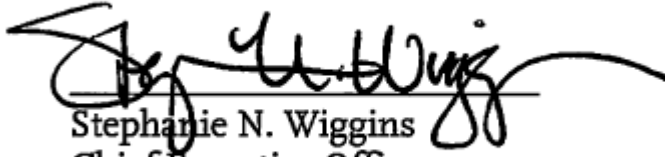
Also, with Board approval of the staff recommendation, staff will file the CEQA Notice of Exemption with both the Los Angeles County Clerk and the State Clearinghouse.

ATTACHMENTS

Attachment A - Unit and Affordability Breakdown

Prepared by: Greg Angelo, Director, Real Property Management & Development, (213) 547-4269
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

UNIT AND AFFORDABILITY BREAKDOWN

Affordable Apartments in Taylor Yard				
<i>AMI Restriction</i>	<i>1-BR</i>	<i>2-BR</i>	<i>3-BR</i>	<i>Total</i>
Unrestricted	0	4	0	4
60% AMI	60	39	34	133
55% AMI	0	0	0	0
50% AMI	11	11	11	33
45% AMI	12	12	9	33
40% AMI	12	12	9	33
35% AMI	12	12	9	33
30% AMI	<u>15</u>	<u>12</u>	<u>9</u>	<u>36</u>
<i>Total</i>	<i>122</i>	<i>102</i>	<i>81</i>	<i>305</i>

Taylor Yard Senior Housing Affordability				
<i>AMI Restriction</i>	<i>1-BR</i>	<i>2-BR</i>	<i>3-BR</i>	<i>Total</i>
Unrestricted	0	1	0	1
60% AMI	51	0	0	51
55% AMI	0	0	0	0
50% AMI	10	1	0	11
45% AMI	10	1	0	11
40% AMI	10	1	0	11
35% AMI	10	1	0	11
30% AMI	<u>11</u>	<u>1</u>	<u>0</u>	<u>12</u>
<i>Total</i>	<i>102</i>	<i>6</i>	<i>0</i>	<i>108</i>



Next stop: vibrant communities.

**Taylor Yard Senior Housing -
Ground Lease Term Extension
Planning & Programming Committee**
October 18, 2023
Legistar File: 2023-0544



Recommendations

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer, or designee, to amend an existing ground lease with Taylor Yard Senior Housing, L.P. (“TYSH”) to extend the 68-year term of the existing ground lease up to seven (7) additional years for a total term of up to 75 years to meet the lending requirements of the State of California Department of Housing and Community Development (“HCD”).
- B. FINDING that the recommended amendment to the ground lease is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15061 (b) (3); and
- C. AUTHORIZING the CEO or her designee to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

Taylor Yard Community

- Taylor Yard is a mostly residential community built over multiple phases on 17 acres of Metro land, providing:
 - 305 apartments
 - 197 family affordable
 - 107 senior affordable
 - 4 unrestricted
 - 95 condominiums
 - 8,290 sq. ft. of commercial space



Affordable Apartments in Taylor Yard				
<i>AMI Restriction</i>	<i>1-BR</i>	<i>2-BR</i>	<i>3-BR</i>	<i>Total</i>
Unrestricted	0	4	0	4
60% AMI	60	39	34	133
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40% AMI	12	12	9	33
35% AMI	12	12	9	33
30% AMI	<u>15</u>	<u>12</u>	<u>9</u>	<u>36</u>
<i>Total</i>	<i>122</i>	<i>102</i>	<i>81</i>	<i>305</i>

Taylor Yard Senior Housing

- Taylor Yard Senior Housing:
 - 1.8-acre site (ground leased by TYSH)
 - 108 apartments (107 affordable for seniors)
 - 8,290 sq. ft. of commercial space
 - Completed: Summer 2017



Taylor Yard Senior Housing Affordability				
<i>AMI Restriction</i>	<i>1-BR</i>	<i>2-BR</i>	<i>3-BR</i>	<i>Total</i>
Unrestricted	0	1	0	1
60% AMI	51	0	0	51
55% AMI	0	0	0	0
50% AMI	10	1	0	11
45% AMI	10	1	0	11
40% AMI	10	1	0	11
35% AMI	10	1	0	11
30% AMI	<u>11</u>	<u>1</u>	<u>0</u>	<u>12</u>
<i>Total</i>	<i>102</i>	<i>6</i>	<i>0</i>	<i>108</i>

Issue

- TYSH is attempting to refinance the project's construction debt with new permanent financing, including a \$2.5M loan from HCD
- Current HCD lending regulations require a remaining ground lease term of at least 65 years from HCD's funding of the loan
- TYSH's current ground lease term expires on December 2, 2082 (i.e.; in approximately 59 years)
- A ground lease term extension of 6-7 years is needed to access the HCD funding
- TYSH planned to complete the refinancing before the end of the ground lease's third year (leaving a remaining ground lease term of more than 65 years), but construction and financing-related complications delayed conversion

Considerations

- Extending the ground lease term to accommodate HCD's lending requirements will allow for the project's long-term financial viability
- In exchange for the term extension, Metro will require that the project's 107 affordable apartments remain affordable to seniors over the entire ground lease term
- In 2014, Metro received an approx. \$2.9 million capitalized ground rent payment that was equal to the fair market value of the site, so no additional monetary compensation is recommended

Next Steps

- Execute the ground lease amendment as part of TYSH's permanent financing conversion before a November 1, 2023, tax credit funding deadline





Board Report

File #: 2023-0449, **File Type:** Informational Report

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2023

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Projects Status Report.

ISSUE

Countywide Planning and Development's major projects status report provides highlights of capital projects in planning phases of development. These include transit corridor projects such as rail and bus rapid transit, Measure M active transportation corridor projects, and highway projects.

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. Countywide Planning and Development (CPD) oversees the planning of major capital projects to support this mission. The attached Project Status Report (Attachment A) provides an update on the planning progress of Metro's four major Pillar Projects -- West Santa Ana Branch, Eastside Transit Corridor Phase 2, C (Green) Line Extension to Torrance, and Sepulveda Transit Corridor, as well as other major projects in transit and active transportation planning. In addition, the quarterly report also includes major highways and complete streets projects in various stages of development.

DISCUSSION

The status report provides an update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery method. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, provided on a quarterly basis to the Metro Board's Construction Committee.

EQUITY PLATFORM

Because this report is provided on a regular basis and provides an update on multiple projects, equity considerations were provided in last quarter's report as a baseline summary. For this quarterly report, equity considerations for Transit and Active Transportation projects have not changed since last quarter's baseline report and therefore no updates are provided this quarter.

At last quarter's meeting, the Metro Board requested that Complete Streets and Highways projects include equity analyses for individual project rather than for the program of improvements as had been previously presented; those updated considerations are included this quarter as Attachment B.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of projects included in this report supports strategic plan goal #1 by delivering high quality mobility options that enable people to spend less time traveling.

NEXT STEPS

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in January 2024.

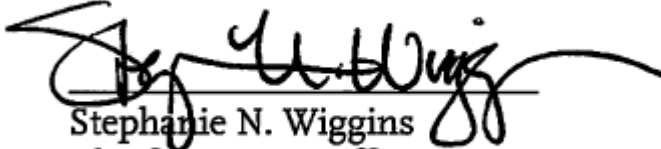
ATTACHMENTS

Attachment A - Project Status Report

Attachment B - Equity Assessments (Complete Streets and Highways)

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Stephanie N. Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

October 18, 2023

Presented By

Allison Yoh

Executive Officer

Transit and Active Transportation

Roberto Machuca

Executive Officer (Interim)

Complete Streets and Highways

Transit and Active Transportation Projects



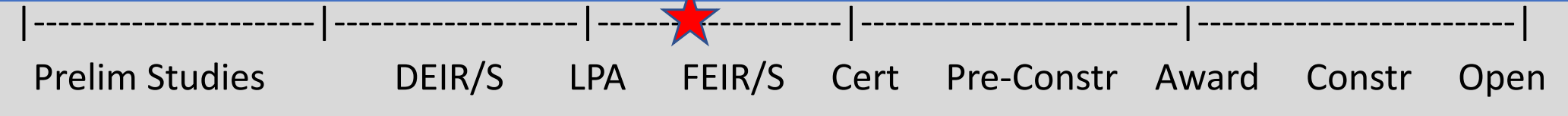
> Major Pillar Projects

- (1) West Santa Ana Branch
- (2) C Line Extension to Torrance
- (3) Sepulveda Transit Corridor
- (4) Eastside Transit Corridor Phase 2

> Other Projects in Planning

- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- E. San Fernando Valley Shared ROW
- K Line Northern Extension

West Santa Ana Branch Transit Corridor



Recent Activities

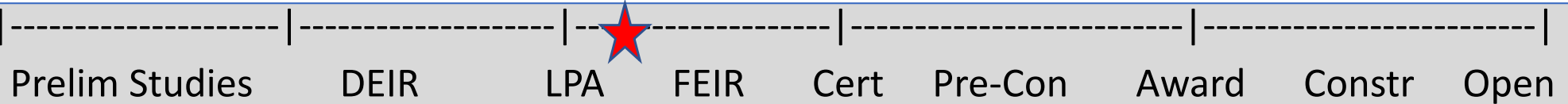
- October 4: Submitted First Admin Draft Final EIS/EIR to FTA & USACE for 25-day review
- All 10 Master Cooperative Agreements (MCAs) executed with corridor cities
- Continuing to work with UPRR/Ports/ACTA on final MOU (legal review and sign-off)
- Two procurements underway: Program Management Support Services, Advanced Design (in blackout)

Next Actions

- Winter 2023: Execute MOU w. Ports/UPRR/ACTA
- Fall 2023 (tent.): Board action on contract awards
- Spring 2024 (tent.): Board certification of Final EIR
- Summer 2024 (tent.): FTA Record of Decision for Final EIS

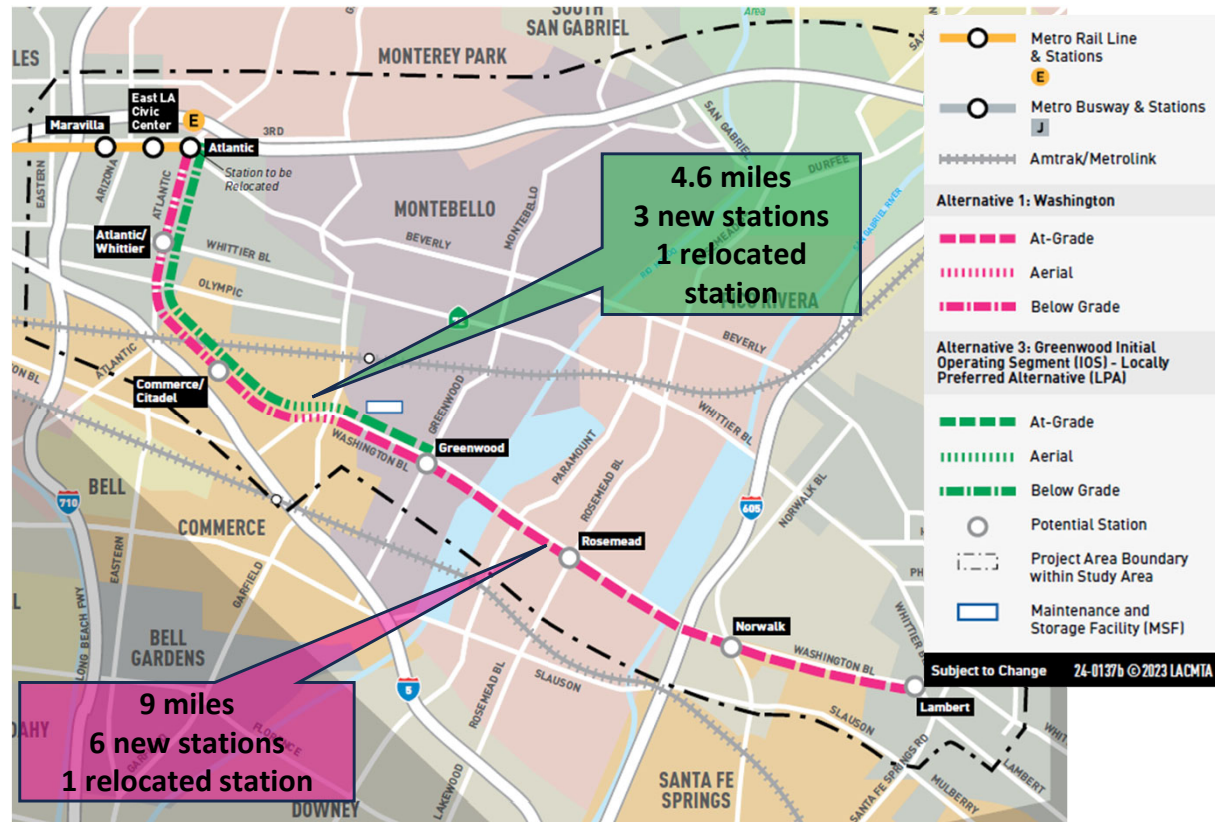


Eastside Transit Corridor Phase 2



Recent Activities

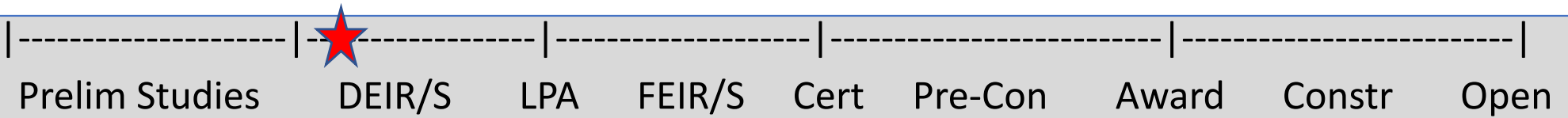
- FLM Technical Walk Audits completed in coordination with County, City Staff, and CBO Partnership
- Ongoing coordination with FTA on the NEPA process
- Preparing for future entry into Project Development phase
- Cooperative Agreement template ready for distribution to corridor cities



Next Actions

- Upcoming Community Rail Tours
Oct. 18 (elected/agencies), Nov. 4 (CBO/key stakeholders),
Nov. 18 (Public Tour #1), Dec. 2 (Public Tour #2)
- FTA with Metro to determine the appropriate level of NEPA documentation
- Complete Delivery Selection Process in November 2023
- CEQA anticipated in Winter 2023/2024, exploring early works advanced construction

Sepulveda Transit Corridor



Recent Activities

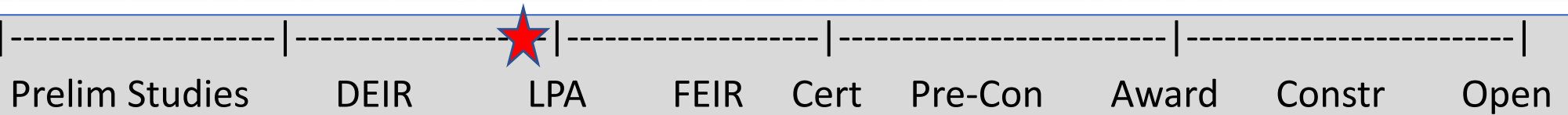
- Released Board Box summarizing January 2023 Community Open Houses
- Ongoing geotechnical/seismic fieldwork
- Continued engagement with adjacent projects and with third party agencies
- Planning and Environmental Linkages (PEL) meetings with agencies

Next Actions

- Fall community meetings
 - Travel times and boardings
 - 10/24 (Westwood), 10/28 (Van Nuys), 11/01 (virtual)
 - In-person meetings to include 405 ExpressLanes & Traffic Reduction Study
- Continue to develop designs and prepare environmental technical studies



C (Green) Line Extension to Torrance

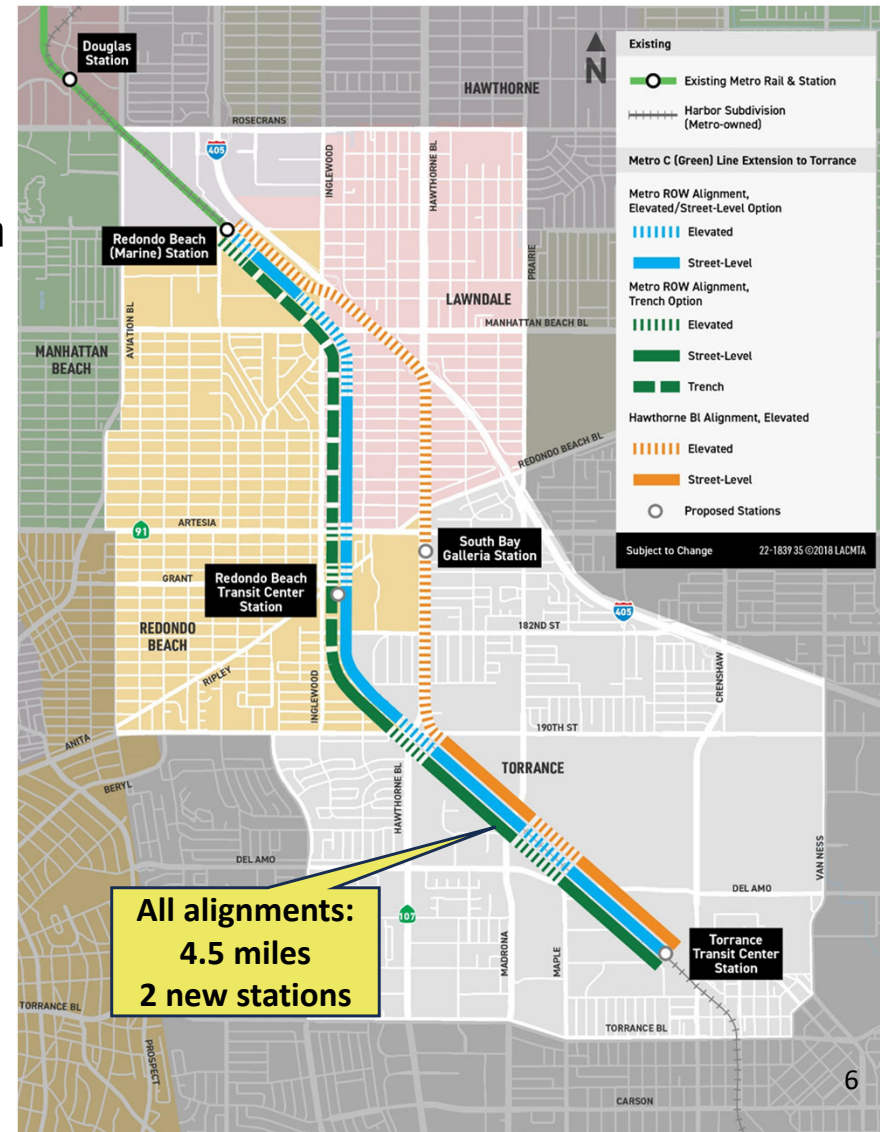


Recent Activities

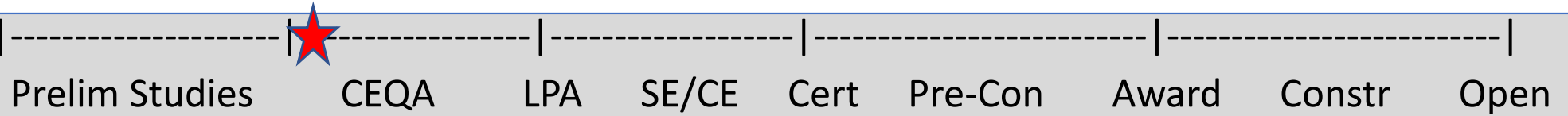
- Completed community poll on project awareness and levels of support
- Selection of K Line operation to Redondo Beach
- Provided project update at September Metro Board Committees: Planning & Programming, Executive Management Committee
- Headstone investigation underway

Next Actions

- Prepare staff recommendation of Locally Preferred Alternative (LPA) based on project objectives, findings and community concerns
- Continue to support SD-2 in community engagement
- Staff recommendation on LPA selection in 2024



Vermont Transit Corridor

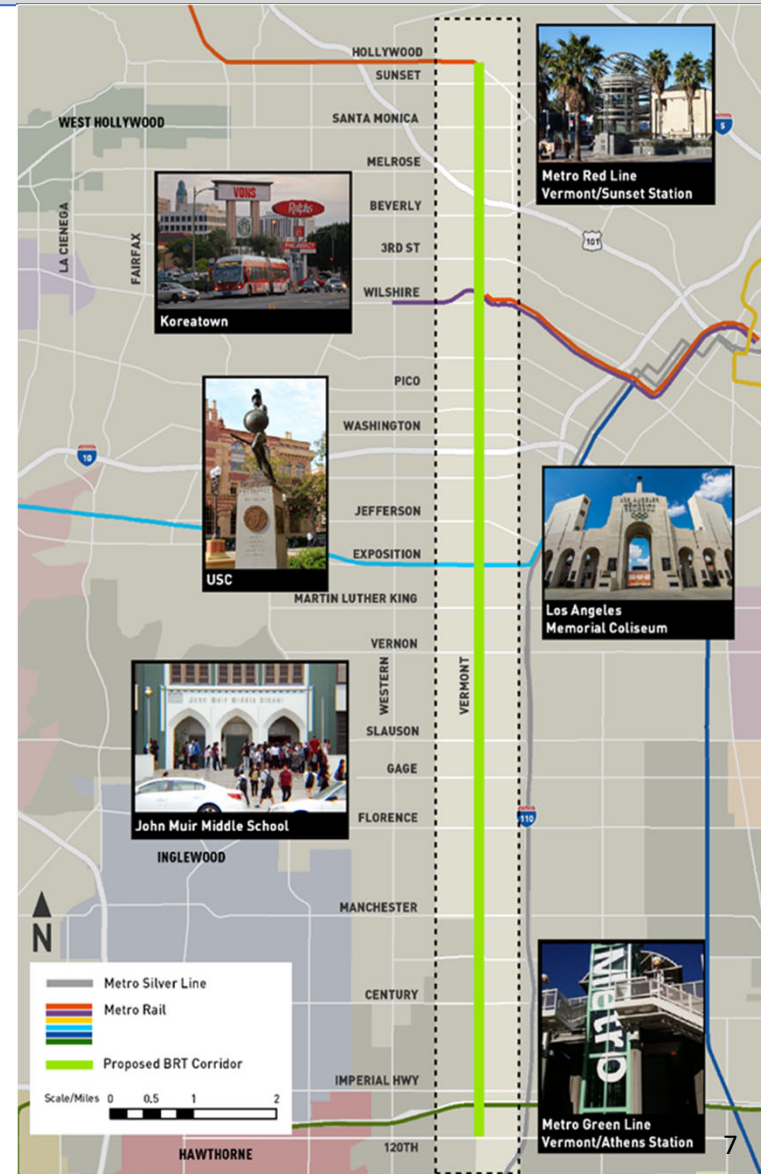


Recent Activities

- Board approved contract for planning & environmental study (Sept 2023)
- Active procurement underway for communications/ outreach services (blackout)
- Board update provided on near-term bus improvements (Operations, Safety & Customer Experience committee in Sept 2023)

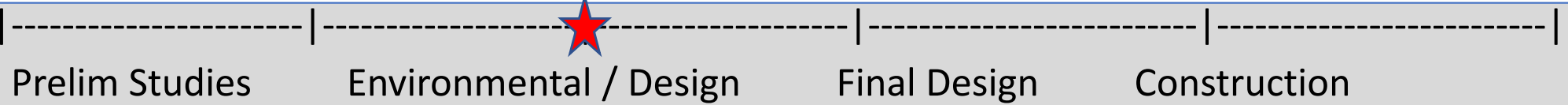
Next Actions

- Initiate planning and environmental study (BRT)
- Fall 2023 (tent.): Award contract for communications/ outreach services; community engagement for near-term bus and longer-term BRT improvements
- Commence designs for BRT in coordination with CBO/outreach efforts



