Metro

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

Agenda - Final

Wednesday, April 19, 2017

2:00 PM

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

Planning and Programming Committee

Hilda Solis, Chair
Paul Krekorian, Vice Chair
Kathryn Barger
James Butts
Ara Najarian
Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

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

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

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

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

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

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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
d. Any other unlawful interference with the due and orderly course of said meeting.

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 17 and 18.

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

CONSENT CALENDAR

17. RECEIVE AND FILE this **quarterly status report on the Airport Metro Connector (AMC) 96th Street Transit Station** including an update on the environmental clearance process and project design. 2017-0139

Attachments: Attachment A - Project Design Update
Attachment B - June 2014 Board Motion

(ALSO ON CONSTRUCTION COMMITTEE)

18. RECEIVE AND FILE the **Regional Rail Update through March 2017.** 2017-0159

Attachments: Attachment A -- LOSSAN Map.pdf
Attachment B - Metrolink Asset Inspection Summary 3-24-17.pdf
Attachment C - Letter to Chairman Fasana.pdf

NON-CONSENT

5. RECEIVE AND FILE **I-710 South Corridor Project EIR/EIS update** report. 2017-0094

Attachments: ATTACHMENT A - PROJECT ALTERNATIVES DESCRIPTION
ATTACHMENT B - FINAL MOTION 22.1 AMENDED
ATTACHMENT C - MOTION 22.1 IMPLEMENTATION STATUS
ATTACHMENT D - PROJECT APPROVAL

(ALSO ON AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE)

5.1 APPROVE **Motion by Directors Solis, Garcia, Dupont-Walker and Hahn** that the Board direct the CEO to: 2017-0270

A. Based on preliminary designs, advance Item J of Motion 22.1 into environmental review independently from the I-710 Corridor Project;

Motion 22.1 - Item J: Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix-it stations including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];

B. Establish a budget to advance Items J and G of Motion 22.1 into final design once they are cleared environmentally;

Motion 22.1 - Item G: Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;

C. Identify all eligible funding sources and develop a funding and project delivery strategy to accelerate implementation of Items J and G of Motion 22.1.

D. Evaluate opportunities to streamline the timelines of Item J and G of Motion 22.1 with the Rail-to-Rail/River Project, AB530 Working Group, and the LA River Gap Closure Project (Downtown LA to Vernon); and

E. Report back to the board within 90 days.

19. RECEIVE AND FILE this report on **Metro's long-term needs at Division 20 in the Downtown Los Angeles Arts District** and the accommodations necessary for a potential future Arts District passenger rail station. 2017-0130

Attachments: Attachment A - January 2017 Board Motion, Item 41
Attachment B - Division 20 Current Transportation & Contiguous Projects
Attachment C - Current Division 20 Metro Projects
Attachment D - Station Development Scenarios
Attachment E - PowerPoint Presentation

(ALSO ON SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE)

20. CONSIDER: 2017-0049

A. APPROVING release of **Round 5 of the Transit Oriented Development (TOD) Planning Grant Program,** offering an amount not to exceed $3,100,000;

B. APPROVING the Round 5 TOD Planning Grant Program Guidelines (Attachment A), which include the Transit Supportive Planning Toolkit and the creation of the Transit Oriented Communities Tax Increment Financing Pilot Program; and

C. ADOPTING AND CERTIFYING the Strategic Growth Council Final Grant Report as accurate.

Attachments: Attachment A - TOD Planning Grant Program Guidelines
Attachment B - SGC Grant Final Report

15. CONSIDER: 2017-0086

A. ADOPTING the **Phase II Metro Bike Share Expansion** (Phase II Expansion) Environmental Analysis findings that the expansion qualifies for a Categorical Exemption under Section 15303 (Class 3) New Construction or Conversion of Small Structures (Attachment A);

B. AUTHORIZING staff to file the Notice of Exemption for the Phase II Expansion;

C. ADOPTING the Phase II Expansion Title VI and Environmental Justice Analysis findings that there is no Disparate Impact and no Disproportionate Burden associated with the expansion (Attachment B); and

D. AUGMENTING the Life of Project budget for Phase II Expansion by $1,713,000 to $4,499,000 to include previously Board approved pre-launch related costs.