Rail to River Active Transportation Corridor

Segment B

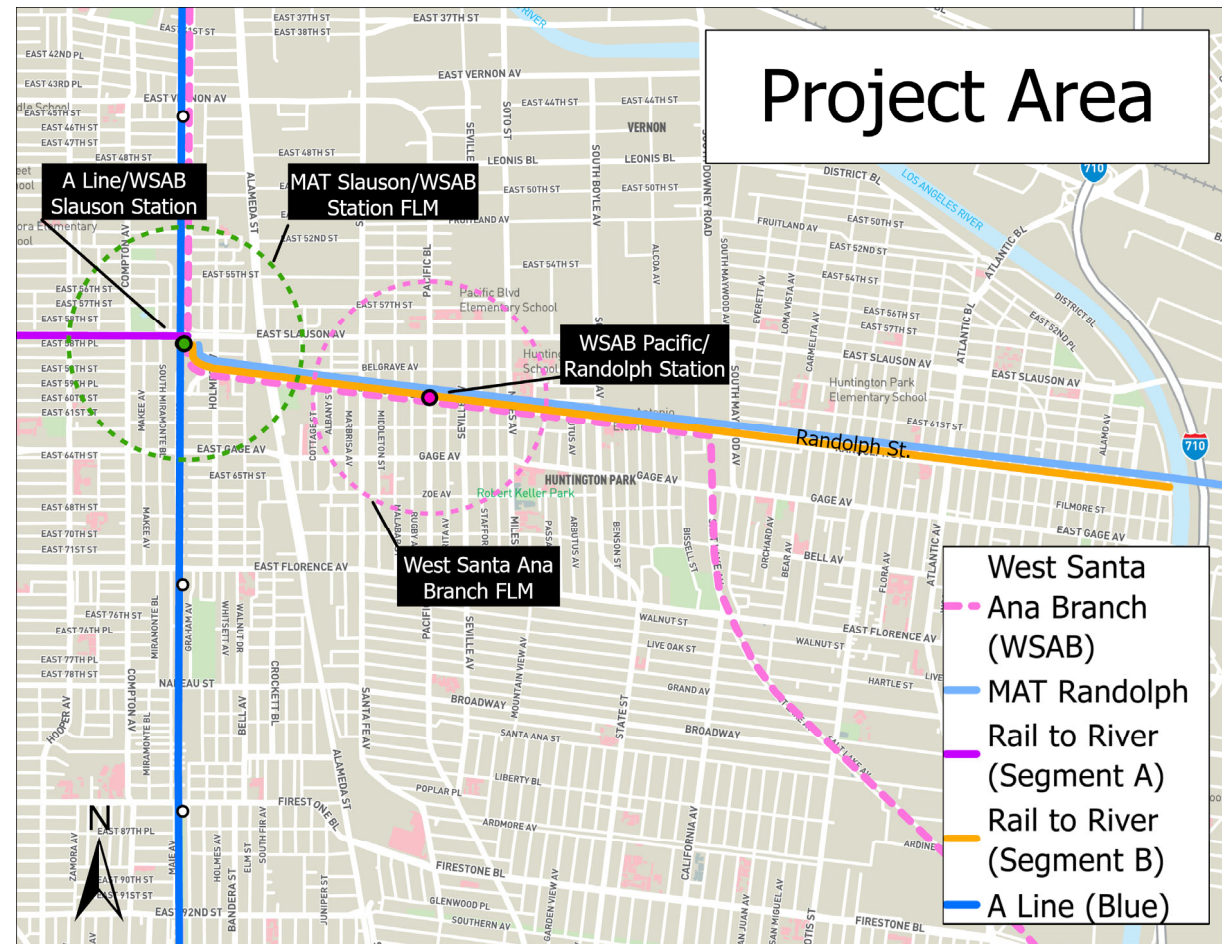


Recent Activities

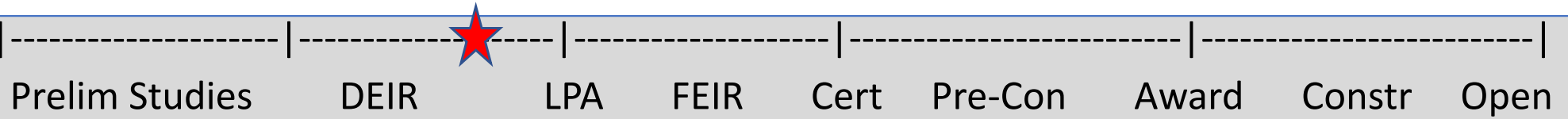
- Procurement underway for technical and outreach services to support design and environmental clearance (blackout period)

Next Actions

- Fall 2023 – award contract and initiate design and environmental work
- Continue coordinating with cities and other related projects



Los Angeles River Path



Recent Activities

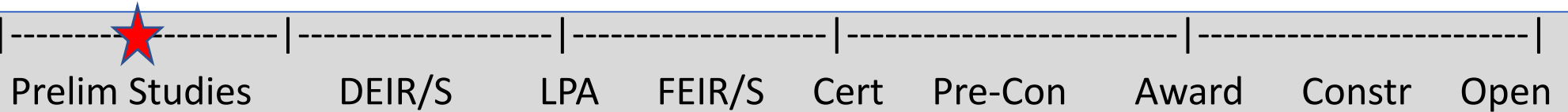
- Preparation for Board action to authorize MCAs with City of Vernon and other city, county and agency partners
- Last PDT meeting (Sept) prior to release of DEIR
- Tribal consultation (Oct)
- Ongoing activities to finalize Admin DEIR



Next Actions

- Develop and implement of CBO Partnership Strategy to support community engagement
- Continue to develop and refine project cost estimates
- Spring 2024 (tent.): Release of DEIR
- Winter 2024/2025 (tent.): Selection of single alternative and start of 60% design

East San Fernando Valley Shared ROW Study



Recent Activities

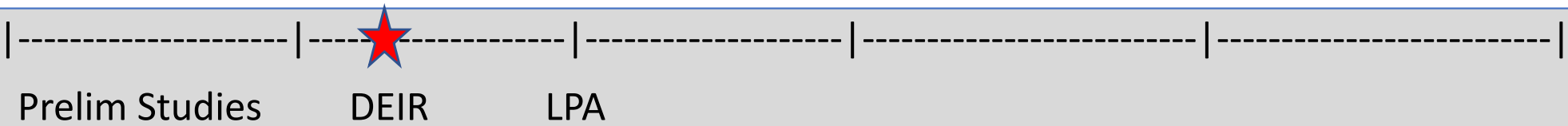
- Confirmation and definition of future scenarios to be studied
- Technical coordination with Metrolink, City of San Fernando and LADOT
- Finalization of grade crossing analysis
- Development of cost estimates for study scenarios

Next Actions

- Continue analysis in coordination with Metrolink, City of San Fernando
- Coordination with CP&D Regional Rail group re: ongoing Antelope Valley line improvements
- Conduct briefings for stakeholders on findings
- Mid-2024 (tent.): Staff recommendations



K Line (Crenshaw) Northern Extension



Recent Activities

- Held three community meetings to share project update and ridership estimates (September)
- Advancing environmental analysis under CEQA
- Refining DEIR engineering concepts for three alternatives

Next Actions

- Finalize technical reports and prepare Draft EIR
- Continue to identify cost and funding opportunities



Measure M Expenditure Plan Groundbreaking to Opening Dates

Measure M
Opening Dates
3-Year Window

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049					
Planning				LA River Path																										FY 2025 - 2027				
Planning				West Santa Ana Branch (Phase 1)							WSAB (Phase 1+Slauson) Approved by Board																			FY 2028 - 2030				
Planning				Vermont Corridor																										FY 2028 - 2030				
Planning							Green Line Extension to Torrance																							FY 2030 - 2032				
Planning								Sepulveda Transit Corridor (Phase 1)																							FY 2033 - 2035			
Planning									Eastside Transit Corridor Phase 2																						FY 2035 - 2037			
Planning												WSAB (Phase 2) - Slauson to LAUS																				FY 2041 - 2043		
Planning																						K Line Northern Extension												FY 2047 - 2049
																														Sepulveda Transit Corridor (Phase 2)	FY 2057 - 2059			

Quarterly Major Projects Report

Complete Streets & Highway Projects

Presented by Roberto Machuca
Executive Officer (Interim), Complete Streets & Highways

October 18, 2023

91/605/405 Hot Spots Program (Part 1)

605 Corridor Improvement Project



Purpose and Scope

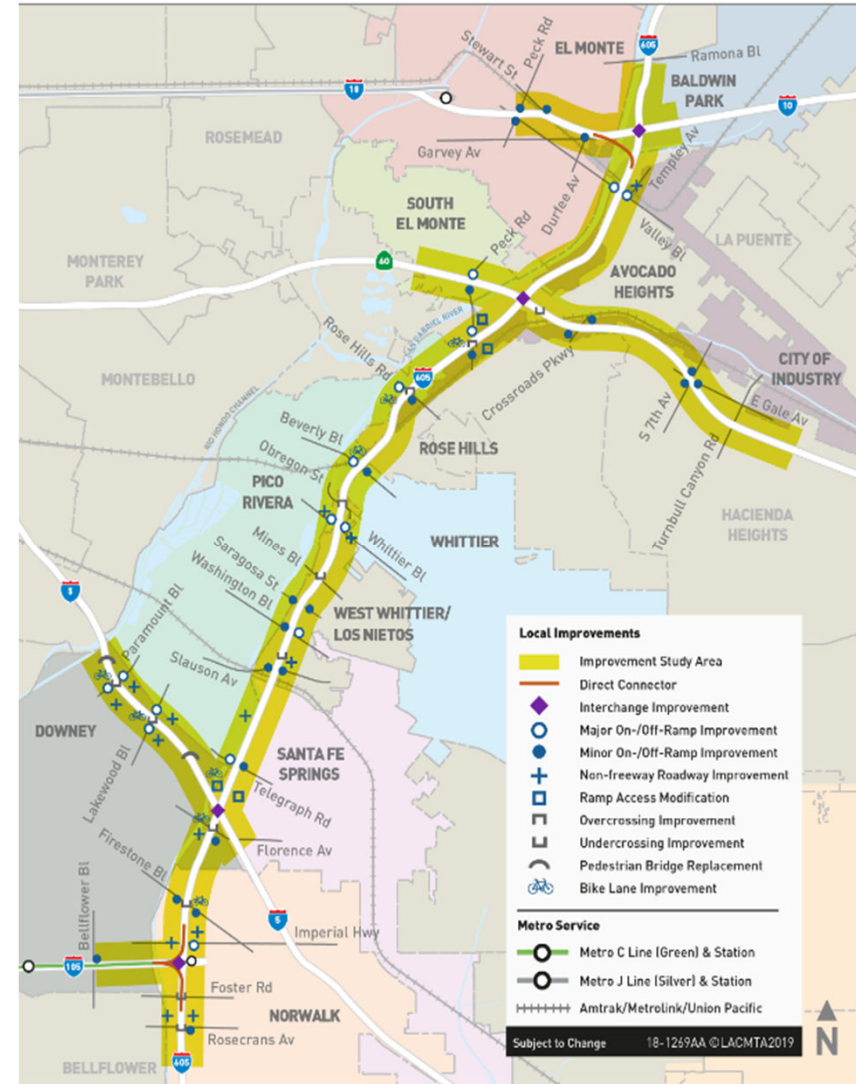
- Improve safety, operations, person throughput.
- Enhance regional connectivity, multimodal and local connections, and access.
- Evaluate multi-modal improvement alternatives.

Status

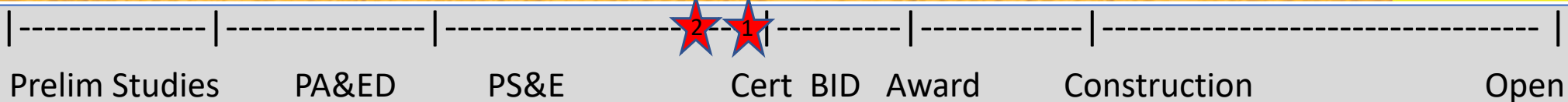
- Community Engagement:
 - Meetings with community groups and organizations (Fall 2023).
 - Corridor-wide community meetings (Fall/Winter 2023)
- Working with Caltrans on reduced project footprint design to minimize residential displacements.
- Revised suite of project alternatives including multi-modal elements to be brought back to the Board in Fall 2023.

Challenges

- Corridor needs greatly exceed available local funds.
- Corridor footprint is constrained.



91/605/405 Hot Spots Program (Part 2)



Purpose and Scope

1. Beverly Blvd Interchange

- Improve southbound operations by eliminating short “weaving” length between existing loop ramps.
- Implement diamond interchange design and provide all movements at off-ramp intersection and signalize.

2. Valley Blvd Interchange Improvements

- Improve mobility and safety; reduce congestion, weaving conflicts, ramp queuing.
- Reconfigure and modify on/off ramps at interchange to alleviate mobility constraints and congestion on highway and adjacent local arterials; upgrade and coordinate signals; provide ADA infrastructure upgrades and railroad safety improvements.

Multimodal Elements

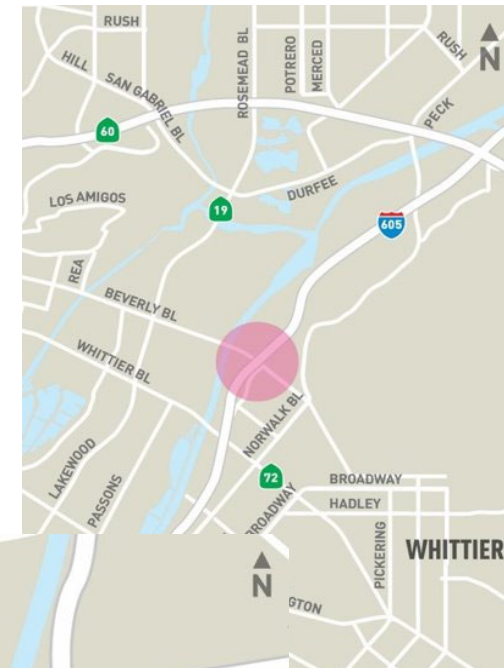
- ADA infrastructure upgrades for pedestrians and rollers.

Status

- 1. 605 Beverly Interchange – design complete, construction anticipated to start spring/summer 2024.
- 2. 605 Valley Interchange – PS&E expected to be completed summer 2024. \$34M TCEP* funding secured for construction phase.

Challenges

- 605 Valley – Timely agency and third-party reviews and approvals.



91/605/405 Hot Spots Program (Part 3)

Prelim Studies

PA&ED

PS&E

Cert BID

Award

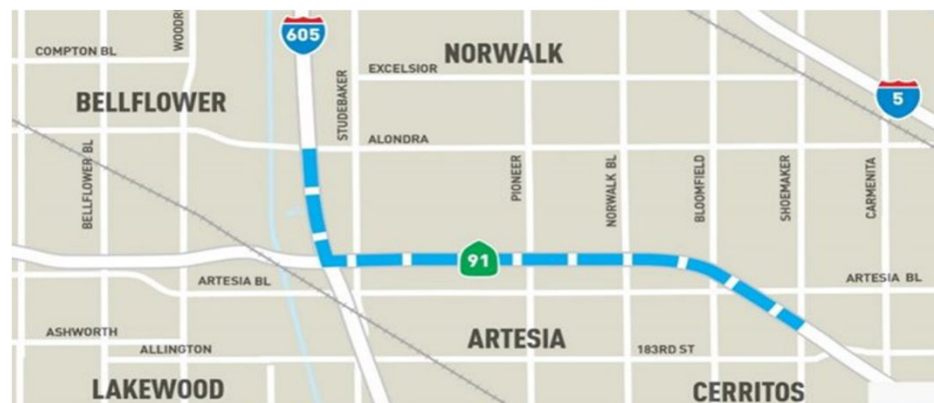
Construction

Open



Purpose and Scope

- Enhance regional mobility, connectivity, and access.
- Highway improvements that address safety and congestion, and increase person throughput (e.g., interchange reconfigurations, auxiliary lanes).



Multimodal Elements

- Bike lanes; ADA, pedestrian, and sidewalk improvements.

Status

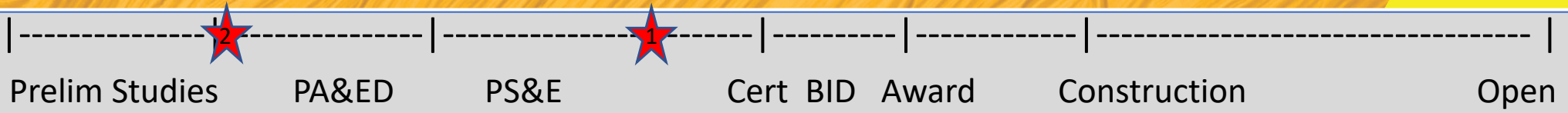
- 1. WB 91 Shoemaker to Alondra – design expected to be completed in fall 2023. \$70M TCEP funding was awarded for construction.
- 2. SR-91 Acacia to Central – design expected to be completed in winter 2025.



Challenges

- Optimizing construction schedules for all SR-91 projects.

I-405 South Bay Curve Improvements



Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations.
- Northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans right of way.

Multimodal Elements

- Project may include improvements to pedestrian/bicycle facilities and transit stops.
- High visibility crosswalks.
- Pedestrian flashing beacons.
- Pedestrian and cyclist signage.



Status

- I-405 (I-105 to Artesia Blvd) Auxiliary Lanes – Anticipating 95% design submittal by spring 2024.
- I-405 (I-110 to Wilmington Ave) Auxiliary Lanes – Environmental phase started September 2023.

Challenges

- May need to conduct VMT analysis and identify potential mitigation.
- Construction phase is not fully funded.

SR-14 Safety Improvements – North County



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

Purpose and Scope

- Project limits – Newhall Ave undercrossing to Pearblossom Highway.
- Address traffic safety concerns (higher than state average incident rates).
- Improvements may include lane additions (where there are inconsistencies), realigning ramps, widening structures, constructing retaining walls and modifying drainage.
- Metro leading environmental phase.

Multimodal Elements

- Environmental document will evaluate a broad range of alternatives that will be inclusive of multimodal elements (e.g., commuter rail, bike, ped improvements).



Status

- Environmental phase started September 2023.

Challenges

- May need to conduct VMT analysis and identify potential mitigation.

ATTACHMENT B – EQUITY ASSESSMENT UPDATES

Equity Assessments (Updates)	
Transit and Active Transportation Projects	
Baseline Assessments Provided July 2023	No change from baseline.
Complete Streets & Highways Projects	
91/605/405 Hot Spots Program I-605 Corridor Improvement Project	This project is in the Gateway Cities subregion and is currently in the draft environmental document stage. Through the environmental process, staff has developed context-sensitive alternatives that reduce right-of-way (ROW) impacts, move more people, improve safety for all users of the road, and provide multi-modal options. There are two Metro-defined 2022 EFCs within the project limits: the unincorporated community of Los Nietos and the City of El Monte.
91/605/405 Hot Spots Program 605 Beverly Interchange	<p>This project is in the City of Pico Rivera and consists of replacing the southbound I-605 on-ramp and off-ramp with a new diamond configuration. The diamond configuration includes a series of improvements on the ramps and construction of a new retaining wall. The project provides a new signalized intersection, allowing for access to both east and westbound directions of Beverly Boulevard. The new signalized intersection will include high-visibility crosswalks, ADA compliant curb ramps, leading pedestrian intervals (LPIs), visual and auditory pedestrian countdown timers, and touchless push buttons.</p> <p>This project is entirely within the Caltrans ROW and no residential or commercial ROW acquisition is required. The land adjacent to the project site is zoned as Industrial. During the environmental phase of the project, public involvement efforts included outreach letters and newspaper postings in English and Spanish requesting comment on the environmental document. The project design was completed in July 2022 and a public information/public awareness campaign will resume during the construction phase.</p>
91/605/405 Hot Spots Program 605 Valley Interchange	<p>This project is within the San Gabriel Valley and includes a proposal by the City of Industry to widen the roadway and channelize the lanes on East Temple Avenue, and the Los Angeles County Department of Public Works (LA County) is proposing to reconstruct the pavement on Valley Boulevard.</p> <p>The potential for vehicle/train/pedestrian conflicts on East Temple Avenue at the rail crossing is a major concern given the heavy truck traffic and the frequently traveled freeway, interchange, and local arterials. This project will improve mobility, access, and local traffic circulation in this area. For riders taking the Metrolink San Bernardino Line, the project will improve safety by reducing the potential for train/vehicle incidents, as well as improve pedestrian safety. Riders will also have more options to quickly move through the San Gabriel Valley via the vast rail network at Los Angeles Union Station.</p>

<p>91/605/405 Hot Spots Program</p> <p>WB 91 Shoemaker to Alondra</p>	<p>This project is within the Southeastern portion of Los Angeles County and includes proposed enhancements to ramps, auxiliary lanes and mixed flow lanes to improve safety and operations along SR-91. Commuters will have improved street and freeway operations and safer conditions to quickly move through the Cities of Artesia and Cerritos to the connecting I-605 and I-710 freeways, and/or the vast transit network at the Artesia Transit Center. Freeway improvements would provide better access to the larger transit system, and thus access to shopping centers and jobs. In addition, this project will lead to increased access to bus lines and resulting improved air quality and less street congestion for the region.</p>
<p>91/605/405 Hot Spots Program</p> <p>SR-91 Central to Acacia</p>	<p>This project is within the South Bay subregion in the cities of Compton and Carson and includes mobility and safety improvements along the mainline of SR-91, as well as ramps and local street interchanges on Central Ave, Wilmington Ave, and Acacia Court. The project will also implement complete streets and active transportation improvements by enhancing bike lanes and crosswalks, ADA-compliant ramps, improved signal timing for pedestrians, and intersection enhancements. There are no Metro-defined 2022 EFCs within the project limits due to the high industrial zone area. However, complete streets and active transportation improvements will benefit EFC residential communities that are near the limits of the project.</p>
<p>I-405 South Bay Curve</p> <p>I-405 (I-105 to Artesia Blvd) Auxiliary Lanes</p>	<p>This project includes safety and mobility improvements on the I-405 freeway mainline and ramp termini between I-105 and Artesia Blvd in the cities of Hawthorne, Lawndale, and Redondo Beach. Rear-end collisions and sideswipes are predominant on the mainline and have combined fatality/injury/collision rates higher than the statewide average for similar facilities.</p> <p>This project is in final design and will implement high-visibility crosswalks, LPIs, visual and auditory pedestrian countdown timers, touchless pushbuttons, and wayfinding cyclist signage to enable individuals without a personal vehicle safer travel within the project area. The improvements are within the Caltrans ROW and will not require any residential displacements. There is one Metro-defined 2022 EFC within the project area in the City of Lawndale.</p>
<p>I-405 South Bay Curve</p> <p>I-405 (I-110 to Wilmington Ave) Auxiliary Lanes</p>	<p>This project includes safety improvements on the freeway mainline and at the ramp termini between Main Street and Wilmington Avenue on I-405 in the City of Carson. Traffic collision data reveals that rear-end collisions are predominant on the mainline and the majority of northbound and southbound ramps have actual combined fatality/injury and/or total collision rates that are higher than the statewide average for similar facilities. This project will undertake an environmental review process reflective of independent utility and logical termini.</p> <p>Where possible, the project will implement complete streets and multimodal transportation options and project elements will be evaluated/integrated into the project, as warranted, including soundwalls and low-emission construction techniques. Public involvement efforts include a multilingual hybrid outreach that provides multiple opportunities for stakeholders and the public to review and provide feedback on project-related information. There are no Metro-defined 2022 EFCs within the proposed project areas, the improvements are</p>

	<p>planned within the Caltrans ROW, and they will not require residential displacements.</p>
<p>SR-14 Improvements – North County</p>	<p>This project addresses traffic safety concerns (higher than statewide average collision rates), bottleneck removals (where there are lane inconsistencies), realigning ramps, modifying structures, constructing retaining walls, and modifying drainage.</p> <p>Travel by vehicle on SR-14 is the primary method by which commuters of all income levels access the Los Angeles Basin. Some communities within the project area in the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro-defined 2022 EFCs, and safety improvements are anticipated to benefit travel to and from these communities. The project development team will incorporate community member feedback through development of the environmental clearance phase, and the environmental document will evaluate a broad range of alternatives inclusive of multimodal elements.</p>



Board Report

File #: 2023-0558, File Type: Program

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2023

SUBJECT: PROGRAMMING LOCAL FUNDS FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. DETERMINING the Measure R projects San Fernando Valley North-South Rapidways (Canoga Corridor) and I-5 Capacity Enhancement from SR-134 to SR-170 are complete with surplus Measure R funds remaining in the amount of \$231,417,000;

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)
- B. PROGRAMMING \$231,417,000 of surplus Measure R funds and \$201,312,900 of related Proposition C replacement credits to the San Fernando Valley East Light Rail Transit project; and
- C. PROGRAMMING \$128,549,218 of non-federal funds in the Long Range Transportation Plan in the third decade of Measure R for uses within the Arroyo Verdugo subregion.