Attachments: Attachment A - Categorical Exemption Analysis

Attachment B - Equity Analysis Methodology & Results

Attachment C - October 19, 2016 Board Report

(ALSO ON FINANCE, BUDGET AND AUDIT COMMITTEE)

21. AUTHORIZE the Chief Executive Officer to amend **Metro's Second Revised Amended and Restated Joint Development Agreement ("JDA") with MacArthur Park Metro, LLC**, ("MPM") to: (a) extend the term of the JDA to December 31, 2017, and (b) allow Metro to terminate the JDA if Metro reasonably determines that the Ground Lease will not be executed prior to December 31, 2017 or that the mixed-use joint development project contemplated in the JDA (the "Phase B Project") is not feasible. 2017-0140

22. AUTHORIZE the Chief Executive Officer to execute an Exclusive Negotiations and Planning Agreement (ENA) with Trammell Crow Company and Greenland USA (Developer) for the **properties at North Hollywood Station** (Site), for 24 months with the option to extend up to 30 months. 2017-0144

Attachments: Attachment A - North Hollywood Joint Development Site
Attachment B - Proposed North Hollywood Site Plan and Program Summary
Attachment C - North Hollywood ENA Presentation

23. AUTHORIZE the Chief Executive Officer to: 2017-0152

A. APPROVE Project Definition for Environmental Scoping including four Northern Alignment Options; and

B. RECEIVE AND FILE the **West Santa Ana Branch (WSAB) Transit Corridor Northern Alignment Options Screening Report**.

Attachments: Attachment A - WSAB Northern Alignment Options Screening Report Executive
Attachment B - WSAB Project Definitions Map

24. APPROVE the formal commitment of ~~$905~~ $899.9 million of accelerated **Measure R funds to Westside Purple Line Extension Section 3** (WSPLE3) to fulfill the Federal Transit Administration's financial rating requirements for Metro's New Starts project request of ~~$1.175~~ $1.3 billion. 2017-0191

Attachments: Attachment A - Financial plan for the WSPLE3 FTA submittal revised 4-18-17

25. CONSIDER: 2017-0154

A. APPROVING an updated Project Definition for Environmental Clearance, including three alternatives:

1. SR 60 North Side Design Variation Alternative;

2. Washington Boulevard Alternative with Atlantic Below-Grade Option; and

3. Combined Alternative with both SR 60 and Washington Boulevard via Atlantic Segments; and

B. RECEIVING AND FILING the **Eastside Phase 2 Technical Study Report.** Attachment D contains the Executive Summary. The full report is available upon request.

Attachments: Attachment A - July 2015 Board Motion
Attachment B - Project Schedule
Attachment C – Map of NorthSouth Route Options for Washington Boulevard
Attachment D – Eastside Phase 2 Route Options Screening Analysis and Comn

26. CONSIDER: 2017-0089

A. ADOPTING the **Rail to Rail Active Transportation Corridor (ATC) Project** - Segment A Preliminary Design (Attachment A); the findings of the environmental analysis that the project qualifies for CEQA Categorical Exemption under Section 15307 (Class 4) Minor Alterations to Land; and file the Notice of Exemption (NOE) (Attachment B);

B. ADOPTING the Rail to River ATC - Segment B Locally Preferred Alternative, Randolph Street Alternative, as described in the Alternative Analysis (AA) (Attachment C) and advance into the Environmental Review/Clearance and Preliminary Design phase after more refined cost estimates for Segment A are developed from 30% design documents.

Attachments: Attachment A - Rail to Rail Segment A 15% Preliminary Design
Attachment B - Rail to Rail Segment A Notice of Exemption
Attachment C - Rail to River Segment B Alternative Analysis

Adjournment

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.