ISSUE

This Board action will determine that two Measure R projects are complete, which is required by the Measure R Ordinance to reprogram the funds for another capital project in the subregion. A portion of the Measure R surplus funds were swapped with Proposition C 25% funds in 2016, which were described as “replacement credits,” and this current Board action would reprogram both the Measure R surplus and the replacement credits to the East San Fernando Valley Light Rail Transit project. The Measure R projects that have a surplus (i.e., they have been completed without using all the Measure R funds allocated by the Ordinance) are funded from the Highway Capital Subfund and would need to be transferred to the Transit Capital Subfund for use on East San Fernando Valley Light Rail Transit.

The I-5 Capacity Enhancement from SR-134 to SR-170 project transverses through two current subregions as defined by Metro - San Fernando Valley and Arroyo Verdugo. The East San Fernando Valley Light Rail Transit project is entirely in the current boundary of the San Fernando Valley

subregion. The Arroyo Verdugo subregion has requested that a proportional share of the surplus and replacement credits be spent in Arroyo Verdugo. This Board item would program \$128,565,757 of non-federal funds (currently planned as Proposition C 25% funds) for uses in Arroyo Verdugo.

BACKGROUND

The East San Fernando Valley Light Rail Transit project is proceeding through the preconstruction phase of a progressive design/build contract. Metro is concurrently pursuing a federal Expedited Project Delivery (EPD) program grant of up to \$908.75 million that would fund approximately 25 percent of the project costs. The EPD grant requires that Metro meet several conditions prior to May 10, 2024, or the Letter of Intent to obligate the funds will expire. One of the conditions is committing the non-federal funds. The programming of Measure R surplus and Proposition C replacement credits by the Metro Board will commit sufficient non-federal funds to the East San Fernando Valley Light Rail Transit project to satisfy the conditions of the EPD grant.

DISCUSSION

The San Fernando Valley North-South Rapidways (Canoga Corridor) project, also known as the Metro Orange Line Extension to Chatsworth, was opened for service in June 2012. This project was completed without expending the full \$182 million of Measure R funds allocated by the Measure R Ordinance. The Metro Board has not yet reprogrammed these Measure R surplus funds for any other capital project within the same subregion, and this Board action would determine that the project is complete and reprogram the funds for East San Fernando Valley Light Rail Transit. The Measure R Ordinance (Section 7(d)(4)) specifies that:

'In the event that a Capital Project identified in Attachment A as a "Transit" is completed without the expenditure of the amount of Net Revenues allocated by this Ordinance, any surplus Net Revenues allocated to that Capital Project shall be credited to the Transit Capital Subfund and expended for Capital Projects located within the same subregion as the project so completed.'

The project I-5 Capacity Enhancement from SR-134 to SR-170, subsequently combined with a northern segment to SR-118, was opened to traffic in April 2022. Caltrans, which managed the construction, accepted the contractors work in June 2023. This project was completed without the expenditure of \$250,729,000 of Measure R funds and Proposition C replacement credits that were initially included in the Measure R Expenditure Plan. The replacement credits were approved by the Metro Board at its meeting of January 2016 . At that time, Metro staff recommended the creation of replacement credits, or a swapping of, or use of Measure R instead of the Proposition C 25% that was programmed on the project. This was done because the use of Proposition C 25% would have required the issuance of debt, and the use of Measure R could be funded with cash, saving interest cost from debt. Based on actual expenditures on the project, the Measure R surplus is currently \$49,417,000, and the replacement credits are \$201,312,900.

East San Fernando Valley Light Rail Transit Funding Plan

Metro and the Federal Transit Administration (FTA) are currently evaluating the project cost, schedule, and risk and tracking the various work products needed to meet the conditions of the EPD

grant. The current project cost for purposes of the EPD grant, based on input from FTA, is \$3,573,952,016. This cost will differ from the expected Metro Life of Project budget as it excludes previous planning costs that are not eligible for the EPD grant (but include finance charges, which are not part of Metro's project budget). Metro has secured much of the funding through the Measure R and Measure M Expenditure Plans and from State grants, including a \$600 million award in January 2023 from the Transit and Intercity Rail Capital Program. The remaining funds to be secured include the EPD grant of up to \$908,750,000 and, \$231,417,000 of surplus Measure R funds and \$201,312,900 of related Proposition C replacement credits.

Arroyo Verdugo Subregion

The project I-5 Capacity Enhancement from SR-134 to SR-170, which will have \$250,729,900 of Measure R surplus and replacement credits, is 4.82 miles in the Arroyo Verdugo subregion and 4.58 miles in the San Fernando Valley subregion (based on Caltrans postmiles). The proportional amount of miles in Arroyo Verdugo is 51.27% (truncated to one hundredth of one percent), which equates to \$128,549,218 of the surplus and replacement credits.

Measure R requires that the surplus be spent in the same subregion, and when Measure R was enacted, there was no formal Arroyo Verdugo subregion with defined boundaries. When the replacement credits were created, the Board action identified both San Fernando Valley and the Arroyo Verdugo subregion in relation to I-5 Capacity Enhancement from SR-134 to SR-170 but did not specify how the replacement credits would be allocated among the subregions.

Metro staff have met with the governing bodies of both San Fernando Valley and Arroyo Verdugo subregions to determine if they support the use of the I-5 Capacity Enhancement from SR-134 to SR-170 Measure R surplus and replacement credits on the East San Fernando Valley Light Rail Transit project. The San Fernando Valley Council of Governments approved an action in support on October 2, 2023, and Arroyo Verdugo Communities Joint Powers Authority approved an action in support on October 5, 2023, subject to Metro programming non-federal funds in the Metro Long Range Transportation Plan for use in the Arroyo Verdugo subregion, recognizing the subregion first in the event the funding can be accelerated, and considering use of alternative funding that may be more flexible should this be available (Attachment A).

EQUITY PLATFORM

This Board action will provide funding to construct a major transit project in the San Fernando Valley. The East San Fernando Valley Light Rail Transit alignment is in a disadvantaged, underserved community where access to premium transit service is limited. Equity Focus Communities (EFC) are within walking and biking distances to the proposed stations and the Project will improve access for transit riders in EFC along the route to additional destinations. Approximately 17.5% of the households in the project's study area are below the poverty level, which is 0.2% higher than the City of Los Angeles and 3.5% higher than the County of Los Angeles. The Hispanic or Latino population represents 71.7% of the total population within the project area. The project provides residents with premium transit service to better access employment, health, and educational opportunities. The first last mile component of the project will connect underserved neighborhoods to the Metro transit network.

No adverse equity impacts are anticipated from determining the San Fernando Valley North-South Rapidways (Canoga Corridor) and I-5 Capacity Enhancement from SR-134 to SR-170 projects are complete, transferring surplus Measure R funds from the Highway Capital Subfund to the Transit Capital Subfund, or programming Measure R funds for uses within the Arroyo Verdugo subregion.

DETERMINATION OF SAFETY IMPACT

The recommended actions will have no direct impact on the safety of our customers or employees.

FINANCIAL IMPACT

Approval of the recommendation would result in the programming of \$231,417,000 of Measure R funds and \$201,312,900 of Proposition C 25% funds for the East San Fernando Valley Light Rail Transit project between fiscal years FY 2025 and FY 2031, which will help secure up to \$908,750,000 from the federal EPD grant by May 2024. The programming of Measure R and Proposition C 25% may result in additional debt up to the amount programmed and interest cost that could be payable over 30 years. Board approval would also program non-federal funds in the third decade of Measure R for uses as determined by the Arroyo Verdugo subregion.

Impact to Budget

The staff recommendations do not impact the FY 2024 budget as the funding impacts FY 2025 through FY 2031.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Board action will provide funding to help deliver the East San Fernando Valley Transit project, which supports Strategic Plan Goal #1 - Provide High Quality Mobility Options That Will Enable People to Spend Less Time Traveling. The project is expected to improve travel time, mobility, transit access, and connectivity to Metro's regional transit system. By 2040, the project is expected to reduce travel time for transit passengers from 48 minutes to approximately 30 minutes between the Metro G (Orange) Line Station and the Sylmar/San Fernando Metrolink Station.

This item also supports the Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within the Metro organization." This programming action helps ensure fiscal responsibility in how programming decisions are made and transparency in the agency's investment decisions.

NEXT STEPS

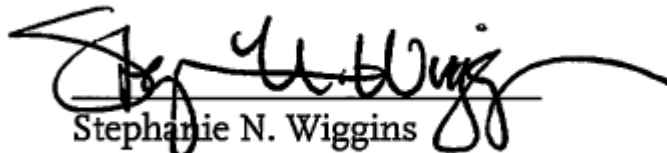
Upon approval of this item, Metro staff will inform FTA that it has committed the funds needed to satisfy the conditions of the EPD Letter of Intent. Metro staff will transfer funds as needed from the Measure R Highway Capital Subfund to the Measure R Transit Capital Subfund to fund East San Fernando Valley Light Rail Transit expenditures and also incorporate the programming of non-federal funds for projects in the Arroyo Verdugo subregion, in the third decade of Measure R, as part of the Long Range Transportation Plan, subject to funding availability.

ATTACHMENTS

Attachment A - San Fernando Valley Council of Governments and Arroyo Verdugo Communities Joint Powers Authority actions in support of Metro programming

Prepared by: Craig Hoshijima, EO, Countywide Planning and Development, (213) 418-3384
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251
Ray Sosa, Deputy Chief, Countywide Planning & Development, (213) 547-
4274

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

**Attachment A – San Fernando Valley Council of Governments and
Arroyo Verdugo Communities Joint Powers Authority actions in
support of Metro programming**



San Fernando Valley Council of Governments

DATE: September 27, 2023

TO: Board of Directors

FROM: John Bwarie, Executive Director

RE: **LA Metro Programming of Local Funds for East San Fernando Valley LRT**

RECOMMENDATION

Support the LA Metro plan to program surplus Measure R and “replacement credits” to the East San Fernando Valley Light Rail Transit Project

BACKGROUND

Metro is in preconstruction for the East San Fernando Valley Light Rail Transit Project (the Project), which is a planned 6.7-mile light rail line on Van Nuys Boulevard that connects the Metro G (Orange) Line to Van Nuys and San Fernando Road. The current cost estimate for the Project is \$3.57 billion. Metro is compiling the funding for the cost to complete the project, including a federal Expedited Project Delivery grant of up to \$908.75 million. Metro must have all the non-federal funding committed to the Project to qualify for the federal grant.

Metro has completed two projects that are entirely or partially in the San Fernando Valley subregion (as defined by Metro) – the San Fernando Valley North-South Rapidways (Canoga Corridor) and I-5 Capacity Enhancement from SR-134 to SR-170 that have designated funding from the countywide Measure R sales tax but did not expend all the designated funding. The Canoga Corridor project has \$182 million of unexpended or surplus Measure R funds. The I-5 project has \$49.4 million of surplus Measure R and \$201.3 million of “replacement credits.” Metro created the replacement credits by swapping Proposition C 25% funds (another Metro countywide sales tax) with the Measure R in 2016. Metro did this to reduce the amount of Proposition C debt to be issued and the resultant interest cost. The Metro Board will consider whether to program the surplus and replacement credits, totaling \$432.7 million to the Project at its October 26, 2023 meeting. Metro believes it has all other funding committed to the Project.

The Measure R ordinance requires that the Metro Board determine a project is complete for a project to have surplus, and that any surplus is spent in the same subregion. The replacement credits are no longer Measure R funds and are not bound by the Measure R ordinance; however, the Metro Board agreed in 2016 that the replacement credits would be spent in the same subregion as the projects that were completed. The Canoga Corridor project is entirely in the San Fernando Valley subregion, as currently defined by Metro. The I-5 project is 51.27% in the Arroyo Verdugo subregion and 48.73% in the San Fernando Valley based on the physical length of the project. Because a portion of the I-5 project is in the Arroyo Verdugo subregion, the Metro Board will consider separately programming \$128.5 million of Proposition C 25% funds for eligible uses in the Arroyo Verdugo subregion beginning in fiscal year 2030.

The Metro Board will consider determining whether the Canoga Corridor and I-5 projects are complete, programming the \$432.7 million of Measure R surplus and replacement credits to the Project, and programming \$128.5 million to Arroyo Verdugo at its October 26, 2023 meeting. Neither the Measure R ordinance nor Metro Board policy require that the SFVCOG approve these actions. But Metro is seeking the support of the SFVCOG prior to taking its own actions.



Arroyo Verdugo Communities Joint Powers Authority

DATE: October 5, 2023
TO: Governing Board
FROM: Alex Hernandez, Treasurer
SUBJECT: I-5 HOV Capacity Enhancement Surplus Funds

RECOMMENDATION:

That the Governing Board provide direction to staff on Metro request for I-5 HOV Capacity Enhancement funds, as follows:

- Option 1: Support the allocation of I-5 HOV Capacity Enhancement surplus funds in the amount of \$128,549,218 to be reprogrammed to the East San Fernando Valley Project, with the same amount in local (Prop C) funds to be programmed to the Arroyo Verdugo Communities Joint Powers Authority; or
- Option 2: Not Support the allocation of I-5 HOV Capacity Enhancement surplus funds to be reprogrammed to the East San Fernando Valley Project and instead request the funds in the amount of \$128,549,218 be made available to the Arroyo Verdugo Communities Joint Powers Authority.

BACKGROUND:

The Los Angeles County Traffic Relief and Rail Expansion Ordinance (Measure R) is a voter approved half-cent sales tax for Los Angeles County that finances new transportation multi-modal projects and programs. The associated expenditure plan includes a list of projects to benefit from the sales tax revenue with the ordinance providing stipulations for use of such funds, amongst other conditions to be adhered to. Section 7 outlines uses of the funds including sub-section 4 which stipulates that any surplus net revenues allocated to a particular project shall be credited and expended within the same subregion the initial funds were allocated to.

In August 2023, Los Angeles County Metropolitan Transportation Authority (Metro) contacted Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) staff notifying staff of available surplus funds associated with the I-5 HOV Capacity Enhancement Project (I-5 Project) and requesting support for allocating the available funds to the East San Fernando Valley Project (ESFV). The ESFV Project is a 9.2 mile light rail transit line serving the San Fernando Valley community. The surplus funds would be exchanged for the same amount of Prop C funds to be programmed to the Arroyo Verdugo Communities Joint Powers Authority.

I-5 SURPLUS FUNDING

Approximately \$250,729,900 is available in I-5 surplus funds to be split proportionally between the San Fernando Valley and the Arroyo Verdugo subregions. The \$250,729,900 available is comprised of Measure R surplus, and Prop C funds that Metro swapped with the Measure R in 2016 and refers to this funding as “replacement credits.” Per Metro, approximately 51.27%, or \$128,549,218 would be apportioned for the AVCJPA subregion, based on the miles of the I-5 project within each subregion. Assuming the same per-capita methodology of distributing Measure M Multi-Year Subregional Program Funding is applied, each AVCJPA community would potentially receive the amounts as listed in the table below.

AVCJPA Reprogrammed Surplus Funds			
Agency	Population	Per Capita	Surplus Funds
Burbank	105,451	20.94%	\$ 26,920,956
Glendale	193,116	38.35%	\$ 49,301,262
La Canada Flintridge	20,081	3.99%	\$ 5,126,549
Pasadena	138,310	27.47%	\$ 35,309,646
South Pasadena	26,580	5.28%	\$ 6,785,702
County of LA 5th District	19,997	3.97%	\$ 5,105,104
Total	503,535	100.00%	\$ 128,549,220

I-5 surplus funds are scheduled to be available for the Arroyo Verdugo subregion in the third decade of Measure R funding (FY2030 – FY2039). Although the funding guidelines for these surplus funds are not yet finalized, it is anticipated they would follow the current Measure R funding guidelines.

METRO REQUEST FOR RE-ALLOCATION

To advance the ESFV Project, Metro has requested that the AVCJPA support their request to reprogram the sub-region’s share of the I-5 surplus funds to the ESFV project, to be used as a match to a federal grant. The request is time sensitive as the Metro Board will be considering the matter at the October 26, 2023 board meeting.

In exchange for the sub-region forgoing the surplus funds, Metro staff is prepared to recommend to the Metro Board that the reprogrammed amount of \$128,549,218 be programmed in non-federal funds in Metro’s Long Range Transportation Plan to be made available to the AVC sub-region in the third decade of Measure R (FY 2030 – FY 2039). This fund exchange would return the full \$128,549,218 in Prop C funds for the same time period originally identified for the surplus funds, FY2030 – FY2039. Funding related guidelines and eligible uses would follow the existing Prop C funding eligibility. Metro currently plans to program Prop C 25% transit-related uses on freeways and state highways funding to the AVC sub-region. The Prop C 25% is eligible for uses including signal synchronization, freeway service patrol, construction of HOV lanes, and bus lanes and operational and interchange improvements on freeways and state highways used by public transit.

Metro staff has identified that the reallocation of surplus funds to the ESFV Project is permitted since the AVCJPA was part of the San Fernando Valley sub-region when the funds were originally allocated. As such, the surplus funds can be allocated within the San Fernando Valley sub-region and are not required to remain within the AVCJPA area.

FISCAL IMPACT:

Should the Governing Board approve Option 1, pending Metro Board approval, surplus funds attributable to the AVC sub-region in the amount of \$128,549,218 would be reprogrammed to the East San Fernando Valley Project, with a fund exchange allowing for the same amount in local (Prop C) funds to be programmed to the Arroyo Verdugo Communities Joint Powers Authority in FY2030-2039.

Should the Governing Board approve Option 2, staff will request that Metro not use surplus funds and or replacement credits in the amount of \$128,549,218 attributable to the AVC sub-region and instead these funds would be made available to the Arroyo Verdugo Communities Joint Powers Authority in FY 2030 -2039.

Attachment:
Metro Presentation



Next stop: light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT



Metro

Item 15 – Programming Local Funds

October 2023

Project Overview

- Southern Segment
 - 6.7 miles of light rail at-grade in the center of Van Nuys Blvd.
- 11 new center platform stations
- Daily Project Transit Trips (Boardings)
 - Yr. 2035 – 37,759
- Metro's target RSD 2030
- Proposed FFGA/EPD Budget – \$3.574B
- Metro support teams and progressive design build contractor working through pre-construction activities



- *Goal: need all funding committed by April 2024 to receive up to \$908M “EPD” grant*
 - *Project envisioned in Measure R and Measure M Ordinances*
 - *Working with FTA now to complete LOI requirements*
 - *Will be the nation’s first EPD project grant*
- *State - \$600M TIRCP award in Jan 2023*
- *Measure M - \$810.5M (non-escalated)*
- *Local portion from surplus Measure R and Proposition C “replacement credits” - \$435M*

Local Funding Sources



Funding Source	Funding Available	Key Considerations
I-5 North Capacity Enhancements Measure R Surplus/Credits*	\$253 million	Metro Board to deem project complete and reprogram funds in the subregion; action by both SFVCOG and AVCJPA to support use of project surplus/credits
Canoga Corridor Measure R Surplus*	\$182 million	Metro Board to deem project complete and reprogram funds in the subregion; action by SFVCOG to support use of project surplus

* San Fernando Valley subregional funds per Uniform Cost Management Policy. The actual surplus is slightly lower due to intervening amendments to the funding agreement with Caltrans.



- Metro secures (i.e., commits) additional local funds for the project
 - Obtained support for the use of subregional funds (October 2 SFVCOG meeting, October 5 AVCJPA meeting)

- Metro Board considers an action to:
 - program \$432.7 million of surplus funds/credits to ESFV
 - program \$128.5 million to the Arroyo Verdugo subregion in the third decade of Measure R

- Metro to submit EPD application requirements by December 1, 2023



Board Report

File #: 2023-0490, File Type: Program

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2023

SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE REINVESTMENT EXPENDITURE
PLAN - ROUND 3

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the following actions for Round 3 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program, in the amount of \$124,800,000:

- A. A total of \$14,510,000 to Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment A);
- B. The I-10 recommended projects and funding awards totaling \$28,674,440 and program \$1,266,035 which includes \$920,475 from Round 2, in reserve for the corridor as shown in Attachment B;
- C. The I-110 recommended projects and funding awards totaling \$36,284,255 and program \$8,328,355 which includes \$1,082,560 deobligated from Round 1, in reserve for the corridor as shown in in Attachment C;
- D. A total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110 to address unforeseeable operational issues;
- E. A total of \$31,740,000 for continued incremental Transit Service improvements (see Attachment D);
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for any cost increases;
- G. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into funding agreements with grantees and Transit service providers; and
- H. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into the funding agreement with Caltrans for ongoing operations and maintenance (O&M) of the Metro ExpressLanes and other state highway system improvements within the I-10 and I-110 corridors

as shown in Attachment E.

ISSUE

State law requires that net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived, pursuant to an approved expenditure plan. In April 2023 the Board approved the guidelines, project eligibility, and the application package for the Net Toll Revenue Grant Program Round 3 (Attachments F and G). Based on the technical evaluations and in consultation with the Corridor Advisory Group (CAG) Subcommittee, staff recommends funding 16 projects totaling \$64,958,665 in Metro ExpressLanes grant approval.

Based on the April 2023 Board approved fund estimates, staff also recommends funding allocations for: reserve funds; continued funding of incremental transit service improvements along both corridors and Caltrans improvements within the I-10 and I-110 freeways. Finally, staff recommends executing the master agreement for improvements, operations, and maintenance with Caltrans to support the I-10 and I-110 ExpressLanes.