File #: 2017-0139, **File Type:** Informational Report **Agenda Number:** 17.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2017
CONSTRUCTION COMMITTEE
APRIL 20, 2017

SUBJECT: AIRPORT METRO CONNECTOR 96TH STREET TRANSIT STATION

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE this **quarterly status report on the Airport Metro Connector (AMC) 96th Street Transit Station** including an update on the environmental clearance process and project design.

ISSUE

This report provides an update on the following: (1) environmental review process; (2) architectural and engineering design services; and (3) Crenshaw/LAX Project design accommodations.

DISCUSSION

Staff, in coordination with Los Angeles World Airports (LAWA), continues to advance the environmental clearance, design and accommodations for the AMC 96th Street Transit Station. Over this past quarter, work continued toward completing the environmental clearance and Schematic Design (15%). For LAWA, the Board of Airport Commissioners (BOAC) certified the Final Environmental Impact Report (EIR) on March 2, 2017 for the Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP). As part of LAMP, LAWA is planning an Automated People Mover (APM) system that includes a station located adjacent to the AMC 96th Street transit station. As currently planned, rail and bus transit passengers will be able to transfer to the APM system to reach the Central Terminal Area at LAX.

Environmental Review Process

On January 26, 2017, the Board certified the AMC 96th Street Transit Station Final EIR. For the federal requirements per the National Environmental Policy Act (NEPA), an environmental memorandum was prepared to document the environmental findings for the AMC 96th Street Transit Station and to support a determination by FTA that the project meets the criteria for a Categorical Exclusion (CE). The CE was submitted to FTA in March 2017 and staff will provide a verbal update as part of this report on the status of FTA's review and determination.

Architectural and Engineering Design Services

Staff completed the Schematic Design (15%) in March 2017 (Attachment A) and will initiate the next phase of Design Development (30%) in May 2017. Staff continues to work with LAWA on coordinating the connection between the Metro and LAWA stations as well as coordinating on the station design guidelines identified in the approved June 2014 Metro Board motion (Attachment B). The table below shows how the completed schematic design addresses Board-directed design guidelines.

Board Directed Design Guidelines	**Schematic Design**
a) Enclosed facility	*Schematic design includes partially-enclosed facility*
b) Integrated APM/Light Rail station, minimizing walk distances	✓
c) Concourse areas	✓
d) LAX airline check-in with flight information boards	✓
e) Station restrooms	✓
f) Free public Wi-Fi/device charging areas	✓
g) Private vehicle drop-off area and taxi stand	✓
h) Pedestrian plaza with landscaping and street furniture	✓
i) Metro Bike hub with parking, bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras	*Bike programming/sizing is being revised to address bike demand at various project components*
j) Retail (food/beverage and convenience)	✓
k) L.A. visitor info and LAX info Kiosk	✓
l) Connectivity to Manchester Square and surrounding areas, including walkways	✓
m) At a minimum, LEED Silver certification	✓
n) Public art installation	✓
o) Other amenities for airport travelers, including currency exchange and bank/ATM machines	✓
p) Passenger safety	✓
Other Program Component	
Bus Plaza	✓

Crenshaw/LAX Design Accommodations

On January 26, 2017, the Board approved the negotiated amount with Walsh/Shea Corridor Constructors for the construction of accommodations as part of the Crenshaw/LAX Line Project to not preclude a future Light Rail Transit (LRT) station at 96th Street. The accommodations include modifications to the LRT mainline tracks within Metro-owned right-of-way, relocation of a turn back facility, and upsizing certain equipment and enclosures to accommodate future AMC station requirements.

Staff is working with LAWA to install three columns within the Southwest Yard area as a component of the Airport's Automated People Mover. Installation of these columns will avoid conflicts with yard lead-in tracks.

NEXT STEPS

With the conclusion of the environmental clearance process, staff will proceed with other pre-construction activities including property acquisition and utility investigation/ relocation. Also, during the design development phase, staff will provide stakeholder briefings on the project design and the ongoing coordination with LAWA. As the project advances toward construction, staff will continue to update the Board at key project milestones.

ATTACHMENTS

Attachment A - Project Design Update
Attachment B - June 2014 Board Motion

Prepared by: Meghna Khanna, Deputy Project Manager, (213) 922-3931
Cory Zelmer, Project Manager, (213)-922-1079
David Mieger, Interim Sr. Executive Officer, (213) 922-3040
Rick Meade, Executive Officer, (213) 922-7917

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Richard Clarke, Chief Program Management Officer, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

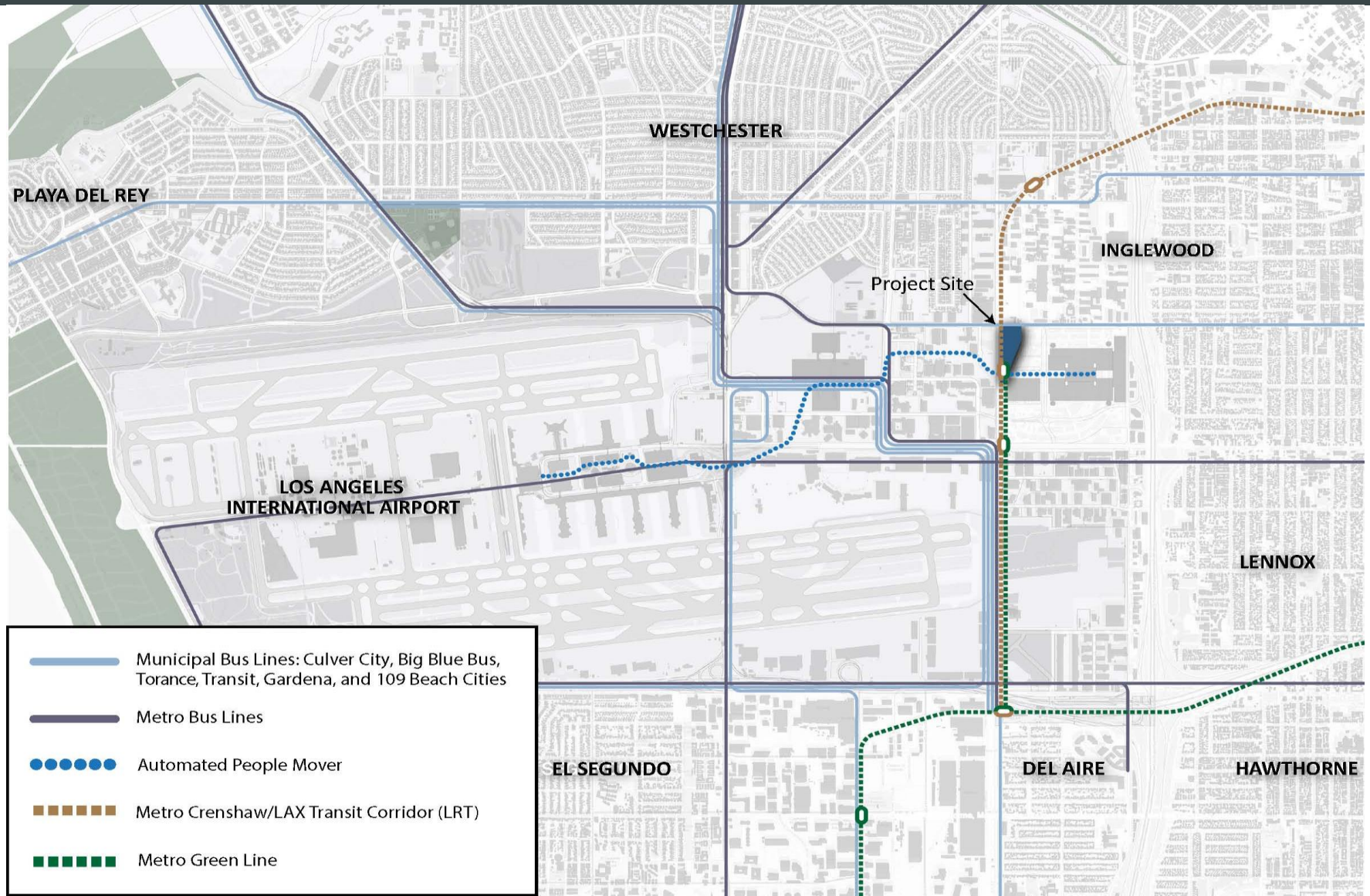
Airport Metro Connector
96th Street Transit Station