BACKGROUND

In April 2023 the Board approved the reinvestment framework for the expenditure plan with the following conditions:

1. Reinvestments in the transportation corridors provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. A set aside of funds to be placed into a reserve account;
3. Funding for the continuation of the incremental Transit Service improvements to address social equity considerations;
4. A set aside of 20% of the available grant funds to Caltrans for corridor improvements;
5. Any remaining funds available for allocation to the Grant Program comprised of three categories: Transit Use (TU), System Connectivity/Active Transportation (SC/AT), and Roadway Improvements (RI); and,
6. Grant funds to be reinvested in projects/programs that provide direct mobility benefit to the I-10 and I-110 ExpressLanes within a three-mile radius. Projects beyond a three-mile radius must demonstrate regional significance.

DISCUSSION

Per the approved guidelines, the baseline targets of 40% for Transit Improvements, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements were identified as goals, however the actual allocation of the funds is based on the merits of the proposed projects and programs, irrespective of modal category.

Funding Availability

Round 3 Final available funding allocations are as follows:

	Net Toll Revenues	Available to I-110 Corridor	Available to I-10 corridor
Round 3 Funds Available	\$124,800,000		
Set-Aside (Reserve Fund)	\$6,000,000		
Set-Aside (Direct Allocation - Transit Ops)	\$31,740,000		
Set-Aside (Caltrans)	\$14,510,000		
Subtotal Set-Asides	\$52,250,000		
Grant Funding Available	\$74,553,035*/**	\$44,612,560*	\$29,940,475**
40% - Transit Uses	\$29,831,214*/**	\$17,845,024*	\$11,976,190**
40% - System Connectivity/ Active Transportation	\$29,831,214*/**	\$17,845,024*	\$11,976,190**
20% - Roadway Improvements	\$14,910,607*/**	\$8,922,512*	\$5,988,095**

*An additional \$1,082,560 was allocated to the I-110 net set-aside from a deobligated project in Round 1.

**An additional \$920,475 was allocated to the I-10 net set-aside from an unused allocation approved in Round 2.

As part of Round 3, \$74,553,035 is available for grant funding which represents a 167 percent increase in available funding over Round 2. The distribution of funds between the two corridors reflects the level of funding generated in each corridor. The recommended funding level for the I-110 projects reflects \$1,082,560 from Round 1 which was deobligated at the request of the fund's recipient from one project on the corridor and is included in the \$8,328,335 in Round 3 unprogrammed funds which will be placed in reserve for future projects within the corridor. The recommended funding level for the I-10 projects reflects \$920,475 from Round 2 which was placed in reserve for the corridor and is included in the \$1,266,035 in Round 3 unprogrammed funds which will be placed in reserve for future projects within the corridor.

Prior Rounds

In July 2014, the Metro Board approved 20 projects totaling \$19.3 million as part of the Round 1 Net Toll Revenue Grant Program. Of the 20 projects from Round 1, fourteen (14) have been completed, one (1) is being de-obligated per the project sponsors request, and five (5) are in progress and have expended partial funds. In August 2016, the Metro Board approved 21 projects totaling \$27.9 million for funding as part of Round 2. Of those projects, nine (9) have been completed, and twelve (12) are in progress and have expended partial funds. In the seven years since our last award 17 of the 41 projects that received awards have yet to complete their projects. One of the goals of this program is to advance funds to improve mobility so projects that are both shovel ready and have realistic completion schedules are prioritized. Attachment F shows the status of the projects that have

received prior funding.

Reserve Funds

Per the adopted guidelines, reserve funds are set aside to ensure availability of toll funding to cover unexpected costs required for the operation of the ExpressLanes to avoid the use of general funds. Staff is recommending a set aside of \$6,000,000 in reserve.

Transit Service

The adopted guidelines approved the continuation of funding for transit service improvements that were part of the original Congestion Reduction Demonstration (CRD) project. This funding is provided through a direct allocation to the transit providers to subsidize the incremental operating costs associated with increased services. These transit enhancements are a benefit for low-income commuters along the ExpressLanes corridors and have proven to be one of the major success stories for the project. Transit agencies that receive this direct allocation are: Foothill Transit, Torrance Transit, Gardena Municipal Bus Lines, and Metro's J Line service. A breakdown of the funding can be found in Attachment D.

Caltrans Set Aside

Through prior Board actions, Caltrans has received \$12.18 million in prior years through Round 1 and 2 of the Net Toll Revenues as well as the Bi-Annual Work Plan. As part of Round 3, staff recommends \$14.51 million in funding to Caltrans for the projects outlined in Attachment A.

In addition, per State law, Metro is required to enter into an agreement with Caltrans for the operation and maintenance (O&M) of the 10/110 ExpressLanes. Metro and Caltrans executed an O&M agreement in 2011 that has provided \$1.5-\$2 million annually to Caltrans for ongoing O&M. Board approval is requested for an updated O&M agreement that will continue to provide an estimated \$2 million annually to Caltrans and include round 3 net toll set-aside funds granted to Caltrans.

Evaluation and Ranking of Grant Applications

On May 9, 2023, staff distributed the application package to eligible applicants through the South Bay and San Gabriel Councils of Government, the Corridor Advisory Group, Streets and Freeways Subcommittee, the cities along the three-mile radius of the ExpressLanes, the County of Los Angeles, and Metro. Potential applicants were then invited to two workshops to review the application and evaluation process. The Workshops were held on June 20th virtually and in person at Metro Headquarters and June 26th virtually only. Presentations on the Grant application package and process were provided in May to the San Gabriel Valley COG, in May and June to the South Bay Cities COG, and in July 2023 to the Streets and Freeways Subcommittee,

Applications were received on August 7, 2023, and were reviewed for eligibility. 32 of the 32 applications submitted were deemed eligible. All projects submitted were sorted by corridor and reviewed by the technical team comprised of Metro and Caltrans staff with technical expertise in each of the target categories. Technical reviewers evaluated Mobility Benefits, EFC benefits, use of Innovative Technology, Implementation of Regional Sustainability Plans, Local Match, Cost Effectiveness, Safety, Project Readiness, and Partnership with a Community-Based Organization (see attachment G for application and detailed scoring criteria).

Upon completion of the eligibility review, project applicants were invited to a meeting of the Corridor Advisory Groups (CAG) subcommittee to present their applications. Consistent with previous practice in 2014 and 2016, the committee was formed from members of the CAG which included local Councils of Government members, transit providers, and a local community-based organization (Los Angeles Neighborhood Initiative) who volunteered to be on the review panel. The committee members were precluded from scoring projects they had submitted or sponsored. The committee members were provided access to all project presentations and applications. After reviewing all the presentations from the applicants, CAG members then indicated their own project rankings based on the following: High (A) = Project is a priority for funding; Medium (B) = Project has potential and could be funded, if funds are available; and Low (C) = Project is not recommended for funding. High = 80 points; Medium = 70 points; Low = 60 points.

Consistent with past practice approved by the Board and utilized in Rounds 1 and 2, final overall scores were averaged based on the technical review and CAG feedback and projects were sorted into modal categories. Projects were then ranked based on scores. An overall score of 70 was considered the cutoff line for funding consideration. Any projects receiving an overall score of less than 70 were not recommended for funding. Funding recommendations were based on the score within the modal category and the amount of available funding.

Staff received 32 applications totaling \$158,935,299 in funding requests. Most of the applications were for the System Connectivity/Active Transportation category and Roadway Improvements received the least. Applications were distributed as follows:

- 11 projects (34.4%) requesting \$52,752,152 (33.2%) were submitted in the Transit Use category.
- 18 projects (56.3%) requesting \$91,522,973 (57.6%) were submitted in the System Connectivity/Active Transportation category.
- 3 projects (9.3%) requesting \$14,660,174 (9.2%) were requested in the Roadway Improvements category.

Based on the technical evaluations and in consultation with the CAG Subcommittee members, staff recommends funding for 16 projects totaling \$64,958,665. Based on the number and quality of the applications, the recommended projects reflect a modal distribution of 37.2% for Transit Use, 48.8% for System Connectivity/Active Transportation and 14% for Roadway Improvements. Project funding recommendations are provided in Attachments B and C for the I-10 and I-110 respectively. Due to the System Connectivity/Active Transportation category allocation being higher than the recommended amount on the I-110, funding was reallocated from the Transit Use and Roadway Improvements categories. Due to the System Connectivity/Active Transportation and Transit Use categories allocation being higher than the recommended amount on the I-10, funding was reallocated from the Roadway Improvements category.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards and in many cases will improve safety in those locations where projects will be implemented.

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. The FY2024 budget includes funding for all recommended actions in cost center 2220 (ExpressLanes). Since many of these are multi-year projects, the cost center manager and Deputy Chief Operations Officer, Shared Mobility will be responsible for budgeting project, transit service, and Caltrans O&M expenditures in future years.

Impact to Budget

Net Toll Revenues generated from the Metro ExpressLanes' operation comprise the entirety of the funds recommended in this action.

EQUITY PLATFORM

The Net Toll Revenue Grant applications awarded up to 10 points to projects that demonstrated a significant benefit to Equity Focus Communities (EFCs). The projects were scored on their ability to show how the project will beneficially impact EFCs. Of the 16 recommended projects, 16 demonstrated a significant positive impact to EFCs and will collect the necessary data to evaluate the EFC impact upon project completion through the use of before and after data. With an average EFC benefit score of 7, the recommended projects will increase mobility options, provide access to regional trip generators, provide safer pedestrian routes, enhance transit frequency, and provide equity program pricing among other benefits of the projects in EFCs.

Metro believes Community-Based Organizations (CBOs) provide a vital role in helping Los Angeles County become more sustainable. The applications recommended wherever possible for applicants to partner with CBOs to deliver projects. The system connectivity/active transportation application provided up to 10 points for partnering with a non-profit agency. The transit use/roadway improvements application provided up to 5 points for the partnership. Of the 16 recommended projects, 10 included a CBO partnership. Active transportation and roadway improvement projects were the most likely to partner with a CBO, with 82% of these recommended projects partnering with a CBO. Due to their role as the direct service provider, transit agencies generally did not partner with a CBO for transit use projects. Only the City of Los Angeles Wayfinding project partnered with a CBO in the transit use category.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro ExpressLanes Net Toll Revenue Grants align with Strategic Goals 1: Provide high-quality mobility options that enable people to spend less time traveling and 4: Transform LA County through regional collaboration and national leadership. ExpressLanes provide drivers and transit riders 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 suggest alternative projects for funding through the 2023 Net Toll Revenue Reinvestment Grant Program. This alternative is not recommended because each project was evaluated based on its technical merits in consultation with the Corridor Advisory Group (CAG). Adding additional projects that did not meet the 70 point minimum score will result in projects that do not meet the technical merits or CAG priorities receiving funding that will not best provide mobility benefits to the corridor.

NEXT STEPS

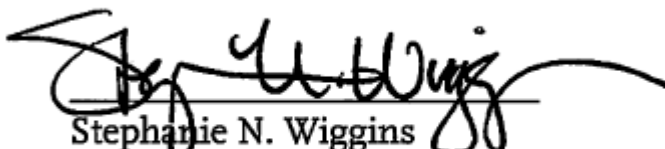
With Board approval of the recommendations, staff will develop and execute funding agreements with project applicants and transit operators and execute the O&M agreement for Metro ExpressLanes with Caltrans.

ATTACHMENTS

- Attachment A - Caltrans Improvements
- Attachment B - I-10 Grant Recommendations
- Attachment C - I-110 Grant Recommendations
- Attachment D - Transit Funding
- Attachment E - Caltrans Operations and Maintenance Agreement
- Attachment F - Rounds 1 and 2 Project Status
- Attachment G - Project Eligibility Guidelines
- Attachment H - Net Toll Revenue Grant Applications

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Attachment A

Caltrans Work Plan for Improvements on I-10 and I-110 Corridors - Net Toll Reinvestment Funding

PROJECT No.	City/ County	Route	Post Miles Begin	Post Miles End	Location	Capital \$ (1,000)	Support \$ (1,000)	Total \$ (1,000)	Description/ Purpose
1	Los Angeles	110 10	9.67 17.82	20.94 29.10	1) I-110 SB/91 EB Illegal dumping and landscape counter measures 2) I-110/105 Interchange NW and SE quadrant 3) I-110 Manchester to SR91 roadside landscape, ramps south of Manchester 4) I-110 NB Adams off-ramp both sides landscape 5) I-10/5 Interchange all areas replace end-of-life landscape, irrigation, and controls 6) I-10 WB East of Cesar Chavez Ave. landscape 7) I-10/710 Interchange all areas replace end-of-life landscape, irrigation, and controls 8) I-10/Santa Anita Metro Station landscape	\$10,400	\$4,110	\$14,510	The project proposes to improve visual quality in the landscape by installing additional hardscape, planting, irrigation, and enhance access control.

I-10 Grant Recommendations

Attachment B

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$29,940,475	
1	Wayfinding and Transit Amenities in Downtown Los Angeles*	City of Los Angeles	Transit Use	\$85,025	71.1	\$8,414,975	\$8,414,975	\$21,525,500	Capital
	Improvement of transit and active transportation wayfinding by installing 20 bus shelters, 20 digital kiosks, and 12 gateway markers.								
2	Big Bus Tiny Footprint: 24 Zero-Emission Transit Buses	Foothill Transit	Transit Use	\$23,257,800	70.1	\$7,942,200	\$7,942,200	\$13,583,300	Capital
	Replace 24 42ft CNG buses with 24 42ft Electric Double Decker buses.								
3	Bus Stop Shelter Improvements in Various Unincorporated Los Angeles County Communities****	Los Angeles County	Transit Use	\$1,792,000	65.6	\$2,688,000	Not Recommended		Capital
	Installing 128 new bus shelters within the communities at bus stops along the I-10 and I-110 corridor								
4	City of Arcadia Transit Signal Priority Enhancements	City of Arcadia	Transit Use	\$130,500	62.8	\$369,500	Not Recommended		Capital
	Expand the city's transit signal priority system to Arcadia Transit's Dial-A-Ride system.								
5	Central Maintenance Facility Charging Infrastructure	LACMTA	Transit Use	\$600,000	62.6	\$2,700,000	Not Recommended		Capital
	Installation of eclectic bus charging infrastructure at Metro's central maintenance facility.								
6	Purchase of ADA Paratransit Vehicles****	Access Services	Transit Use	\$813,294	60.8	\$3,253,176	Not Recommended		Capital
	Purchase of 30 ADA accessible vans								
Transit Use Category - Subtotal						\$16,952,876	\$7,942,200	\$13,583,300	
1	Valley Boulevard RIITS Communication Gap Closures*	Los Angeles County	Roadway Improvements	\$0	64.5	\$5,600,000	Not Recommended		Capital
	Construct a fiber optic backbone between the County and the Cities of Alhambra, San Gabriel, El Monte, and Los Angeles County Unincorporated Communities of Bassett and Avocado Heights								
Roadway Improvements Category - Subtotal						\$5,600,000	\$0	\$13,583,300	

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$29,940,475	
1	Los Angeles Street Complete Streets Improvement Project*	City of Baldwin Park	System Connectivity/ Active Transportation	\$1,263,949	74.9	\$2,247,021.00	\$2,247,021	\$11,336,279	Capital
	Improvements to 11 controlled intersections and 11 bus stops.								
2	City Terrace Dr. Traffic Safety Improvements*	Los Angeles County	System Connectivity/ Active Transportation	\$2,020,539	74.5	\$2,371,935.00	\$2,371,935	\$8,964,344	Capital
	Improved bicycle and pedestrian facilities on City Terrace Drive from Rowan Avenue to Eastern Avenue.								
3	City of San Gabriel Roadway Safety Improvements and Bike Lane Installation*	City of San Gabriel	System Connectivity/ Active Transportation	\$242,600	74	\$1,253,109.00	\$1,253,109	\$7,711,235	Capital
	Intersection and Crossing improvements and Bikeway gap closure.								
4	I-10 E-Bike Access Project*	City of South El Monte	System Connectivity/ Active Transportation	\$607,000	72.4	\$1,725,000.00	\$1,725,000	\$5,986,235	Operating/ Capital
	Expanding the number and variety of e-family/cargo bikes available for corridor residents.								
5	Traffic Calming for Parkway Dr/Denholm Dr*	City of El Monte	System Connectivity/ Active Transportation	\$5,664,191	70.8	\$4,720,200.00	\$4,720,200	\$1,266,035	Capital
	Implement bicyclist and pedestrian improvements along the Denholm Drive/Parkway Drive corridor from Durfee Avenue to Thienes Avenue.								
6	East Los Angeles Vulnerable Road User Detection Pilot*	LACMTA	System Connectivity/ Active Transportation	\$105,000	69.0	\$395,000.00	Not Recommended		Capital
	Installation and implementation of advanced video detection at signalized intersections in East Los Angeles.								
7	Advanced Traffic Controller Upgrades in Cities and Unincorporated Los Angeles County along the I-10 ExpressLanes Project*	Los Angeles County	System Connectivity/ Active Transportation	\$532,000	66.3	\$4,298,000.00	Not Recommended		Capital
	Upgrade transportation infrastructure in the Cities and Unincorporated County Communities along ExpressLanes on the I-10 Freeway.								

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$29,940,475	
8	Metro Bike Share (MBS) Eastside Expansion	LACMTA	System Connectivity/ Active Transportation	\$3,555,000	65.7	\$5,887,500.00	Not Recommended		Operating/ Capital
	Provide up to 50 new stations with 20 docks each and a total of 600 pedal-assist Electric Bikes.								
9	Walk, Bike, Move Alhambra!*	City of Alhambra	System Connectivity/ Active Transportation	\$0	60.9	\$1,931,000.00	Not Recommended		Capital
	Install bike routes, bike racks, and pedestrian improvements throughout the City of Alhambra.								
10	World Cup Summer Celebrate Streets****	LACMTA	System Connectivity/ Active Transportation	\$0	51.8	\$5,250,000.00	Not Recommended		Operating/ Capital
	Plan, conduct robust outreach for, and execute an anticipated four Celebrate Streets open streets events for the World Cup in 2026.								
System Connectivity/Active Transportation Category - Subtotal						\$30,078,765	\$12,317,265	\$1,266,035	
Total for I-10 Project List						\$52,631,641	\$20,259,465	\$1,266,035***	

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership

*** To be placed in reserve for the Corridor

**** Included in I-10 and I-110 due to project spanning both corridors

I-110 Grant Recommendations

Attachment C

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$44,612,560	
1	Line 1 Service Enhancement	Torrance Transit	Transit Use	\$1,900,000	73.6	\$3,066,435	\$3,066,435	\$41,546,125	Operating
	Increase operating service frequency to 20 minutes during peak; 45 minutes off peak on weekdays and 30-45 minutes on weekends.								
2	Line 6 Service Enhancement and Expansion to Dignity Health Sports Park	Torrance Transit	Transit Use	\$1,279,310	71.2	\$3,693,874	\$3,693,874	\$37,852,251	Operating
	Increase in revenue hours on weekday and start weekend service from Torrance’s Regional Transit Center to Harbor Gateway Transit Center, El Camino College, Dignity Health Sports Park and the Del Amo A-Line (Blue) Station.								
3	GTrans Expansion of Line 5 - Weekend Service	City of Gardena GTrans	Transit Use	\$914,699	71.0	\$1,073,742	\$1,073,742	\$36,778,509	Operating
	Expand Line 5 service to the weekends with a 30-minute frequency.								
4	Inglewood Transit Connector (Vehicles)*	City of Inglewood	Transit Use	\$190,852,750	67.4	\$17,350,250	Not Recommended		Capital
	Purchase of 2 of the 24 vehicles for the Inglewood Transit Connector.								

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$44,612,560	
5	Bus Stop Shelter Improvements in Various Unincorporated Los Angeles County Communities****	Los Angeles County	Transit Use	\$1,792,000	65.6	\$2,688,000	Not Recommended		Capital
	Installing 128 new bus shelters within the communities at bus stops along the I-10 and I-110 corridor								
6	South Los Angeles On-Demand Electric Shuttle*	City of Los Angeles	Transit Use	\$1,050,000	65.5	\$2,200,000	Not Recommended		Operating/ Capital
	Plan and operate the on-demand, free, electric shuttle in South Los Angeles.								
7	Purchase of ADA Paratransit Vehicles****	Access Services	Transit Use	\$813,294	60.8	\$3,253,176	Not Recommended		Capital
	Purchase of 30 ADA accessible vans								
Transit Use Category - Subtotal						\$33,325,477	\$7,834,051	\$36,778,509	
1	Slauson Area Tree Canopy Project*	LACMTA	Roadway Improvements	\$27,500,000	73.1	\$1,627,027	\$1,627,027	\$35,151,482	Capital
	Plant 945 trees in the Slauson corridor area of South Los Angeles								
2	I-110 Corridor Traffic Signal Synchronization and Communication Project*	Los Angeles County	Roadway Improvements	\$918,704	70.4	\$7,433,147	\$7,433,147	\$27,718,335	Capital
	Traffic signal synchronization upgrades along Main St. and fiber optics expansion and upgrades in south bay cities.								
Roadway Improvements Category - Subtotal						\$9,060,174	\$9,060,174	\$27,718,335	
1	Westmont/West Athens Pedestrian Enhancement Project*	Los Angeles County	System Connectivity/ Active Transportation	\$1,996,000	75.4	\$2,140,000.00	\$2,140,000.00	\$25,578,335	Capital
	Improvements to ADA compliant curb ramps, sidewalks, driveway upgrades, and street tree replacements.								

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$44,612,560	
2	Rail to Rail ATC Project	LACMTA	System Connectivity/ Active Transportation	\$147,284,000	71.3	\$12,000,000.00	\$12,000,000.00	\$13,578,335	Capital
	The development of a multi-use corridor for bicyclists and pedestrians.								
3	Rail to Rail Active Transportation	LACMTA	System Connectivity/ Active Transportation	\$147,284,000	70.7	\$5,000,000.00	\$5,000,000.00	\$8,578,335	Capital
	Six miles of Class 1 bicycle path infrastructure.								
4	Regional Multi-modal Data Analytics Platform Pilot*	LACMTA	System Connectivity/ Active Transportation	\$0	70.7	\$250,000.00	\$250,000.00	\$8,328,335	Capital
	Integrate diverse regional data around SoFi Stadium, establishing a central data hub for real-time and historical information.								
5	Advanced Traffic Controller Upgrades in Cities and Unincorporated Los Angeles County along the I-110 ExpressLanes Project*	Los Angeles County	System Connectivity/ Active Transportation	\$843,000	68.8	\$6,817,000.00	Not Recommended		Capital
	Upgrade transportation infrastructure in the Unincorporated County Communities along ExpressLanes on the Harbor Freeway (I-110).								
6	Inglewood Transit Connector (Pedestrian Bridge)*	City of Inglewood	System Connectivity/ Active Transportation	\$15,184,790	67.6	\$17,825,834.00	Not Recommended		Capital
	Construction of 3 pedestrian bridges on the Inglewood Transit Connector.								
7	BikeLink: Enhancing Carson's Connectivity with a Class I Bike Facility and Seamless Transit Integration along Dominquez Channel*	City of Carson	System Connectivity/ Active Transportation	\$2,249,786	66.2	\$11,811,374.00	Not Recommended		Capital
	The construction of Class I bike facilities from Main Street to Carson Street.								