Attachment A

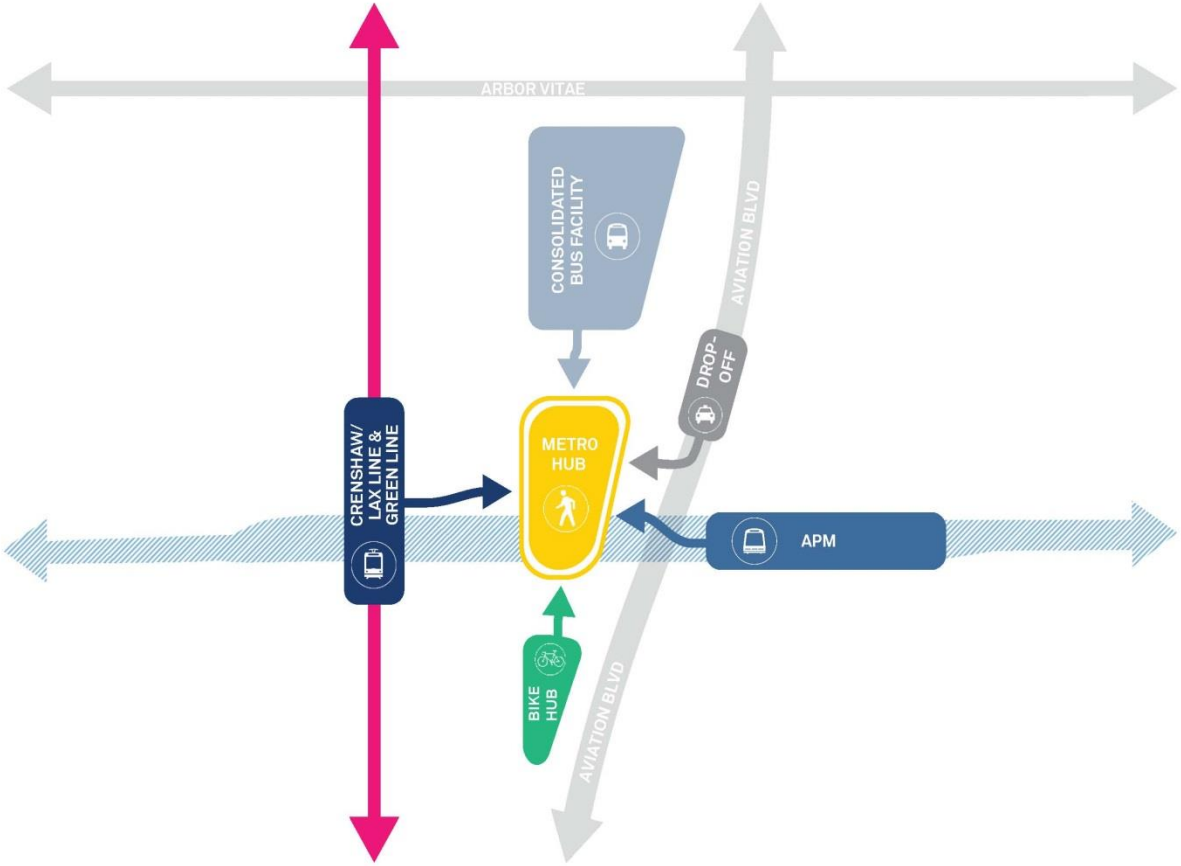
Project Design Update

April 2017

Neighborhood & Transit Context

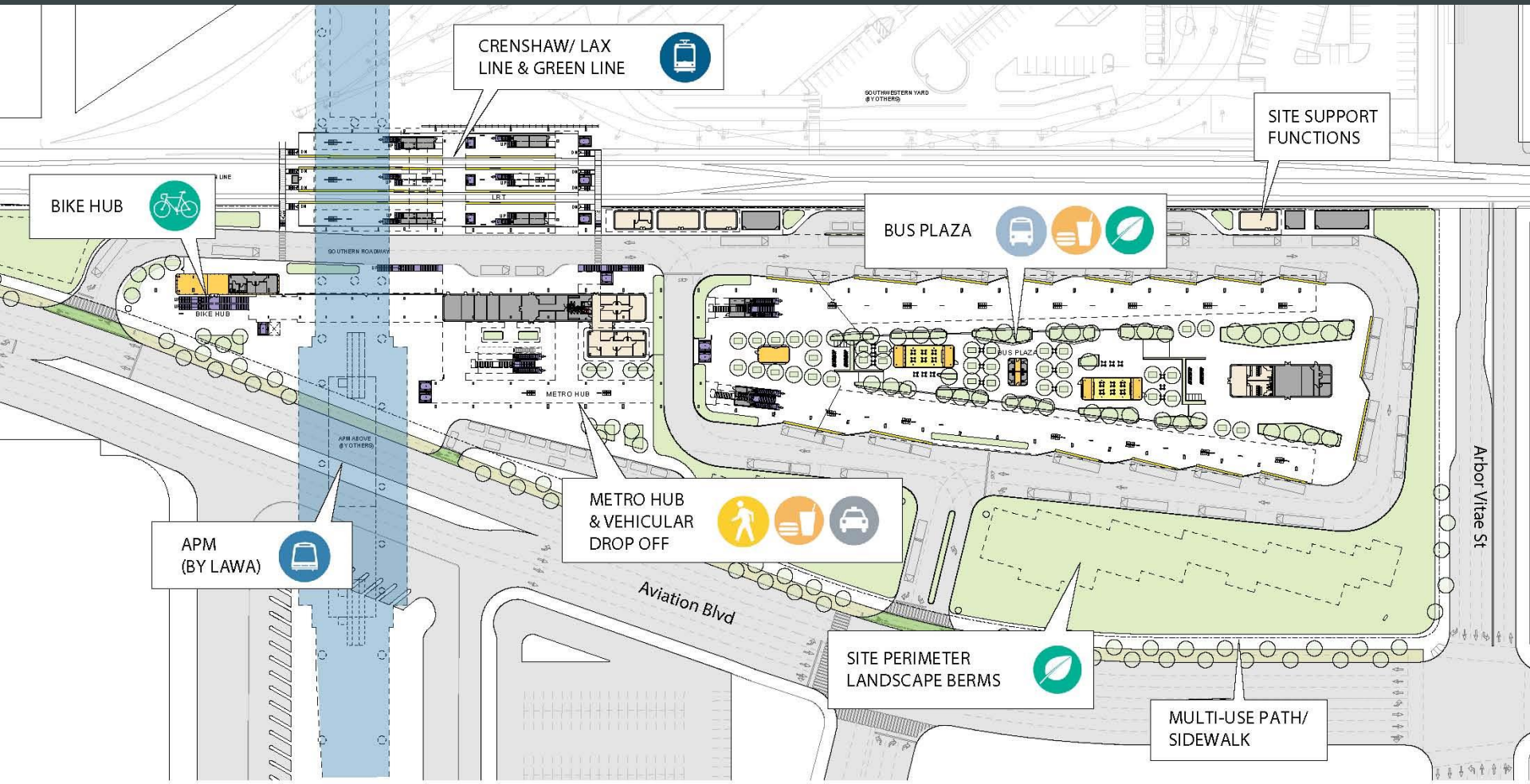


Programmatic Components