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$44,612,560	
8	Downtown Los Angeles and South Los Angeles Bicycle Network Investments	City of Los Angeles	System Connectivity/ Active Transportation	\$2,920,000	66	\$5,600,000.00	Not Recommended		Capital
	Upgrade bicycling infrastructure along major corridors in the City of Los Angeles.								
9	World Cup Summer Celebrate Streets****	LACMTA	System Connectivity/ Active Transportation	\$0	51.8	\$5,250,000.00	Not Recommended		Operating/ Capital
	Plan, conduct robust outreach for, and execute an anticipated four Celebrate Streets open streets events for the World Cup in 2026.								
System Connectivity/Active Transportation Category - Subtotal						\$66,694,208	\$19,390,000	\$8,328,335	
Total for I-110 Project List						\$109,079,859	\$36,284,225	\$8,328,335***	

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership

*** To be placed in reserve for the Corridor

**** Included in I-10 and I-110 due to project spanning both corridors

Maximum Annual Funding Breakdown for Incremental Transit Service

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

**MASTER AGREEMENT FOR IMPROVEMENTS, OPERATIONS &
MAINTENANCE OF EXPRESSLANES ON I-10 AND 110**

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**MASTER AGREEMENT FOR IMPROVEMENTS, OPERATIONS, AND
MAINTENANCE OF EXPRESSLANES ON I-10 AND I-110**

This MASTER AGREEMENT, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Los Angeles County Metropolitan Transportation Authority, a public corporation/entity, referred to hereinafter as LACMTA. CALTRANS and LACMTA individually referred to as PARTY and collectively referred to as PARTIES.

RECITALS

1. PARTIES, pursuant to the State Highway System per the California Streets and Highways Code sections 114, 130, 149.9 and Government Code 65086.5, are authorized to enter into this Master Agreement for Creation, Improvements, Operations, and Maintenance of ExpressLanes on Interstate 10 and Interstate 110 (collectively, EXPRESSLANES) referred to herein MASTER AGREEMENT.
2. CALTRANS and LACMTA, pursuant to California Streets and Highways Code sections 114, 130 and 149.9 which were introduced by Senate Bill 1422 and amended Assembly Bill 1381 (Perez) (August 31, 2009) and the Congestion Reduction Demonstration Agreement (April 25, 2009) entered into a Cooperative Agreement (07-4875) for the conversion of high occupancy vehicle (HOV) lanes to high occupancy toll (HOT) lanes on Interstate 10 between Alameda Street/Union Station and I-605 and Interstate 110 between 182nd Street/Artesia Transit Center and Adams Boulevard (collectively, EXPRESSLANES), and for the implementation of the congestion pricing ExpressLanes program for a demonstration period.
3. CALTRANS and LACMTA, pursuant to the above code sections, entered into an Operations and Maintenance Agreement (07-4990) on August 11, 2010, which has now expired upon completion of the demonstration period.
4. The Streets and Highways Code Section 149.9 authorizes LACMTA, with the consent of CALTRANS, to conduct, administer, and operate a value-pricing and transit development program involving high-occupancy toll (HOT) lanes on EXPRESSLANES (EXPRESSLANES PROGRAM) where LACMTA may direct and authorize the entry and use of the high-occupancy vehicle (HOV) lanes by single-occupant vehicles and those vehicles that do not meet minimum occupancy requirements, as defined by LACMTA and consented to by CALTRANS for a fee . CALTRANS shall not withhold its consent unreasonably.

5. The Streets and Highways Code (SHC) Section 149.9 requires additional agreements between LACMTA, CALTRANS, and the Department of the California Highway Patrol (CHP) that identify the respective obligations and liabilities of each party relating to the EXPRESSLANES PROGRAM and clear and concise procedures for law enforcement.
6. EXPRESSLANES utilizes dynamic value pricing and a toll collection system that consists of an Automatic Vehicle Identification System, Variable Toll Message Sign (VTMS) system, and computer systems that process and post transactions to FasTrak® customer accounts. FasTrak® is the physical tool to facilitate the operation of value pricing, which authorizes the entry and use of EXPRESSLANES by single-occupant vehicles, high-occupancy vehicles with a valid FasTrak account, or vehicles that do not meet the minimum HOV requirement in exchange for payment of a toll. All these systems, including the Violation Enforcement System that are required to operate the value pricing system and pursue violators in accordance with Sections 4770 et se. and 40050 et seq. of the Vehicle Code are together referred to as the SYSTEM which is owned and operated by LACMTA.
7. Under this MASTER AGREEMENT, PARTIES intend to define the terms and conditions under which the SYSTEM is to be operated, maintained, and implemented by LACMTA.
8. SHC Section 149.9 requires LACMTA to provide for reimbursement of CALTRANS, from revenues generated by the EXPRESSLANES PROGRAM or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the EXPRESSLANES PROGRAM, as well as maintenance of state highway system facilities in connection with the EXPRESSLANES PROGRAM.
9. Under this MASTER AGREEMENT, PARTIES intend to define the terms and conditions under which CALTRANS shall perform and LACMTA shall reimburse from toll revenues the regular and recurrent roadway maintenance and operations services as detailed in Exhibit A, including regular traffic operations services (ROADWAY OPERATIONS AND MAINTENANCE/ROADWAY O&M), on the EXPRESSLANES and State highway facilities along EXPRESSLANES.
10. SHC Section 149.9 requires LACMTA to provide for reimbursement of Caltrans from toll revenues of the costs incurred for the maintenance of state highway facilities in connection with the EXPRESSLANES PROGRAM. SHC Section 149.9 would require remaining revenues to be used for improvements within the corridor from which the revenue was generated. The projects on the EXPRESSLANES and State highway facilities along EXPRESSLANES are nominated by either CALTRANS or LACMTA, concurred by both PARTIES and hereinafter referred to as EXPRESSLANES IMPROVEMENTS.

11. SHC Section 149.9 requires the agreements to provide for reimbursement of CALTRANS from the toll revenues, for the costs of maintenance of state highway facilities in connection with the EXPRESSLANES PROGRAM and would require remaining revenues to be used for improvements to the transportation corridor from which the revenue was generated. Per LACMTA Board of Directors action dated October 22, 2015, LACMTA intends to reserve at least 20% of the remaining toll revenues of the EXPRESSLANES PROGRAM, after reserving funds for ROADWAY O&M and EXPRESSLANES IMPROVEMENTS. These projects are nominated by CALTRANS, concurred by LACMTA, hereinafter referred to as NON-EXPRESSLANES IMPROVEMENTS.
12. Under this MASTER AGREEMENT, PARTIES intend to define the terms and conditions under which EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS projects identified in Exhibits B & C respectively, are developed and implemented by CALTRANS and reimbursed by LACMTA using toll revenues of the EXPRESSLANES PROGRAM.
13. The intention of PARTIES in executing MASTER AGREEMENT is to define the terms and conditions under which projects identified in Exhibits B & C are developed, constructed and financed without executing separate cooperative agreements for each.
14. However, PARTIES may execute supplemental agreements (SUPPLEMENTAL AGREEMENTS) to define the responsibilities and obligations not addressed in the MASTER AGREEMENT, to develop, construct and finance specific projects identified in Exhibits B and C.
15. The following documents are attached to, and made an express part of this MASTER AGREEMENT herein:

- Exhibit A – ROADWAY MAINTENANCE AND OPERATIONS - Service Plan and associated estimated unit costs for regular and recurring operations and maintenance improvements for EXPRESSLANES.
 - Exhibit B – EXPRESSLANES IMPROVEMENTS - List of projects and their corresponding project description, project component(s), planned completion date, estimated project costs, CEQA/NEPA lead agency, and effective date concurred to by LACMTA.
 - Exhibit C – NON-EXPRESSLANES IMPROVEMENTS - List of projects and their corresponding project description, project component(s), planned completion date, estimated project costs, CEQA/NEPA lead agency, and effective date concurred to by LACMTA.
 - Exhibit D – SAMPLE PROJECT DESCRIPTION
16. CALTRANS and LACMTA will jointly execute new Exhibits each time the funding or details of the maintenance, operations, and improvements effort change. The amendment of the Exhibits will be executed by a legally authorized representative of the respective PARTIES. The most current fully executed amendment of Exhibit A supersedes any previous Exhibit A created for this MASTER AGREEMENT. The most current fully executed Exhibit B supersedes any previous Exhibit B created for this MASTER AGREEMENT. The most current fully executed Exhibit C supersedes any previous Exhibit C created for this MASTER AGREEMENT.

17. Upon execution of this MASTER AGREEMENT, Caltrans will be authorized to begin work on the – EXPRESSLANES IMPROVEMENTS and NON EXPRESSLANE listed on Exhibit B & C respectively where a Project Description, as defined below, is executed by the PARTIES. Where Caltrans implements the work, LACMTA shall reimburse Caltrans for the cost of such EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS up to the authorized amount listed on Exhibit B & C respectively. After execution of this MASTER AGREEMENT, the parties can add new projects to Exhibit B & C as follows: the party requesting to implement a new EXPRESSLANES IMPROVEMENTS and NON- EXPRESSLANES IMPROVEMENTS will complete a Project Description, as defined below, and submit to the other party for concurrence and signature. Once a project has a Project Description which is authorized and signed by both parties, then the implementing party will be authorized to begin work on the Project and where Caltrans implements the work, LACMTA shall reimburse Caltrans for the cost of such Approved EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS up to the authorized amount listed on the Project Description. Once a year, Exhibit B & C will be updated to add or revise all EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS with a Project Description that was agreed by both parties during the prior year. “Project Description” means a document, in the sample form attached as Exhibit D to this MASTER AGREEMENT, to be completed by the party nominating the project which will include a description of the proposed project, the scope of work, work schedule, funding plan and any other details necessary for the other party to agree upon the proposed project. Projects are subject to LACMTA Board concurrence. Once a Project Description is agreed and signed by both parties, the nominating party can begin implementing the project and if Caltrans is the nominating party, the project costs will be eligible for reimbursement under the Agreement.
18. Replacement of the Exhibits will not require an amendment to the body of this MASTER AGREEMENT unless the funding and effort responsibilities assigned to each of the parties in the MASTER AGREEMENT require it. Any reference to a particular Exhibit in the MASTER AGREEMENT is deemed to be a reference to the then current Exhibit.
19. For the purpose of this MASTER AGREEMENT, any project identified in Exhibit B and Exhibit C under this MASTER AGREEMENT will be referred to hereinafter as PROJECT. The descriptions shown in Exhibits B and C only serves to identify the PROJECT. The PROJECT scope of work is defined in the appropriate authorizing documents for the PROJECT per the Project Development Procedures Manual (PDPM).

20. All obligations and responsibilities covered in this MASTER AGREEMENT to complete the PROJECT COMPONENT(S) of projects identified in Exhibits B and C will be referred to hereinafter as WORK.

Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

The PID identifies the PROJECT need and purpose, stakeholder input, project alternatives, anticipated right-of-way requirements, preliminary environmental analysis, initial cost estimates, schedule, and potential funding sources.

PA&ED includes the completion of the Final Environmental Document and the Project Report (documenting the project alternative selection).

PS&E includes the development of the plans, specifications, and estimate; obtaining any resource agency permits; and the advertisement/award of the construction contract.

RIGHT OF WAY includes coordination with utility owners for the protection, removal, or relocation of utilities; the acquisition of right-of-way interests; and post-construction work such as right-of-way monumentation/recordation, relinquishments/vacations, and excess land transactions. The RIGHT OF WAY component budget identifies the cost of the capital costs of right-of-way acquisition (RIGHT OF WAY Capital) and the cost of the staff work in support of the acquisition (RIGHT OF WAY Support).

CONSTRUCTION work includes construction contract administration, surveying/staking, inspection, quality assurance, and assuring regulatory compliance. The CONSTRUCTION component budget identifies the capital costs of the construction contract/furnished materials (CONSTRUCTION Capital) and the cost of the staff work in support of the construction contract administration (CONSTRUCTION Support).

21. The term MASTER AGREEMENT includes this document, any attachments, exhibits, SUPPLEMENTAL AGREEMENTS and amendments.

This MASTER AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

PARTIES intend this MASTER AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this MASTER AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this MASTER AGREEMENT.

If any provisions in this MASTER AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other MASTER AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this MASTER AGREEMENT.

Except as otherwise provided in the MASTER AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this MASTER AGREEMENT.

PARTIES will review this MASTER AGREEMENT at least once every five (5) years and may revise it as necessary.

In order to terminate the MASTER AGREEMENT for each PROJECT identified in Exhibits B and C, PARTIES shall execute an individual PROJECT CLOSURE STATEMENT identifying the PROJECT that needs to be closed out.

The PROJECT CLOSURE STATEMENT will not be signed until there is a final disbursement of funds, all audit and reporting requirements are met, and the WORK for that PROJECT is completed. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

22. In this MASTER AGREEMENT, capitalized words represent defined terms, initialisms, or acronyms.
23. All sections of this MASTER AGREEMENT including Recitals and Responsibilities are legally enforceable.

PARTIES hereby set forth the terms, covenants, and conditions of this MASTER AGREEMENT.

RESPONSIBILITIES

OPERATIONS AND MAINTENANCE

24. LACMTA to implement the SYSTEM, that includes the implementation of the FasTrak® toll collection system and to administer a value pricing program, with concurrence from CALTRANS, for EXPRESSLANES at no cost to CALTRANS including: (a) operations and maintenance for any devices installed by LACMTA, or its authorized agent(s), exclusively needed for the Toll Collection System; (b) establishing value pricing program business rules and account policies, including setting the amount of the FasTrak® fees; (c) collecting fees from FasTrak® customers in accordance with the business rules and account policies; and (d) shall conform with applicable State and federal laws and policies.
25. CALTRANS shall perform and LACMTA shall reimburse from toll revenues of the EXPRESSLANES PROGRAM, as per the terms of this MASTER AGREEMENT, for ROADWAY O&M which includes regular and recurrent roadway maintenance and operation services as estimated in Exhibit A, including regular traffic operations services.
26. Exhibit A details the mutually agreed Estimated Annual Maintenance Cost and Workplan for the ROADWAY O&M activities described therein.
27. The details regarding the funding and distribution of effort for ROADWAY O&M have been identified in Exhibit A.
28. The funding provided in Exhibit A are just the estimates and if they are insufficient to complete ROADWAY O&M, CALTRANS will promptly notify LACMTA. PARTIES shall work together to identify and implement cost control measures.
29. CALTRANS shall schedule any ROADWAY O&M services to occur on Sunday mornings, except for safety related activities and traffic investigations that may require immediate services.
30. CALTRANS will invoice and LACMTA will reimburse quarterly for the actual costs of ROADWAY O&M.
31. CALTRANS to submit to LACMTA an updated Exhibit A for ROADWAY O&M proposed for the next fiscal year, on an annual basis at least one hundred (100) days prior to the start of each fiscal year.

32. LACMTA designates CALTRANS to provide EXPRESSLANES and ROADWAY Maintenance and operational activities. Operational activities are outlined in the Traffic Incident Management Plan (TIMP) including TIMP monthly coordination meetings, and LACMTA shall be billed and shall reimburse CALTRANS for actual costs.
33. It is mutually agreed the cost of Roadway Maintenance and Operation will be reimbursed at 100% of actual costs.
34. In the event of damage to or destruction of SYSTEM and Toll Collection System on the EXPRESSLANES, LACMTA shall have responsibility for repair and replacement.
35. If channelizers are employed in the operation of EXPRESSLANES, CALTRANS Maintenance will monitor the EXPRESSLANES and pick up loose/displaced channelizers from the roadway periodically. LACMTA shall pay for all material and labor, for the installation and replacement of channelizers on a continual basis by LACMTA's contractors.
36. It is mutually agreed that upgrades for amenities and services within the CALTRANS communications system, including but not limited to permanent power solutions, permanent HVAC solutions, and upgrade security access at the two communication hub buildings (Norwalk and San Gabriel Valley) are needed. Maintenance and any cost sharing responsibilities of the communications system will be detailed in a separate agreement.

EXPRESSLANES IMPROVEMENTS AND NON-EXPRESSLANES IMPROVEMENTS

Sponsorship

37. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for adjusting the PROJECT scope to match committed funds or securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds obligated in this MASTER AGREEMENT.

PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

38. LACMTA is the SPONSOR for the EXPRESSLANES IMPROVEMENTS.
39. CALTRANS is the SPONSOR for the NON-EXPRESSLANES IMPROVEMENTS.

Implementing Agency

- 40. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.
- 41. CALTRANS is the IMPLEMENTING AGENCY for the WORK at LACMTA costs.
- 42. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT.

Funding

- 43. PARTIES will establish the “not to exceed” programed toll revenue funds to-fulfill for each PROJECT, as identified in Exhibits B and C under this MASTER AGREEMENT.
- 44. CALTRANS will not be reimbursed for costs beyond the funds obligated in the Exhibits of the MASTER AGREEMENT. Any funds expended by CALTRANS prior to the EFFECTIVE DATE as identified in Exhibits B and C of this MASTER AGREEMENT, except as provided for herein, shall not be reimbursed without prior written consent of LACMTA and shall be spent at CALTRANS’ own risk.
- 45. WORK costs, except those that are specifically identified to be excluded in this MASTER AGREEMENT, are to be paid from the funds obligated in Exhibits B and C under this MASTER AGREEMENT. Costs that are specifically excluded from the funds obligated in this MASTER AGREEMENT are to be paid by the PARTY incurring the costs from funds that are independent of this MASTER AGREEMENT.
- 46. If there are insufficient funds available in this MASTER AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, CALTRANS will fund these activities until such time as PARTIES amend this MASTER AGREEMENT. That CALTRANS may request reimbursement for these costs during the amendment process.
- 47. If there are insufficient funds in this MASTER AGREEMENT to implement the obligations and responsibilities of this MASTER AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this MASTER AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

ICRP Rate

48. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

CEQA/NEPA Lead Agency

49. It is the responsibility of the CEQA/NEPA lead agency to interpret and determine the applicability of the various laws and requirements associated with protection of the human and natural environment.
50. CALTRANS will serve as the NEPA lead agency in accordance with federal law and through consultation with any involved federal agency or with an agency which has been assigned NEPA lead agency status by a federal agency.
51. PARTIES will determine who will carry out CEQA lead agency responsibilities in accordance with the PARTIES standards and policies in effect at the time.
52. PARTIES will identify the CEQA and NEPA lead agency in appropriate Exhibits B or C in which the PROJECT is listed.

Project Initiation Document (PID)

53. CALTRANS is responsible for all PID WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under a SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.

Environmental Permits, Approvals and Agreements

54. PARTIES will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTIES responsibilities in this MASTER AGREEMENT.
55. The required permits will be identified in the PROJECT environmental document.

56. Unless otherwise assigned in a SUPPLEMENTAL AGREEMENT, CALTRANS is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.

Project Approval and Environmental Document (PA&ED)

57. CALTRANS is responsible for all PA&ED WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under a SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.
58. Any PARTY preparing environmental documentation, including studies and reports, will ensure that qualified personnel remain available to help resolve environmental issues and perform any necessary work to ensure that the PROJECT remains in environmental compliance.

California Environmental Quality Act (CEQA)

59. The CEQA Lead Agency will determine the type of CEQA documentation and will cause that documentation to be prepared in accordance with CEQA requirements.
60. Any PARTY involved in the preparation of CEQA documentation will prepare the documentation to meet CEQA requirements and follow the CEQA Lead Agency's standards that apply to the CEQA process.
61. Any PARTY preparing any portion of the CEQA documentation, including any studies and reports, will submit that portion of the documentation to the CEQA Lead Agency for review, comment, and approval at appropriate stages of development prior to public availability.
62. The CEQA Lead Agency will attend all CEQA-related public meetings.

63. If a PARTY who is not the CEQA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the CEQA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the CEQA public review process.

That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the CEQA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the CEQA Lead Agency to review, comment on, and approve those changes at least five (5) working days prior to the public meeting date.

The CEQA Lead Agency maintains final editorial control with respect to text or graphics that could lead to public confusion over CEQA-related roles and responsibilities.

National Environmental Policy Act (NEPA)

64. Pursuant to Chapter 3 of Title 23, United States Code (23 U.S.C. 326) and 23 U.S.C. 327, CALTRANS is the NEPA Lead Agency for the PROJECT. CALTRANS is responsible for NEPA compliance, will determine the type of NEPA documentation, and will cause that documentation to be prepared in accordance with NEPA requirements.

CALTRANS, as the NEPA Lead Agency for PROJECT, will review, comment, and approve all environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) at appropriate stages of development prior to approval and public availability.

When required as NEPA Lead Agency, CALTRANS will conduct consultation and coordination and obtain, renew, or amend approvals pursuant to the Federal Endangered Species Act, and Essential Fish Habitat.

When required as NEPA Lead Agency, CALTRANS will conduct consultation and coordination approvals pursuant to Section 106 of the National Historic Preservation Act.

65. Any PARTY involved in the preparation of NEPA documentation will follow FHWA and CALTRANS standards that apply to the NEPA process including, but not limited to, the guidance provided in the FHWA Environmental Guidebook (available at www.fhwa.dot.gov/hep/index.htm) and the CALTRANS Standard Environmental Reference.

66. Any PARTY preparing any portion of the NEPA documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) will submit that portion of the documentation to CALTRANS for CALTRANS' review, comment, and approval prior to public availability.
67. CALTRANS will prepare, publicize, and circulate all NEPA-related public notices. CALTRANS will work with the appropriate federal agency to publish notices in the Federal Register.
68. The NEPA Lead Agency will attend all NEPA-related public meetings.
69. If a PARTY who is not the NEPA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the NEPA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the NEPA public review process.

That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the NEPA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the NEPA Lead Agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

The NEPA Lead Agency has final approval authority with respect to text or graphics that could lead to public confusion over NEPA-related roles and responsibilities.

Plans, Specifications, and Estimate (PS&E)

70. CALTRANS is responsible for all PS&E WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under a SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.
71. If funding is not provided for RIGHT-OF-WAY components of PROJECT, then the PROJECT cannot be advertised and awarded for CONSTRUCTION since the completion of necessary RIGHT-OF-WAY activities is required to proceed with the CONSTRUCTION phase.
72. CALTRANS will prepare Utility Conflict Maps identifying the accommodation, protection, relocation, or removal of any existing utility facilities that conflict with construction of the PROJECT or that violate CALTRANS' encroachment policy.

73. CALTRANS will determine the cost to positively identify and locate, accommodate, protect, relocate, or remove any utility facilities whether inside or outside the State Highway System right-of-way in accordance with federal and California laws and regulations, and CALTRANS' policies, procedures, standards, practices, and applicable agreements including but not limited to Freeway Master Contracts.
74. If the WORK identified in Exhibits B and C under this MASTER AGREEMENT does not include CONSTRUCTION component, then PARTIES acknowledge that the activities Final District PS&E Package (255.20) and Contract Bid Documents "Ready to List" (260) will be performed by CALTRANS. Because CALTRANS is anticipated to perform the advertisement, award, and administration (AAA) of the construction contract, the PS&E package must be reviewed and approved by CALTRANS District and HQ Office Engineers prior to advertisement.

LACMTA will ensure that any consultant involved in the preparation of the PS&E package will remain available to address all comments generated during the performance of the Final District PS&E Package and Contract Bid Documents "Ready to List" activities.

RIGHT-OF-WAY

75. CALTRANS is responsible for all RIGHT-OF-WAY WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under a SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.
76. If funding is not provided for PS&E component for PROJECT, then the PROJECT cannot be advertised and awarded for CONSTRUCTION without completing the necessary PS&E activities.
77. The California Transportation Commission is responsible for hearing and adopting Resolutions of Necessity.
78. CALTRANS will provide Right of Way Certification prior to PROJECT advertisement.
79. Physical and legal possession of the right-of-way must be completed prior to advertising the construction contract, unless PARTIES mutually agree to other arrangements in writing.
80. Right-of-way conveyances must be completed prior to WORK completion unless PARTIES mutually agree to other arrangements in writing.