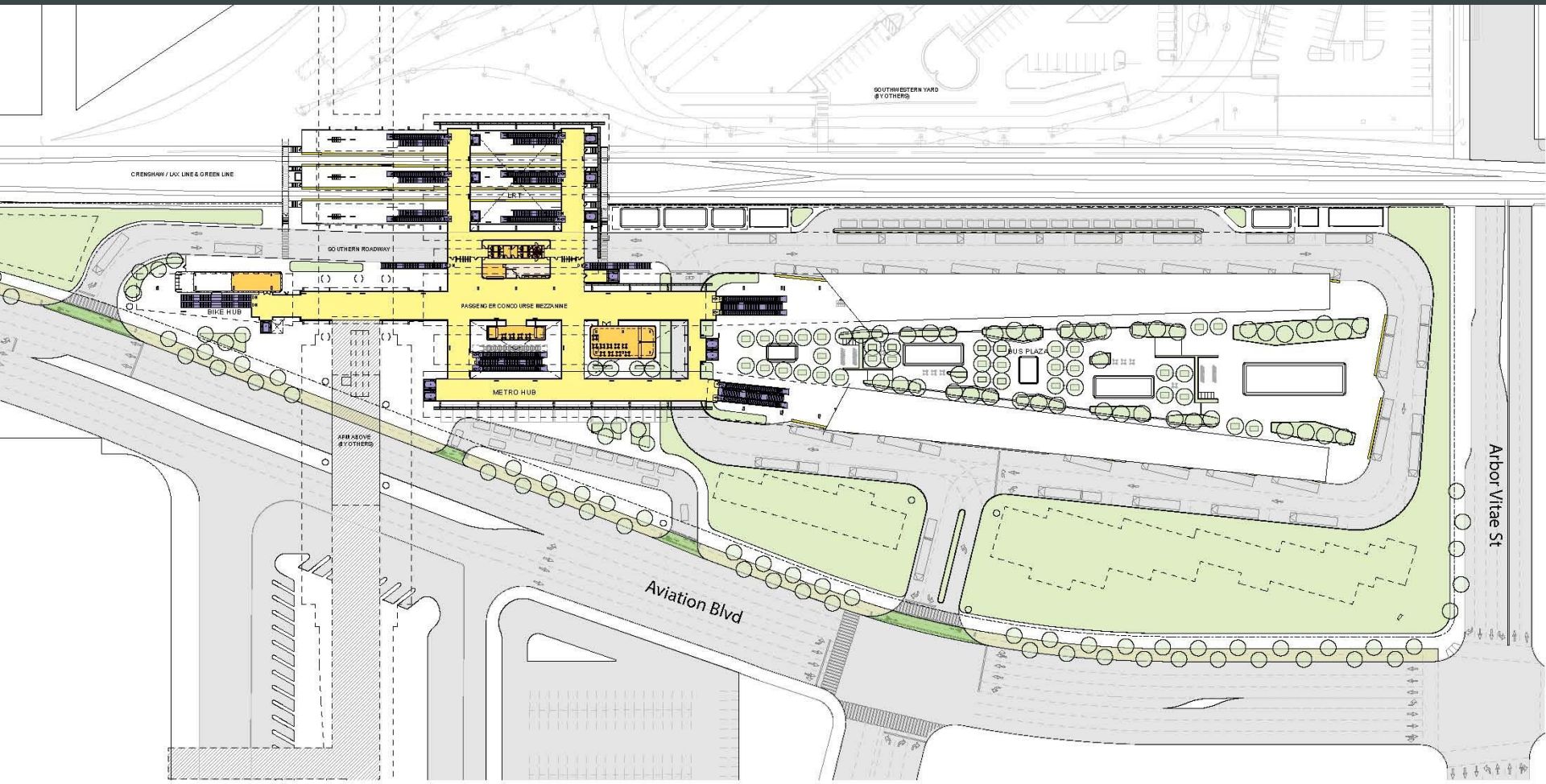


Aerial with Programmatic Components