CONSTRUCTION

81. CALTRANS is responsible for all CONSTRUCTION WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.
82. The PROJECT cannot be advertised and awarded for CONSTRUCTION without obtaining the physical and legal possession of the right-of-way and right-of-way certification has been issued by CALTRANS.
83. CALTRANS will advertise, open bids, award, and approve the construction contract in accordance with the California Public Contract Code and the California Labor Code. By accepting responsibility to advertise and award the construction contract, CALTRANS also accepts responsibility to administer the construction contract.
84. If the lowest responsible construction contract bid is greater than the funding commitment to CONSTRUCTION CAPITAL, PARTIES must agree in writing on a course of action within fifteen (15) working days. If no agreement is reached within fifteen (15) work days, CALTRANS will not award the construction contract.
85. CALTRANS will implement changes to the construction contract through Change Orders. PARTIES will review and concur on all Change Orders over \$500,000.
86. Prior to CONSTRUCTION, CALTRANS and LACMTA will develop and execute a new or amended maintenance agreement if required in Exhibits B and C under this MASTER AGREEMENT.

87. Upon completion of WORK, ownership to all materials and equipment constructed or installed for the operations and/or maintenance of the State Highway System within State Highway System right-of-way as part WORK become the property of CALTRANS. Any materials and equipment constructed or installed for the operations and/or maintenance of SYSTEM shall become the property of LACMTA.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside the State Highway System right-of-way.

Schedule

88. PARTIES will manage the WORK schedule to ensure the timely use of obligated funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.

Additional Provisions

Standards

89. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; FHWA standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:

- CADD Users Manual
- CALTRANS policies and directives
- Plans Preparation Manual
- Project Development Procedures Manual (PDPM)
- Workplan Standards Guide (WSG) which defines WORK BREAKDOWN STRUCTURE (WBS) – WBS is a standardized hierarchical listing of project work activities/products in increasing levels of detail constituting each PROJECT COMPONENT.
- Standard Environmental Reference
- Highway Design Manual
- Right of Way Manual
- Construction Manual

Qualifications

90. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.
91. CALTRANS shall allocate to the maintenance services to be provided under this MASTER AGREEMENT, qualified staff and adequate equipment and shall deliver to LACMTA any information reasonably requested by LACMTA to verify that CALTRANS has sufficient equipment, personnel and other resources to satisfy its obligations hereunder. CALTRANS will staff a maintenance supervisor or equivalent designee to be responsible for coordinating Maintenance Services and assuring quality control, at no cost to LACMTA.

Encroachment Permits

92. CALTRANS will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

93. LACMTA and their contractors shall apply for necessary encroachment permits(s) for required toll collection system or vehicle enforcement system work within CALTRANS highway right-of-way, in accordance with CALTRANS's standard permit procedures. Permits will be issued at no charge to LACMTA, or its authorized agent(s), unless an inspection is required, then a fee will be charged based on job type, length of work, traffic closure, and so forth. STATE will endeavor to issue encroachment permits within 30 days following receipt of an acceptable application.
94. CALTRANS shall provide a qualified CALTRANS representative who shall have the authority to accept or reject work and materials, or to order any actions needed for public safety or the preservation of property, and to assure compliance with all the Encroachment Permit(s) issued to LACMTA and/or to LACMTA's authorized agent(s).

Protected Resources

95. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

Disclosures

96. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code section 6254.5(e) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

97. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public documents. PARTIES will consult with each other prior to the release of any public documents related to the WORK.

98. OPERATIONAL DATA generated by CALTRANS and LACMTA, or its authorized agent(s), shall be made available upon request by either party to this MASTER AGREEMENT within thirty (30) days. LACMTA, or its authorized agent(s), will abide by the EXPRESSLANES Privacy Policy and all applicable laws to ensure that account holder personal information will not be disclosed.
- a. CALTRANS and LACMTA receive no warranty regarding provided data, whether express or implied, and all warranties of merchantability and fitness of provided data for any particular purpose are expressly disclaimed.
 - b. CALTRANS and LACMTA make no warranty that the data provided will be free of errors, and that the provided data is on and as is and with all faults basis.
 - c. CALTRANS and LACMTA will not license or distribute any shared data to any parties not included in this MASTER AGREEMENT, without the written consent of the other party, except for purposes of the National Evaluation required by USDOT.

Hazardous Materials

99. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, irrespective of whether it is disturbed by the PROJECT or not.

HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

100. If HM-1 or HM-2 is found the discovering PARTY will immediately notify all other PARTIES.
101. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.
- CALTRANS will pay, or cause to be paid, the cost of HM-1 MANAGEMENT for HM-1 found within the existing State Highway System right-of-way with funds that are independent of the funds obligated in this MASTER AGREEMENT.

102. For pre-CONSTRUCTION component, PARTIES agree to avoid any parcel(s) containing HM-1 within PROJECT limits and outside the existing State Highway System right-of-way. If such parcel(s) are deemed unavoidable in accordance with CALTRANS policy, LACMTA will notify the appropriate regulatory agency to report the presence of HM-1 to facilitate parcel remediation/cleanup. Responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. PARTIES will meet and discuss potential impacts to PROJECT cost, scope and schedule.
103. If HM-1 is found within the PROJECT limits and outside the existing State Highway System right of way during the CONSTRUCTION component, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. CALTRANS will notify the appropriate regulatory agency to report the presence of HM-1. PARTIES will meet and discuss potential impacts to PROJECT cost, scope and schedule.
104. The cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way will be paid from funds that are independent of the funds obligated in this MASTER AGREEMENT and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.
105. CALTRANS is responsible for HM-2 MANAGEMENT within the PROJECT limits.
106. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

Claims

107. Any PARTY that is responsible for completing WORK may accept, reject, compromise, settle, or litigate claims arising from the WORK without concurrence from the other PARTY.
108. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this MASTER AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.

Accounting and Audits

109. PARTIES will maintain, and will ensure that any consultant hired by PARTIES to participate in WORK will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.

110. PARTIES will maintain and make available to each other all WORK-related documents, including financial data, during the term of this MASTER AGREEMENT.

PARTIES will retain all WORK-related records for three (3) years after the final voucher.

PARTIES will require that any consultants hired to participate in the WORK will comply with this Article.

111. PARTIES have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA (if the PROJECT utilizes federal funds), and LACMTA will have access to all WORK -related records of each PARTY, and any consultant hired by a PARTY to participate in WORK, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTY will be permitted to make copies of any WORK-related records needed for the audit.

The audited PARTY will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTIES have forty-five (45) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTIES is subject to mediation. Mediation will follow the process described in the General Conditions section of this MASTER AGREEMENT.

112. On a fiscal year annual basis, LACMTA will provide CALTRANS with EXPRESSLANES revenue and expenditures reports. Standard reports will be developed by LACMTA or its authorized agent(s) to measure FasTrak® revenues and expenditures.

The reports shall be in a format approved by CALTRANS in conformance with USDOT Reporting Requirements and herein referred to as EXPRESSLANES Revenue and Expenditure Report.

Interruption of Work

- 113. If WORK stops for any reason, each PARTY will continue to implement the obligations of this MASTER AGREEMENT, including the commitments and conditions included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.
- 114. Upon the termination of the EXPRESSLANES PROGRAM, CALTRANS shall use funds from revenues generated by EXPRESSLANES to restore EXPRESSLANES to conditions acceptable to CALTRANS, within eighteen (18) months after termination, unless otherwise modified by mutual agreement of both CALTRANS and LACMTA. In the event there are insufficient revenues, LACMTA, in cooperation with CALTRANS, shall secure funding from other sources.

Penalties, Judgments and Settlements

- 115. The cost of awards, judgments, or settlements generated by the WORK are to be paid from the funds obligated in this MASTER AGREEMENT.
- 116. The cost of legal challenges to the environmental process or documentation may be paid from the funds obligated in this MASTER AGREEMENT.
- 117. Fines, interest, or penalties against a PARTY will not be considered costs eligible for reimbursement from the PROJECT. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will be responsible to pay such costs and will indemnify and hold all other PARTIES harmless per the terms of this MASTER AGREEMENT.

Environmental Compliance

- 118. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTIES will amend this MASTER AGREEMENT to include completion of those additional tasks.

Lane Closures

- 119. Notwithstanding other provisions in this MASTER AGREEMENT, when necessary, CALTRANS may close EXPRESSLANES and/or open EXPRESSLANES to general-purpose traffic for incident management, or emergency response in accordance with established rules, guidelines and criteria in accordance with the approved Traffic Incident Management Plan (TIMP) developed for EXPRESSLANES. In such event, LACMTA shall adjust its VTMS signs upon receipt of the proper notification from CALTRANS to reflect the special operating configuration of the lanes.

120. CALTRANS may close EXPRESSLANES and/or open EXPRESSLANES to general-purpose traffic for construction purposes and maintenance purposes in accordance with terms of this MASTER AGREEMENT. In such event, CALTRANS shall notify LACMTA **two (2) weeks** in advance of such occurrences. In such event, LACMTA shall adjust its VTMS signs to reflect the special operating configuration of the lanes.
121. CALTRANS shall not close the EXPRESSLANES during peak hours without meeting and conferring with LACMTA prior thereto, and CALTRANS shall provide at least three (3) months prior written notice to LACMTA in the event any CALTRANS activity in a portion of the EXPRESSLANES CORRIDOR requires a partial or full closure of the EXPRESSLANES for longer than 24 hours, except as to those closures for incident management, or emergency response which are not anticipated by CALTRANS prior to the inception of the event causing such closure.

Operations of Toll Facility

122. LACMTA shall provide CALTRANS upon request with available operational data related to the Toll Facility, including, but not limited to; traffic volumes, occupancy data including average vehicle occupancy, and changeable message board data (“OPERATIONAL DATA”) for use in state-wide reports and engineering studies.

Public Safety and Policing

123. No Right to Toll Facility Customer Information. LACMTA shall not provide CALTRANS with any independent right to any personally identifiable information (PII) customer information regarding the use of toll facility other than general anonymized statistical data. ↘

Compliance with Laws

124. LACMTA shall follow all applicable traffic enforcement laws and regulations and both Parties shall comply with all applicable privacy laws with respect to customer information.

Airspace Reserve

125. Airspace over or under any portion of the Toll Facility is hereby expressly reserved to CALTRANS, with the exception of toll collection equipment, gantries and toll enforcement equipment, any ExpressLanes traffic control devices, ITS equipment, and sensors.

Communications

126. The term COMMUNICATIONS MATERIALS, as used herein, include, but are not limited to, press events, public and external newsletters, printed materials, advertising, websites, radio and public service announcements, electronic media, and construction site signage.
127. CALTRANS shall coordinate with LACMTA regarding all COMMUNICATIONS MATERIALS proposed to be used by CALTRANS for advertising or public relations purposes prior to publication. CALTRANS shall not allow LACMTA related copy to be published in CALTRANS' advertisements and public relations programs without prior coordination with LACMTA.
128. CALTRANS shall ensure that all COMMUNICATIONS MATERIALS contain recognition of LACMTA's and Metro EXPRESSLANES PROGRAM contribution to ROADWAY O&M, EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS as more particularly set forth in the then current "Funding Agreement Communications Materials Guidelines" available online or from the LACMTA Project Manager.
129. In addition to complying with the above, CALTRANS shall:
 - a. include prominently/in the lead, at a minimum, recognition of Metro EXPRESSLANES PROGRAM contribution to the maintenance and projects on literature, marketing brochures, newsletters, invitations and other communication materials by including the phrase in the likes of "This project was partially funded by Metro EXPRESSLANES PROGRAM."
 - b. include in any Joint Agency press release, at a minimum, a recognition of Metro EXPRESSLANES PROGRAM contribution to the projects by including the phrase in the likes of "This project was funded by Metro EXPRESSLANES PROGRAM."
 - c. notify the LACMTA Project Manager of all planned press events, ribbon cuttings, groundbreakings, and all other public and/or press events related to the projects at a minimum thirty (30) days before such events take place to allow LACMTA to participate in such events, at LACMTA's sole discretion.
 - d. prominently display the following phrase on all signage for project structures, facilities, and construction sites: "This project made possible by Metro [Metro logo] and Metro EXPRESSLANES PROGRAM [Metro EXPRESSLANES PROGRAM logo]"
 - e. request the most current Metro logo and the most current Metro EXPRESSLANES PROGRAM logo from the LACMTA Project Manager when creating any and all communications materials containing the Metro logo and Metro EXPRESSLANES PROGRAM logo.

130. The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. These guidelines and logo files including scalable vector files will be available through the LACMTA Project Manager.
131. CALTRANS shall ensure that any subcontractor, including, but not limited to, public relations, public affairs, and/or marketing firms hired to produce COMMUNICATIONS MATERIALS for public and external purposes will comply with the requirements contained in this Section.
132. The LACMTA Project Manager shall be responsible for monitoring CALTRANS compliance with the terms and conditions of this Section. CALTRANS failure to comply with the terms of this Section shall be deemed a default hereunder and LACMTA shall have all rights and remedies set forth herein.

GENERAL CONDITIONS

Venue

133. PARTIES understand that this MASTER AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This MASTER AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this MASTER AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this MASTER AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

Exemptions

134. All CALTRANS' obligations under this MASTER AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
135. All LACMTA's obligations under this MASTER AGREEMENT are subject to the approval of the allocations of resources to the EXPRESSLANES in the annual document that shows the EXPRESSLANES toll revenues, identifies the budget for the administration of the EXPRESSLANES PROGRAM and various maintenance and project expenses that are to be funded by EXPRESSLANES toll revenues including but not limited to ROADWAY O&M, EXPRESSLANES IMPROVEMENTS, and NON-EXPRESSLANES IMPROVEMENTS for the next fiscal year and the various projects to be implemented by CALTRANS and other local agencies within the corridor (EXPENDITURE PLAN) by the LACMTA Board of Directors.

136. CALTRANS retains the right to protect public safety, preserve property rights, and ensure that all projects on the State Highway System are in the best interest of the system, as determined by CALTRANS.

Indemnification

137. Neither CALTRANS nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by LACMTA, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon LACMTA under this MASTER AGREEMENT. It is understood and agreed that LACMTA, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by LACMTA, its contractors, sub-contractors, and/or its agents under this MASTER AGREEMENT.
138. Neither LACMTA nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this MASTER AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless LACMTA and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this MASTER AGREEMENT.

Non-parties

139. PARTIES do not intend this MASTER AGREEMENT to create a third party beneficiary or define duties, obligations, or rights for entities not signatory to this MASTER AGREEMENT. PARTIES do not intend this MASTER AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.
140. PARTIES will not assign or attempt to assign obligations to PARTIES not signatory to this MASTER AGREEMENT without an amendment to this MASTER AGREEMENT.

Ambiguity and Performance

141. Both PARTIES have actively participated in the drafting of this MASTER AGREEMENT. Any ambiguity contained in this MASTER AGREEMENT will not be interpreted against either PARTY. The PARTIES waive the provisions of California Civil Code section 1654.

A waiver of a PARTY's performance under this MASTER AGREEMENT will not constitute a continuous waiver of any other provision nor would it constitute a waiver of future performance.

142. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

Defaults

143. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.

144. A default under this MASTER AGREEMENT is defined as any one or more of the following: (i) CALTRANS fails to comply with the terms and conditions contained herein; (ii) CALTRANS fails to perform satisfactorily or makes a material change, as determined by LACMTA as its sole discretion, to Exhibits B and C or the WORK scope without LACMTA's prior written consent or approval as provided herein; or (iii) CALTRANS is consistently responsible for being behind schedule in meeting milestones or in delivering the WORK.

Dispute Resolution

145. PARTIES will first attempt to resolve MASTER AGREEMENT disputes at the PROJECT team level. On January 21, 2020, both PARTIES entered into a Partnering Agreement. PARTIES shall adhere to the conflict resolution process as outlined in the Partnering Agreement. If they cannot resolve the dispute themselves, the CALTRANS District 7 Director and the Chief Executive Officer of LACMTA or his designee will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this MASTER AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

Except for equitable relief, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

146. The remedies described herein are non-exclusive. In addition to the above remedies specified herein, the parties shall each have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

Prevailing Wage

147. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations found in Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

Work performed by a PARTY’s own employees is exempt from the Labor Code's Prevailing Wage requirements.

If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY’s employees is exempt from federal prevailing wage requirements.

INVOICE AND PAYMENT

148. LACMTA will pay invoiced amount within forty-five (45) calendar days of receipt of the invoice unless LACMTA is paying with Electronic Funds Transfer (EFT). When paying with EFT, LACMTA will pay the invoiced amount within thirty (30) business days of receipt of the invoice.
149. If LACMTA has received EFT certification from CALTRANS, then LACMTA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
150. CALTRANS will invoice and LACMTA will reimburse monthly for actual costs of work performed in the EXPRESSLANES IMPROVEMENTS up to the amount against the respective WORK as shown in Exhibit B.

151. CALTRANS will invoice and LACMTA will reimburse monthly for actual costs of work performed in the NON-EXPRESSLANES IMPROVEMENTS up to the amount against the respective WORK, as shown in Exhibit C.
152. The toll revenue funds for each EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS shall be paid on a reimbursement basis, with all reporting, invoicing, auditing and general terms of funding under this agreement for WORK as follows:
- a. CALTRANS shall provide LACMTA with written notice when 25%, 50%, and 80% of the funds have been expended for EXPRESSLANES IMPROVEMENTS.
 - b. Reimbursement of WORK costs shall be paid on a monthly basis as follows: The amount of the payment by LACMTA is subject to the provisions herein below.
 - i. Any toll revenue funds expended by CALTRANS prior to the EFFECTIVE DATE identified in Exhibits B and C under this MASTER AGREEMENT for the specific WORK, except as provided for herein, shall not be reimbursed without the prior written consent of LACMTA.
 - ii. CALTRANS must demonstrate timely use of the toll revenue funds by:
 1. Meeting the most current approved planned completion date, agreed to by CALTRANS and LACMTA; and
 2. Submitting the MONTHLY EXPENSE/PROGRESS REPORT for each project using the format shown in REPORTING AND EXPENDITURE GUIDELINES (attached to MASTER AGREEMENT herein) within fifteen (15) days following the month for which the report is due. LACMTA will not reimburse CALTRANS until the completed required reports are received and approved.
 3. Begin expenditure of funds within one year of approval to avoid potential lapsing of funds.

SIGNATURES

PARTIES are authorized to enter into this MASTER AGREEMENT and have delegated to the undersigned the authority to execute this MASTER AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this MASTER AGREEMENT.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY**

Gloria Roberts
Acting D7 District Director

Stephanie N. Wiggins
Chief Executive Officer

VERIFICATION OF FUNDS AND
AUTHORITY:

APPROVED AS TO FORM:
Dawyn R. Harrison
County Counsel

Vickie Murphy District Budget Manager

APPROVED AS TO FORM AND
PROCEDURE:

By: Deputy

Meera Danday
Deputy Attorney

CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:

Darwin Salmos
HQ Accounting Supervisor

PROJECT CLOSURE STATEMENT INSTRUCTIONS

1. Did PARTIES complete all scope, cost and schedule commitments included in this MASTER AGREEMENT and any amendments to this MASTER AGREEMENT?

YES / NO

2. Did CALTRANS accept and approve all final deliverables submitted by other PARTIES?

YES / NO

3. Did the CALTRANS HQ Office of Accounting verify that all final accounting for this MASTER AGREEMENT and any amendments to this MASTER AGREEMENT were completed?

YES / NO

4. If construction is involved, did the CALTRANS District Project Manager verify that all claims and third party billings (utilities, etc.) have been settled before termination of the MASTER AGREEMENT?

YES / NO

5. Did PARTIES complete and transmit the As-Built Plans, Project History File, and all other required contract documents?

YES / NO

If ALL answers are “YES”, this form may be used to TERMINATE this MASTER AGREEMENT.

SAMPLE PROJECT CLOSURE STATEMENT

PARTIES agree that they have completed all scope, cost, and schedule commitments included in Agreement 07-5092 for PROJECT (EA XXXXX) and any amendments to the agreement. The final signature date on this document formally concludes responsibility for PROJECT under agreement 07-5092) except survival articles. All survival articles in agreement 07-5092 for PROJECT (EA XXXXX) will remain in effect until expired by law, terminated or modified in writing by the PARTIES' mutual agreement, whichever occurs earlier.

The people signing this agreement have the authority to do so on behalf of their public agencies.
CALTRANS

Name
District Director

Date

CERTIFIED AS TO ALL FINANCIAL OBLIGATIONS/TERMS AND POLICIES

Name
District Budget Manager

Date

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Name
Chief Executive Officer

Date

REPORTING AND EXPENDITURE GUIDELINES

Reporting Procedures

1. The Monthly Expense & Progress Report documents all WORK related activities and expenditures in any month. CALTRANS shall diligently complete all information requested on the form. Clear and detailed explanation must be included where necessary to explain lack of activity, delays, and other special and/or out of ordinary circumstances.
2. Monthly Expense & Progress Reports are to be submitted to LACMTA by the 15th of each month.
3. Upon completion of the WORK, CALTRANS shall submit a final report that will include the WORK's final evaluation.
4. If no WORK activity has occurred during a particular quarter, CALTRANS will still submit the Monthly Progress Report documenting the reason for no activity. The report shall be sent to the LACMTA Executive Officer on the COVER SHEET of this MASTER AGREEMENT.

Expenditure Guidelines

5. Any activity or expense above and beyond the scope of work required to complete PROJECT COMPONENT as defined in the CALTRANS Workplan Standards Guide is considered ineligible.
6. Administrative cost (personnel, office supplies, and equipment) is defined as the on-going expense incurred by CALTRANS for the duration and direct benefit of the PROJECT. As a condition of eligibility, all costs must be necessary for maintaining, monitoring, coordinating, reporting, and budgeting of the PROJECT. Additionally, expenses must be reasonable and appropriate to the activities related to the PROJECT.

Definitions

7. Allowable Cost: To be allowable, costs must be reasonable, recognized as ordinary and necessary (including the remediation of hazardous materials encountered in the course of Project completion), and consistent with established CALTRANS practices.

8. Excessive Cost: Any expense proven “excessive” by LACMTA staff will be adjusted to reflect a “reasonable and customary” level. For detail definition of “reasonable cost”, please refer to the Federal Register OMB Circulars A-87 Cost principals for State and Local Governments, and A-122 Cost Principals for Non-Profit Organizations.
9. Ineligible Expenditures: Any activity or expense charged above and beyond the approved Scope of Work is considered ineligible.

FOR LACMTA USE ONLY

Date Received	
Project Manager	

MONTHLY EXPENSE/PROGRESS REPORT

For Caltrans Freeway Projects

SECTION I: GENERAL INFORMATION

PROJECT TITLE _____
Agreement Number 07-5092

Project's Report Schedule:

Fiscal Year: 2017-2018 2018-2019 2019-2020 2020-2021

Month: _____

Date Submitted: _____

**Quarterly Progress/
Expense Report Number** _____

Project Sponsor _____
LACMTA Representative/Project Manager

Caltrans Project Manager _____

I certify that I am the responsible Project Manager and representative of Caltrans and that to the best of my knowledge and belief the information stated in this report is true and correct.

Signature

Date

Name

Title

SECTION II: MONTHLY EXPENSE REPORT

	Toll Revenue Funds \$	Total \$
This Month Expenditure - Caltrans		
This Month Expenditure - Consultants		
Total Funds Expended this Month (Caltrans and Consultants)		
Total Funds Expended to Date (Caltrans and Consultants)		
Total Project Budget		
Balance		

Percent of Project Completed	
-------------------------------------	--

SECTION III: QUARTERLY PROGRESS REPORT

Please note that letters or other forms of documentation may not be substituted for this form.

DELIVERABLES & MILESTONES

List all deliverables and milestones as stated in the MASTER AGREEMENT, with start and end dates. Calculate the total project duration. If start and/or end dates change from those stated in the MASTER AGREEMENT, indicate the new dates and re-calculate the project duration. **DO NOT CHANGE THE ORIGINAL MILESTONE START AND END DATES; EXCEPT** the original milestone date for Ready To List (RTL) may be revised after the completion of PA&ED; and, the original milestone date for Construction Contract Acceptance (CCA) may be revised after award of the construction contract.

Milestone	Original Schedule		Revised Schedule		Actual Schedule	
	Start Date Per Scope Of Work	End Date Per Scope Of Work	Start Date	End Date	Start Date	End Date
Total Project Duration (days)						
Project Delay (%) (If applicable)	a. $[(\text{Revised Duration} - \text{Original Duration}) / \text{Original Duration}] \times 100 = \underline{\hspace{2cm}}\%$ b. $[(\text{Actual Duration} - \text{Original Duration}) / \text{Original Duration}] \times 100 = \underline{\hspace{2cm}}\%$					

A. Based on the comparison of the original and actual project milestone schedules above, project

is (select only one):

- On schedule per original scope Up to 30% behind original schedule
 Between 31%-60% behind original schedule More than 60% behind original schedule

B. Was the project design started within 6 months of the date originally stated in the MASTER AGREEMENT?

- Yes No Not Applicable

C. Was a construction contract awarded within 9 months after completion of design?

- Yes No Not Applicable

D. If the project is 60%+ behind schedule, check one of the following reasons for the delay. Section 3 below should be used to provide more detail as needed.

- LACMTA-Requested Delay (attach documentation) Lawsuit or Litigation
 Other Agency Delay (attach documentation) Natural Disasters/Acts of God
 Other

Explain _____

1. STATUS REPORT

Describe tasks accomplished this quarter based on the approved schedule of deliverables.

2. PROBLEMS

Describe problem areas (this quarter only) and how they have been/will be resolved. Pay particular attention to schedule delays.

3. ACTION ITEMS FOR NEXT QUARTER

If project is delayed, include appropriate action items to get project back on schedule or to avoid further delays.

EXHIBIT A

Estimated Maintenance Annual Budget

Category/Family	Frequency	Maintenance Activities for ExpressLanes	Caltrans Effort		Unit Costs
			Estimated Hours/Year	Estimated Costs	Hourly/Rate
Work for Others A Family		Flexible Pavement	100	\$15,000	\$150
Routine Inspection (multi-purpose inspection) Complaint Investigation Pothole patching Crack Sealing	Weekly As Needed As Needed As Needed				
Work for Others B Family		Rigid Pavement	100	\$15,000	\$150
Routine Inspection (multi-purpose inspection) Complaint Investigation	Weekly As Needed				
Work for Others C Family		Ditches, Channels, Drainage	720	\$76,000	\$106

Routine Inspection Complaint Investigation Drainage Clean-out Fence/ Glare Screen	Weekly As Needed As Needed As Needed				
Work for Others D Family		Sweeping, Litter and Graffiti Removal	1400	\$125,000	\$89
Routine Inspection Debris/Litter/Graffiti Complaint Investigation Debris/Litter/Graffiti Removal Roadway Sweeping Illegal Sign Removal Roadway debris clearing after incident	Weekly As Needed As Needed Monthly As Needed As Needed				
Work for Others E Family		Landscaping	860	\$76,000	\$88
Restore shoulder landscaping	As Needed				
Work for Others F Family		Storm Water Management Program	50	\$9,000	\$180
Storm water drainage inspection Storm water drain cleaning	As Needed As Needed				
Work for Others H Family		Bridge	2000	\$129,000	\$65

Structural Inspection	As Needed				
Structural Repair	As Needed				
Paint Inspection	As Needed				
Paint Repair	As Needed				
Deck Spall Repair	As Needed				
Joint Seals Cleaning/ Repair	As Needed				
Work for Others K Family		Signals and Lightings	650	\$219,000	\$337
Routine Highway Lighting Inspection (at night)	Weekly				
Lighting Complaint Investigation	As Needed				
Highway Lighting Repairs	As Needed				
Loop Detectors – Existing	As Needed				
Work for Others M Family		Striping and Signs	4150	\$356,000	\$86
Routine Inspection	Weekly				
Spot Re-striping of EXPRESSLANES	As Needed				
Routine Sign Panel and Structure Inspection	Weekly				
Sign Panel/Structure Complaint Investigation	As Needed				
Sign Panel/Structure Repair/Replacement (includes New Panels on Existing Sign Structures)	As Needed				
Guardrail Complaint Investigation	Weekly				
Guardrail Repair/Replacement	As Needed				
Routine Barrier Inspection	As Needed				
Barrier Complaint Investigation	As Needed				
Barrier Repair/Replacement	As Needed				

Stencils Repair/ Replacement Raised/Pavement Markers Crash Cushions (Attenuators)					
Work for Others S Family		Storm Patrol, Flood Control	24	\$5,000	\$208
		Meetings: One meeting per month plus additional as-needed, average of 2 Caltrans Division of Maintenance staff participating, each 3 hrs. per meeting: 2x3x12=72 hrs. per year)	72	\$15,000	TBD
		Other Future Needs to Be Determined (TBD)			
		Emergency Response*		TBD	
		On-Call Maintenance		TBD	

		Permanent Repair		TBD	
		Reporting		TBD	
		Annual hours/ Without “Other Future Needs (TBD)”	10,386		
		Estimated Total Annual Cost Without” Other Future Needs (TBD)”		\$1,040,000	
		Yearly Escalation Percentage 5%			

EXHIBIT B

EXPRESSLANES IMPROVEMENTS

Date:

Page 1

EA PPNO CO-Route PM SPONSOR ¹ IMPLEMENTING AGENCY ²	Description	Project Component(s) - Planned Completion Date	Total Estimated Cost (x\$1000)	CEQA/ NEPA Lead Agency ³	Maintenance Agreement Required (1. Not Needed 2. New 3. Amend)	Total Toll Revenues ⁴ Programmed (x\$1000)	Date Project Added, Amended, or Supplemented	Effective Date	Separate Agreement Required (Y/N)

1. LACMTA must be the SPONSOR.
 2. CALTRANS must be the IMPLEMENTING AGENCY.
 3. CALTRANS must be the CEQA/NEPA Lead Agency.
 4. Only Net Toll Revenue funds can be used.
 If any of the above following conditions are not true, then a separate cooperative agreement must be executed to initiate work.

EXHIBIT C

NON-EXPRESSLANES IMPROVEMENTS

Date:

Page 1

EA PPNO CO-Route PM SPONSOR ¹ IMPLEMENTING AGENCY ²	Description	Project Component(s) - Planned Completion Date	Total Estimated Cost (x\$1000)	CEQA/ NEPA Lead Agency ³	Maintenance Agreement Required (1. Not Needed 2. New 3. Amend)	Total Toll Revenues ⁴ Programmed (x\$1000)	Date Project Added, Amended, or Supplemented	Effective Date	Separate Agreement Required (Y/N)

1. CALTRANS must be the SPONSOR.
 2. CALTRANS must be the IMPLEMENTING AGENCY.
 3. CALTRANS must be the CEQA/NEPA Lead Agency.
 4. Only Net Toll Revenue funds can be used.
 If any of the above following conditions are not true, then a separate cooperative agreement must be executed to initiate work.

EXHIBIT D

SAMPLE

Project Description

Date: _____

Project Name, LACMTA ID# and FTIP #: _____

Party Responsible for Work: _____

ExpressLanes Project: ____ Non ExpressLanes Project: ____

Date Approved by LACMTA Board: _____

Date Caltrans received authority to work on the Project as set forth in this Project Description: _____

Scope of Work:

Work Schedule:
[Separate box] Special Conditions:

Eligible Funds Expenditure Start Date: _____

By signing below, CALTRANS understands and agrees: (i) this Project Description is being issued as contemplated by that certain Agreement for Improvements, Operations and Maintenance on ExpressLanes entered into by the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) and the State of California, acting by and through its Department of Transportation (“CALTRANS”) as of _____ (“MASTER AGREEMENT FOR IMPROVEMENTS, OPERATIONS & MAINTENANCE OF EXPRESSLANES on I-10 AND 110”), and (ii) the Project described herein shall be subject to all applicable terms and conditions of the Master Agreement, including without limitation, invoicing, reimbursement, audit, indemnity and insurance, which are hereby incorporated by reference as if fully set forth herein. Further, CALTRANS acknowledges and agrees it is aware of the terms and conditions contained in the Master Agreement and agrees to abide by the terms and conditions contained therein and that all references to “**PROJECTS**” therein shall mean the Project as defined in this Project Description. All terms not defined herein shall have the meaning set forth in the Master Agreement.

Signatures

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By: _____

By: _____

Round 1 (2014) Project List

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-10	City of Baldwin Park	Frazier Street Pedestrian and Bicycle Safety Improvements	\$895,288	100%
I-10	City of Los Angeles	My Figueroa Project Marketing and Safety	\$150,000	100%
I-10	City of Monterey Park	Monterey Park Bike Corridor Project	\$233,034	100%
I-10	City of El Monte	I-10 Active Commute, Healthy Communities Project	\$440,000	100%
I-10	City of Los Angeles	Cesar Chavez Great Street	\$435,000	100%
I-110	Caltrans	I-110 HOT/Express Lanes Improvements	\$1,020,039	100%
I-110	Access Services	Express-Lane CNG-Fueled MV-1 Program	\$408,000	100%
I-110	City of Gardena	Line 1X-Expand Transit Bus Service on I-110 Freeway	\$842,482	100%
I-110	City of Los Angeles	ATSAC Infrastructure Communication Systems Enhancement along I-110 Freeway	\$1,425,000	100%
I-110	City of Los Angeles	Commuter Express Service Expansion to Alleviate Congestion on Harbor Freeway	\$724,000	100%
I-110	County of Los Angeles	South Bay Arterial Performance Measurement Project	\$504,000	100%
I-110	LACMTA	Bikeshare-Downtown Los Angeles Project	\$3,792,892	100%
I-110	LACMTA	Dodger Stadium Express-Harbor Gateway (DSE-HG)	\$1,292,604	100%
I-110	LACMTA	Union Station Metro Bike Hub	\$700,000	100%

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-10	City of Baldwin Park	Baldwin Park Commuter Connector Express Line	\$700,395	93%
I-10	Caltrans	Express Lanes Corridors Incident Management Improvements Project	\$480,000	80%
I-10	City of El Monte	Santa Anita Avenue Active Transportation for El Monte Station and Downtown El Monte	\$633,782	64%
I-110	City of Carson	Dominguez Channel Bike & Pedestrian Path	\$1,259,000	25%
I-110	Torrance Transit	Torrance Transit Expansion of Line #1 and Line #4 HOTLane Service	\$2,235,991	1%
I-110	City of Los Angeles	Active Streets LA Budlong Avenue	\$1,176,185	Deobligated by request of the city.
Round 1 (2014) Project Totals			\$19,347,692	81%

Round 2 (2016) Project List

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-110	City of Los Angeles	Community DASH Service Improvements Linking with Harbor Freeway Connections	\$1,765,680	100%
I-110	LACMTA	Bus Rapid Transit Freeway Station Sound Enclosure	\$1,833,332	100%
I-110	LACMTA	Willowbrook/Rosa Parks Station Improvements Project	\$2,000,000	100%
I-110	County of Los Angeles	South Bay Arterial ITS Congestion Relief Project	\$717,360	100%

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-110	County of Los Angeles	Firestone Blue Line Station Intersection and Bikeway Improvements Project	\$1,863,000	100%
I-10	Foothill Transit	Procurement of two Electric Double Decker Buses	\$1,458,000	100%
I-10	Access Services	Accessible CNG-Fueled Vehicles for Access Services	\$1,130,925	100%
I-10	City of Los Angeles	Downtown LA on Demand Mobility Connectivity Center	\$992,000	100%
I-10	City of Arcadia	City of Arcadia Transit & Pedestrian Mobility Enhancement Project	\$470,000	100%
I-10	City of Los Angeles	Sixth Street Viaduct Mission/Myers Roundabout Project	\$1,796,000	100%
I-110	Long Beach Transit	Los Angeles Galaxy Shuttle Bus Service (Galaxy Express)	\$600,000	92%
I-10	City of Los Angeles	Vision Zero I-10 Corridor Area Traffic Signal Improvements	\$776,000	71%
I-10	County of Los Angeles	Whittier Blvd Transit Priority Project	\$516,600	67%
I-110	City of Gardena Transit	Gardena Transit Innovative ITS Rollout	\$1,375,000	66%
I-10	County of Los Angeles	Eaton Wash Bike Path - Phase 1	\$3,100,000	59%
I-110	County of Los Angeles	Vermont Green Line Intersection Improvement Project	\$1,626,000	40%
I-110	City of Los Angeles	I-110 Corridor Revitalization - Grand Avenue/Flower Avenue	\$1,231,000	32%
I-110	City of Carson	Carson Rapid Bus Priority System	\$584,150	28%
I-110	City of Carson	Dominguez Channel Bike Path Improvements	\$1,299,478	18%
I-110	City of Carson	I-110 Freeway Arterial Improvements	\$1,760,000	3%

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-110	Torrance Transit	Torrance Transit Line #4 Express Buses and Relief Vehicles	\$960,000	0%
Round 2 (2016) Project Totals			\$27,854,525	71%
Rounds 1 and 2 Project Totals			\$47,202,217	75%

**Round 3 - Congestion Reduction
ExpressLanes Net Toll Revenue Re-Investment Grant
Project Eligibility Guidelines**

I. Overview

The generation of net toll revenues from the ExpressLanes offers a unique opportunity to advance the Long Range Transportation Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have resulted in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

II. Eligible Applicants

Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, and the Los Angeles County Metropolitan Transportation Authority. Transportation-related public joint powers authorities and non-profit agencies must partner with a public agency serving as lead to be eligible.

III. Eligible Projects

To be eligible for funds, the project/program must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) (see attached map). A project/program beyond the 3 mile radius will also be eligible if it can be determined that it is regionally significant and provides a direct benefit to the I-10 or I-110 corridors. Regional significance is defined as those projects that are multi-jurisdictional, and/or are included in, or consistent with, the Metro LRTP, the Metro Countywide Sustainability Planning Policy and Implementation Plan, or other relevant sub-regional plan.

Projects and programs are recommended for three categories to promote the LRTP and sustainable transportation strategies as an integral enhancement to the Metro ExpressLanes. A category for Transit Use is recommended because operation of high

frequency transit and feeder service as well as transit capital improvements have proven to be effective in creating mode shift and reducing congestion on the Metro ExpressLanes. A category for System Connectivity/Active Transportation primarily serves to improve bicycle and/or pedestrian infrastructure and to improve system connectivity between transit and the state highway. This category also demonstrates Metro's commitment to advance sustainable community strategies since Metro currently does not have a discretionary fund source eligible to fund operational activities associated with Active Transportation projects. A category for roadway improvements is recommended to encourage operational and system improvements to the adjacent roadways rather than focusing on improvements through expansion.

a) Transit Uses - eligible projects include:

- Purchase of new bus or commuter rail vehicles for service enhancement or new service
- Fare subsidy/operating subsidy
- Station enhancements and capacity improvements, including enhanced bus shelters, real-time arrival information, ticket vending machines (TVM) and other related improvements
- Regional Bus Maintenance facility improvements
- Transit corridor projects serving ExpressLanes corridors
- Rideshare/Vanpool programs (* May qualify for System Connectivity/Active Transportation funding if project creates shorter length trips of 3 miles or less.)

b) System Connectivity/Active Transportation – eligible projects include:

- First mile/last mile connections to transit facilities, focusing on multimodal elements recommended as part of the First/Last Mile Strategic Plan including investments that might support 3rd party mobility solutions (car-share, bike-share)
- Complete Streets projects which emphasize multi-modalism and consider the needs of motorists, pedestrians, transit users, bicyclists, commercial and emergency vehicles
- Bicycle infrastructure including bicycle lanes and secured bicycle parking facilities
- Pedestrian enhancements such as street crossings and ADA-compliance improvements
- Operating subsidy for bike parking, bike-share, and car-share
- Infrastructure and programs to support the use of electric vehicles
- Park-n-Ride facility improvements including restrooms, lighting, and security

c) Roadway Improvements

- Intelligent transportation system improvements to manage demand

- On/off ramp improvements connecting to city streets which reduce the incidents of bicycle and pedestrian collisions with vehicles
- Graffiti removal and landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/or which provides habitat to environmentally sensitive species is favorable
- Subject to Metro Board approval, extension of the ExpressLane corridors

To the extent possible, applicants must utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.

If applicant is seeking funding for transit operations or roadway maintenance, the service/maintenance must either be new service/maintenance meeting a previously unmet need in the corridor or must increase service for existing lines in the corridor. Funding cannot be used to supplant existing service.

Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.

IV. Project Selection Process

Projects will be evaluated based on the following criteria:

Transit Uses and Roadway Improvements:
A. Mobility Benefits (up to 25 points) *Up to 10 points given for projects that demonstrate a significant benefit to EFCs
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points) *5 points will be given to those applicants that partner with a non-profit agency.
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 15 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)
F. Safety (up to 10 points)
G. Project Implementation Readiness (up to 15 points)

System Connectivity/Active Transportation:
A. Mobility Benefits (up to 20 points) *Up to 10 points given for projects that demonstrate a significant benefit to EFCs
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 10 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)
F. Safety (up to 10 points)
G. Project Implementation Readiness (up to 15 points)
H. Non-profit Partnership (up to 10 points)

V. Funding Priorities

Baseline targets of 40% of available funds for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements are identified as goals; however, the actual allocation of the funding will be based on the merits of the proposed projects and programs received.

VI. Eligible Costs

Eligible costs are development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities) and the costs of construction, reconstruction, rehabilitation, and acquisition of right-of-way, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

VII. Non-Eligible Costs

Costs such as office equipment, furniture, office leases or space cost allocations or similar costs, applicant staff overtime costs, mileage reimbursements, and travel costs.

VIII. Other Conditions

- Applicants must maintain their existing commitment of local, discretionary funds for street and roadway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for Net Toll Revenue funds to be expended for streets and roads.
- All applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Grant funds received cannot be used to supplant, replace, or reduce the project sponsor’s previously required match for any other grant program including Metro’s Call for Projects.
- Applicants shall ensure that all Communication Materials contain the recognition of Metro’s contribution to the project, program, or service. Sponsor shall ensure that at a minimum, all Communication Materials include the phrase “This project/program/service was partially funded by Metro ExpressLanes.”
- PSR/PDS and PSRE – For projects that include a construction element, an approved Project Study Report/Project development Support (PSR/PDS) or Project Study Report Equivalent (PSRE) **is not required**.
- Project Funding Request Caps – there are no project funding request caps for any of the 3 categories.
- All project funding provided will be local funds. There are no federal or state dollars available through this program.
- All approved projects will adhere to Metro’s Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.
- Quarterly Progress /Expenditure Reports – All applicants that receive funding will be required to submit to Metro a Quarterly Progress/Expenditure Report based on this schedule:

Quarter Ending	Quarterly progress/Expenditure Report Due to Metro
March 31 st	May 31 st

June 30 th	August 31 st
September 30 th	November 30 th
December 31 st	February 28 th

- Audits – All grant program funding is subject to Metro audit. The findings of the audit are final.

IX. Schedule (dates are estimated and may change)

Board Approval of Application Package	April 2023
Distribution of Application Package	April 2023
Applicant Workshop	June 2023
Deadline for Grant Submissions	August 2023
Presentation of Projects to CAGs	August 2023
Recommendation of Projects to Metro Board for Approval	September or October 2023

X. General Administrative Conditions

a) Duration of Project

Project schedules must demonstrate that the project can be completed within 36 months of award.

Memorandum of Understanding (MOU) – Each awarded applicant must execute a memorandum of Understanding (MOU) with LACMTA which includes the statement of work, financial plan reflecting any local match provided (if applicable), schedule of milestones and deliverables. The schedule and milestones must reflect the **project will be completed within 36 months** from the date of award.

b) Grant Agreement Lapsing Policy

Grantee must demonstrate timely use of the Funds by:

- (i) Executing a grant Agreement within **six (6) months** of receiving formal transmittal of the grant agreement boilerplate;
- (ii) Begin expenditure of funds within one **(1) year** of executing the agreement to avoid potential lapsing of funds;
- (iii) Meeting the Project milestones due dates as stated in the Statement of Work;
- (iv) Timely submittal of the Quarterly Progress/Expenditure Reports; and

(v) Invoicing of all expenditures incurred within forty two **(42) months** from the date funds are available

If the Grantee fails to meet any of the above conditions, the Project may be considered lapsed and may be submitted to the Board for deobligation.

In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated as part of the annual Net Toll Re-investment Grant Deobligation process and the Funds may be deobligated and reprogrammed to another project by the Board.

Administrative extensions may be granted under the following conditions:

- (i) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (legal challenge, act of God, etc.). Inadequate staffing shall not be considered a basis for administrative extensions.
- (ii) Project delay due to an action that results in a change in scope or schedule that is mutually agreed upon by Metro and the project sponsor prior to the extension request.
- (iii) Project fails to meet completion milestone; however, public action on the proposed regulatory change(s) has been scheduled and noticed to occur within 60 days of the scheduled completion milestone.

Appeals to any recommended deobligation will be heard by a Metro appeals panel. If Grantee does not complete an element of the Project, as described in the Statement of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at Metro's sole discretion.

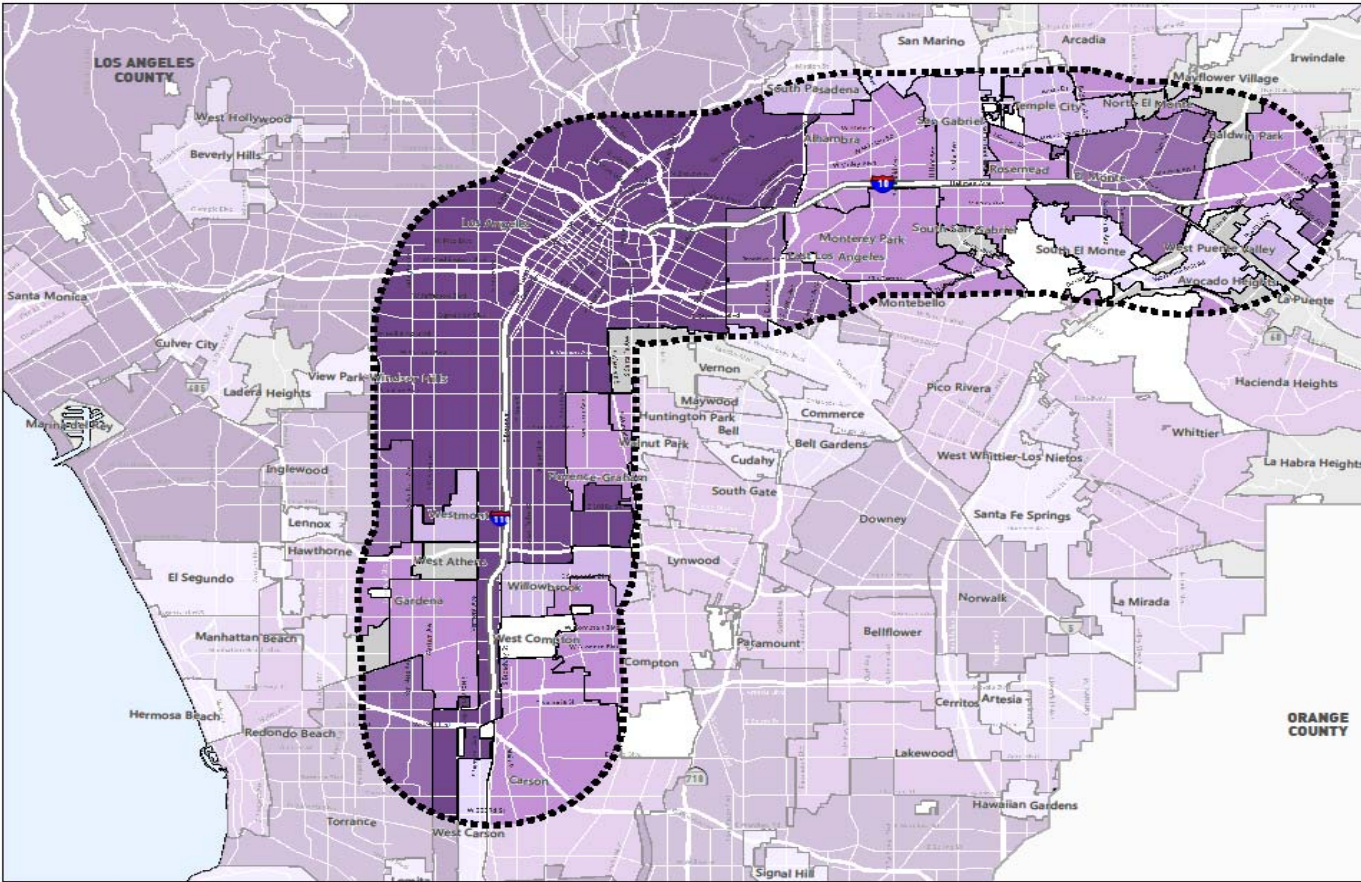
In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

XI. New Program Requirements:

- Project sponsors must execute their funding agreement within six (6) months of receipt of the agreement from Metro and begin expenditure of funds within one (1) year of executing the agreement to avoid potential lapsing of funds.
- Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment of the region's non-profit agencies provide a foundation for increased public engagement, positive behavior change, and community commitment; therefore, we are recommending wherever possible for eligible applicants to partner with a non-profit organization to deliver projects/programs. Collaborating with community based organizations (CBOs) in the planning and operations of public agencies increases equitable

outcomes, public participation and can foster trust between the community and public agencies. Metro’s CBO Strategy Recommendations establishes consistent and equitable processes for Metro to utilize across the agency when directly or indirectly engaging CBOs for professional services. The Strategy can be found at [CBO-Partnering-Strategy.pdf \(dropbox.com\)](#).

- All project applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.
- All approved projects will adhere to Metro’s Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.



ATTACHMENT H

MTA Use Only: Project #: _____ Category: _____
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**Metro ExpressLanes Round 3 Net Toll Revenue Reinvestment Grant Program:
System Connectivity/Active Transportation**

Required Documentation:

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

Submit one (1) USB drive or emailed PDF packet to MTA to the following address:

**LACMTA
 Attn: Michel’le Davis
 One Gateway Plaza
 Mail Stop 99-11-1
 Los Angeles, CA 90012
 Davismi@metro.net**

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

Project Name:

--

Lead Agency:	
Address:	
Contact Person/Title:	
Phone:	
Email Address:	

If joint project – include partner agency information below:

Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

If partnering with Non-Profit Agency – include information below:

Non-profit Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

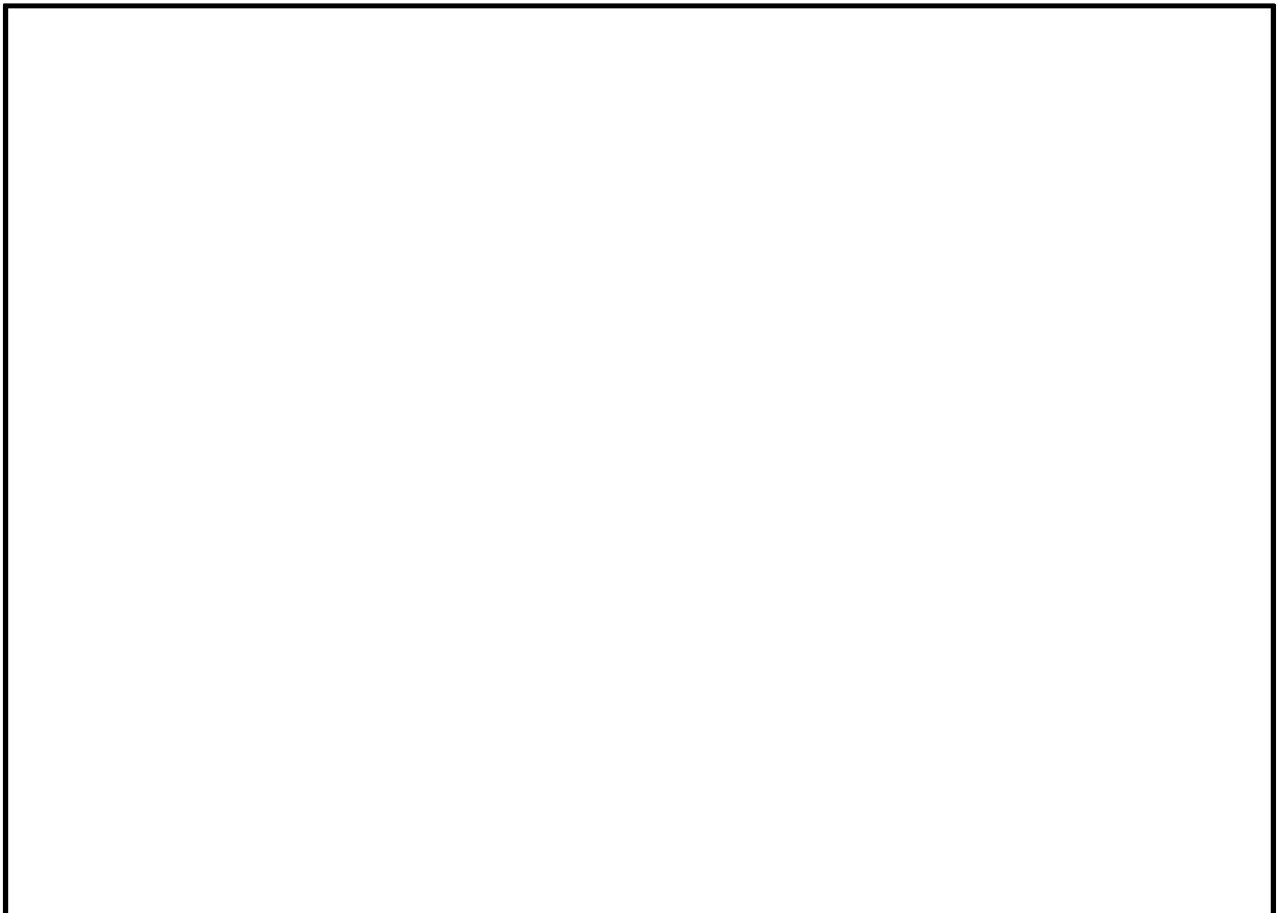
Agency Priority Ranking: <ul style="list-style-type: none">• If submitting more than 1 project	
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PART A

1- PROJECT LOCATION / PROJECT LIMITS:

A large, empty rectangular box with a black border, intended for the user to provide details about the project location and its limits.

2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)

A large, empty rectangular box with a black border, intended for the user to provide a clear and concise summary of the project.

3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
---------------------------	--

* Specify Source of Local Cash Match _____

4- COMMUNITY SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

PART B

1 MOBILITY AND EQUITY BENEFITS (Up to 20points)

All projects will be scored based upon the extent the project or program supports the following goals within the 1-10 or 1-110 ExpressLanes corridors:

- Increases mobility options to support car-free and /or one car living
- Enhances transit coverage, frequency, & reliability within the corridor
- Connects with & complements nearby transit projects
- Significant benefits identified in Equity Focused Communities (EFC)
- Provides access to regional trip generators, regional activity centers, fixed guideway & Metrolink services
- Improves access between jurisdictional or community plan area boundaries
- Gives priority to transit & active transportation modes
- Increases the mode share of transit services operating within the corridor
- Provides additional resources for transportation demand management strategies to reduce solo driving
- Maximizes Person Throughput
- Reduces Vehicle Miles Traveled (VMT)

*Up to 10 points given for projects that demonstrate a significant benefit to EFCs

A. Describe the current situation/problem, the need for the project, and how its implementation would resolve the described situation/problem.

B. Describe how your project or program, meets one or more of the above goals. Clearly define the anticipated outcome and how will you measure the impact?

2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points)

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.

3 IMPLEMENTATION OF REGIONAL AND LOCAL SUSTAINABILITY PLANS AND POLICIES (Up to 10 points)

Metro’s Countywide Sustainability Planning Policy and Implementation Plan (CSPPIP) along with SCAG’S Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) identify principles and priorities to be advanced through a broad range of activities across all modes. Applicants will be scored based upon the extent the project/program supports the sustainability policies and programs identified in the CSPPIP, RTP, or SCS.

A. Describe how the project/program is consistent with the policies included in Metro’s CSPPIP. Reference the page number(s) of the Plan.

B. Describe how the project/program is consistent with the goals and policies included in the 2020 RTP/SCS. Reference the page number(s) of the Plan.

4 LOCAL MATCH (Up to 10 points)

Total Project Cost	\$
Funding Request	\$
Local Match – Cash	\$
Local Match – In-Kind	\$
Local Match – Percentage	

* Please attach an itemized cost estimate for all expenses based on an engineer’s estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.

Projects will be scored based on the amount of Local Match provided:

46% or more	10 points
41 – 45%	9 points
36 – 40%	8 points
31 – 35%	7 points
26 – 30%	6 points
21 – 25%	5 points
16 – 20%	4 points
11 – 15%	3 points
6 – 10%	2 points
1 – 5%	1 point

5 COST EFFECTIVENESS (Up to 10 points)

Cost effectiveness will be based on the grant amount requested, the total project cost and the estimated useful life of the project (calculated in years). The Estimated Useful Life of the Project is defined as the number of years the capital improvements, bus purchase, transit service, program, or study will last before it has to be replaced or changed.

The cost effectiveness total will be calculated as follows:

Example:

$$\begin{array}{l} \text{Total Cost of Project - } \underline{\$1,000,000} \\ \text{Grant Amount Requested - } \$800,000 \end{array} = 1.25$$

$$1.25 \times 10 \text{ (est. useful life of project in years)} = 12.5 \text{ (cost effectiveness score)}$$

A. Provide your calculations below:

B. What is the expected functional life span of the proposed project (in years)? Please explain.

Points will be awarded based on the following cost effectiveness scores:

17+	10 points
13 - 16	8 points
9 - 12	6 points
5 - 8	4 points
1 - 4	2 points

6 SAFETY (Up to 10 points)

Describe the project's ability to remedy potential safety hazards. For example, the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.

7 PROJECT IMPLEMENTATION READINESS (Up to 15 points)

Please provide milestone and actual or estimated completion dates for the various project phases. Include proof of completion of any of the phases below or their equivalents, where applicable.

Capital Projects			
Phase	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule
Feasibility Study			
Environmental			
Design - Plans, Specifications & Estimates (PS&E)			
Right of Way (ROW)			
Construction			
Other			
Other			
Other			

Non-Capital Projects			
Task/Deliverables	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule

8 NON-PROFIT AGENCY PARTNERSHIP (Up to 10 points)

Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment Non-profits provide is a basis to maximizing public engagement, positive behavior change, and community commitment.

Partnering with a 501 (c)(3) non-profit entity	Yes	No	10 points
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- Please provide the Non-Profit's Name and IRS determination letter.**

MTA Use Only: Project #: _____ Category: _____
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**Metro ExpressLanes Round 3 Net Toll Revenue Reinvestment Grant Program:
Transit Uses & Roadway Improvements**

Required Documentation:

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

Submit one (1) USB drive or emailed PDF packet to MTA to the following address:

**LACMTA
Attn: Michel’le Davis
One Gateway Plaza
Mail Stop 99-11-1
Los Angeles, CA 90012**

DAVISMI@metro.net

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

Project Category –Select one
(For more information, please see Project Eligibility Guidelines)

Transit Uses: <input type="checkbox"/>	Roadway Improvements: <input type="checkbox"/>
---	---

Project Name:

Lead Agency:	
Address:	
Contact Person/Title:	
Phone:	
Email Address:	

If joint project – include partner agency information below:

Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

If partnering with Non-Profit Agency – include information below:

Non-profit Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

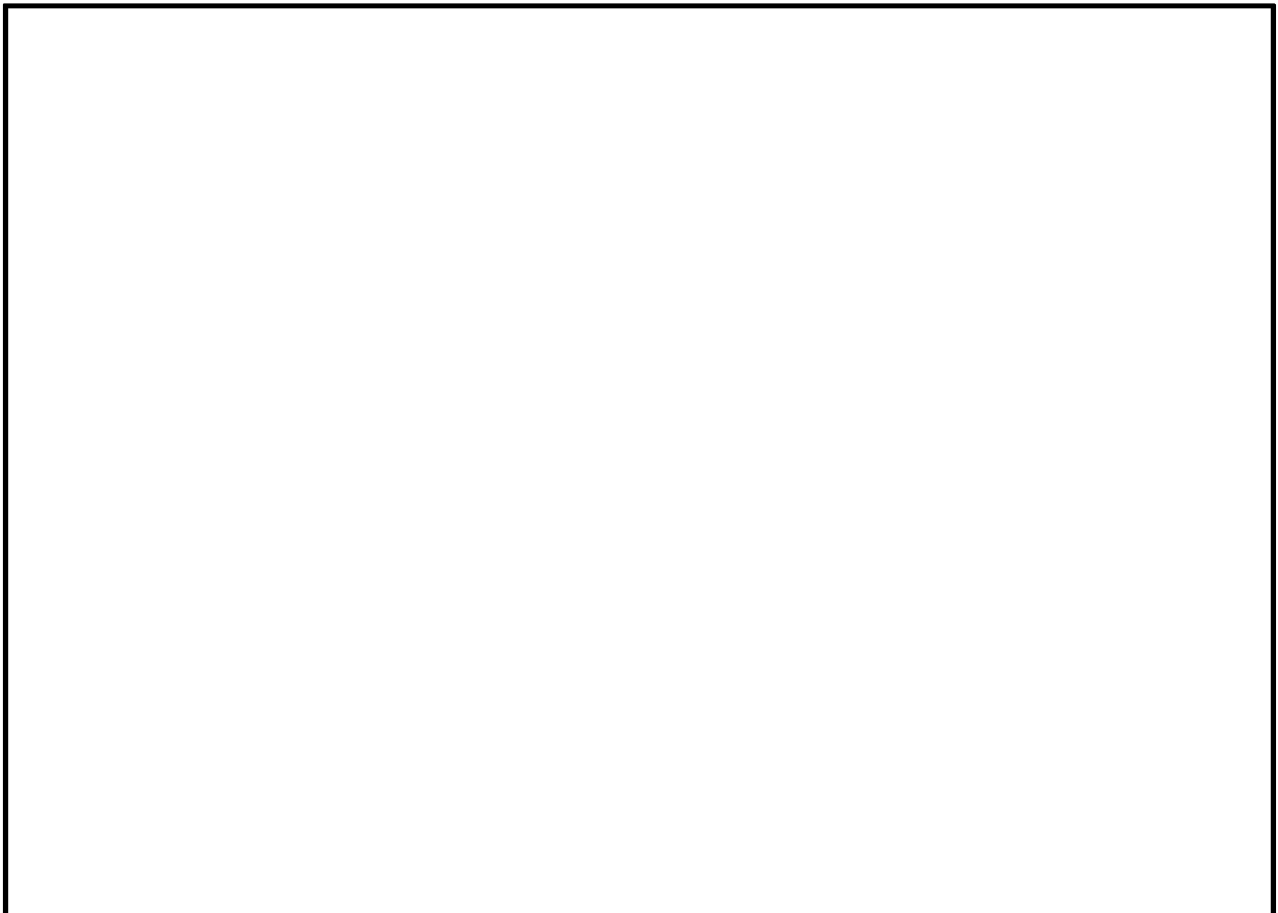
Agency Priority Ranking:	
<ul style="list-style-type: none"> If submitting more than 1 project 	

PART A

1- PROJECT LOCATION / PROJECT LIMITS:

A large, empty rectangular box with a black border, intended for the user to provide details about the project location and its limits.

2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)

A large, empty rectangular box with a black border, intended for the user to provide a clear and concise summary of the project.

<p>Does the project/program operate along or within the 3-mile boundary of the corridor?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>If No, is the project/program regionally significant and does it the benefit the ExpressLanes corridors? (Regional Significance is defined as those projects that are multi-jurisdictional, and/or included in, or consistent with, the Metro LRTP, Metro Countywide Sustainability Policy and Implementation Plan or other relevant sub-regional plans)</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>Explain how your project/program is regionally significant and how it benefits the corridor:</p>	

3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
---------------------------	--

* Specify Source of Local Cash Match _____

4- LOCAL SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

PART B

1 MOBILITY AND EQUITY BENEFITS (Up to 25 points)

All projects will be scored based upon the extent the project or program supports the following goals within the 1-10 or 1-110 ExpressLanes corridors:

- Increases mobility options to support car-free and /or one car living
- Enhances transit coverage, frequency, & reliability within the corridor
- Significant benefits identified in Equity Focused Communities (EFC)
- Connects with & complements nearby transit projects
- Provides access to regional trip generators, regional activity centers, fixed guideway & Metrolink services
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B. Describe how your project or program, meets one or more of the above goals. Clearly define the anticipated outcome and how will you measure the impact?

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Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.

*** 5 points will be given to those applicants that partner with a non-profit agency**

3 IMPLEMENTATION OF REGIONAL AND LOCAL SUSTAINABILITY PLANS AND POLICIES (Up to 15 points)

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Funding Request	\$
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Local Match – Percentage	

*** Please attach an itemized cost estimate for all expenses based on an engineer’s estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.**

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6 – 10%	2 points
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Cost effectiveness will be based on the grant amount requested, the total project cost and the estimated useful life of the project (calculated in years). The Estimated Useful Life of the Project is defined as the number of years the capital improvements, bus purchase, transit service, program, or study will last before it has to be replaced or changed.

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B. What is the expected functional life span of the proposed project (in years)? Please explain.

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7 PROJECT IMPLEMENTATION READINESS (Up to 15 points)

Please provide milestone and actual or estimated completion dates for the various project phases. Include proof of completion of any of the phases below or their equivalents, where applicable.

Capital Projects			
Phase	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule
Feasibility Study			
Environmental			
Design - Plans, Specifications & Estimates (PS&E)			
Right of Way (ROW)			
Construction			
Other			
Other			
Other			

Non-Capital Projects			
Task/Deliverables	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule

METRO EXPRESSLANES

Net Toll Revenue Grants – Round 3



Metro

Program Overview, Eligibility, & Targets



Following past practice and conformity with state legislation, net toll revenues generated from the ExpressLanes program are reinvested for transportation improvements in the corridor where generated. Eligible applicants include cities, Metro, transit agencies, and the county.



Projects within a three-mile radius, or regionally significant projects, that provide direct operational benefits to the ExpressLanes and/or transit service within the corridors are eligible.

Three mobility areas: Transit (40%)



Active Transportation/System Connectivity (40%)

Roadway (20%)

Net Toll Revenue Reinvestment Grant

- Consistent with previous Board approved direction, staff recommends \$124,800,000 be allocated as follows:
- \$14,510,000 to Caltrans
- \$6,000,000 to reserve accounts
- \$31,740,000 to ongoing Transit operations (\$7,935,000 annually)
- \$74,553,035 in Net Toll Revenue Grant Awards
 - \$64,958,665 to Net Toll Revenue Grant Awards
(includes \$2,003,035 from prior rounds)
 - \$9,594,370 available for the next round of Net Toll Revenue Grants

Funding Availability for Competitive Grants

Total funding available \$74,553,035*

Category	I-110	I-10	Total
Transit Uses	\$17,845,024	\$11,976,190	\$29,821,214
Active Transportation	\$17,845,024	\$11,976,190	\$29,821,214
Roadway Improvements	\$8,922,512	\$5,988,095	\$14,910,607
Total Funding Available	\$44,612,560	\$29,940,475	\$74,553,035

*Metro received 32 applications totaling \$158,935,299.

Application Process and Ranking



All projects submitted were sorted by corridor, evaluated for eligibility, and reviewed by the technical team comprised of Metro subject matter experts and Caltrans staff. Technical review scores were averaged and comprise half of the overall project score.



Technical reviewers scored on Mobility Benefits, EFC benefits, Innovation, Sustainability, Local Match, Cost Effectiveness, Safety, Project Readiness, and Partnership with a Community-Based Organizations (CBOs).



Projects were also ranked by the Corridor Advisory Group (CAG) composed of Councils of Government representatives, transit providers, and a local CBO (Los Angeles Neighborhood Initiative) who volunteered to be on the review panel.

CAG members provided project rankings which translated to a numeric score based on their project assessment.



Scores from the technical reviewers and CAG members were then averaged to determine overall project ranking.

Recommended Funding Awards

Total funding awarded \$64,958,665 to 16 projects

Category	I-110*	I-10*	Grand Total
Transit Uses	\$7,834,051	\$16,357,175	\$24,191,226
Active Transportation	\$19,390,000	\$12,317,265	\$31,707,265
Roadway Improvements	\$9,060,174	N/A	\$9,060,174
Current Round	\$36,284,225	\$28,674,440	\$64,958,665
Future Round	\$8,328,335	\$1,266,035	\$9,594,370
Grand Total	\$44,612,560	\$29,940,475	\$74,553,035

*Nine projects received funding on the I-110; \$8,328,335 remains available on the I-110 for the next round. Seven projects received funding on the I-10; \$1,266,035 remains available on the I-10 for the next round.

APPROVE the following actions for Round 3 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program, in the amount of \$124,800,000:

- A. a total of \$14,510,00000 to Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment A);
- B. the I-10 recommended projects and funding awards totaling \$28,674,440 and program \$1,266,035, which includes \$920,475 from Round 2, in reserve for the corridor as shown in Attachment B;
- C. the I-110 recommended projects and funding awards totaling \$36,284,255 and program \$8,328,355, which includes \$1,082,560 deobligated from Round 1, in reserve for the corridor as shown in in Attachment C;
- D. a total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110 to address unforeseeable operational issues;
- E. a total of \$31,740,000 for continued incremental Transit Service improvements (see Attachment D);
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for any cost increases;
- G. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into funding agreements with grantees and Transit service providers; and
- H. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into the funding agreement with Caltrans for ongoing operations and maintenance (O&M) of the Metro ExpressLanes and other state highway system improvements within the I-10 and I-110 corridors as shown in Attachment E.