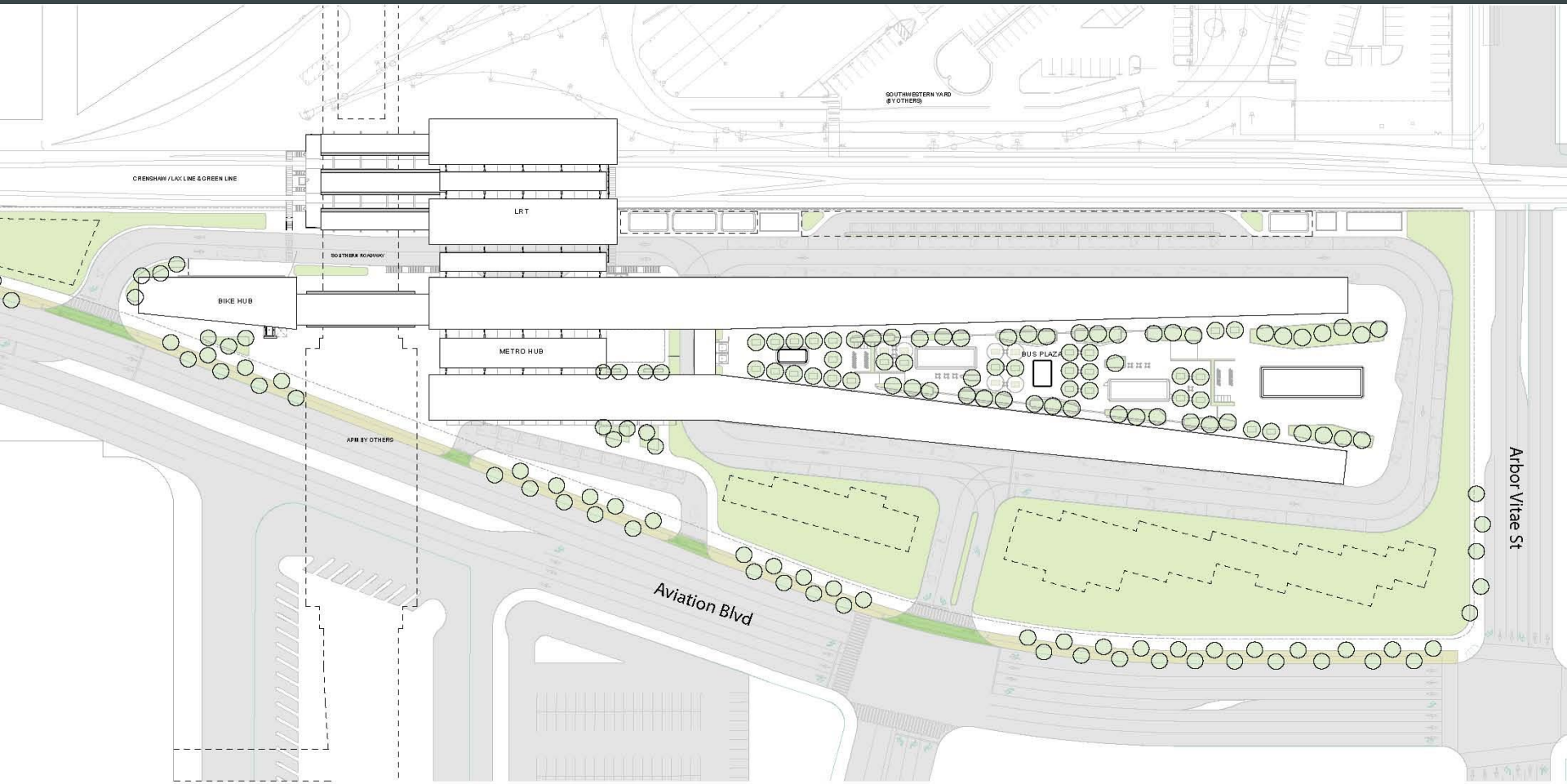
Ground Floor Plan



Concourse Mezzanine Floor Plan



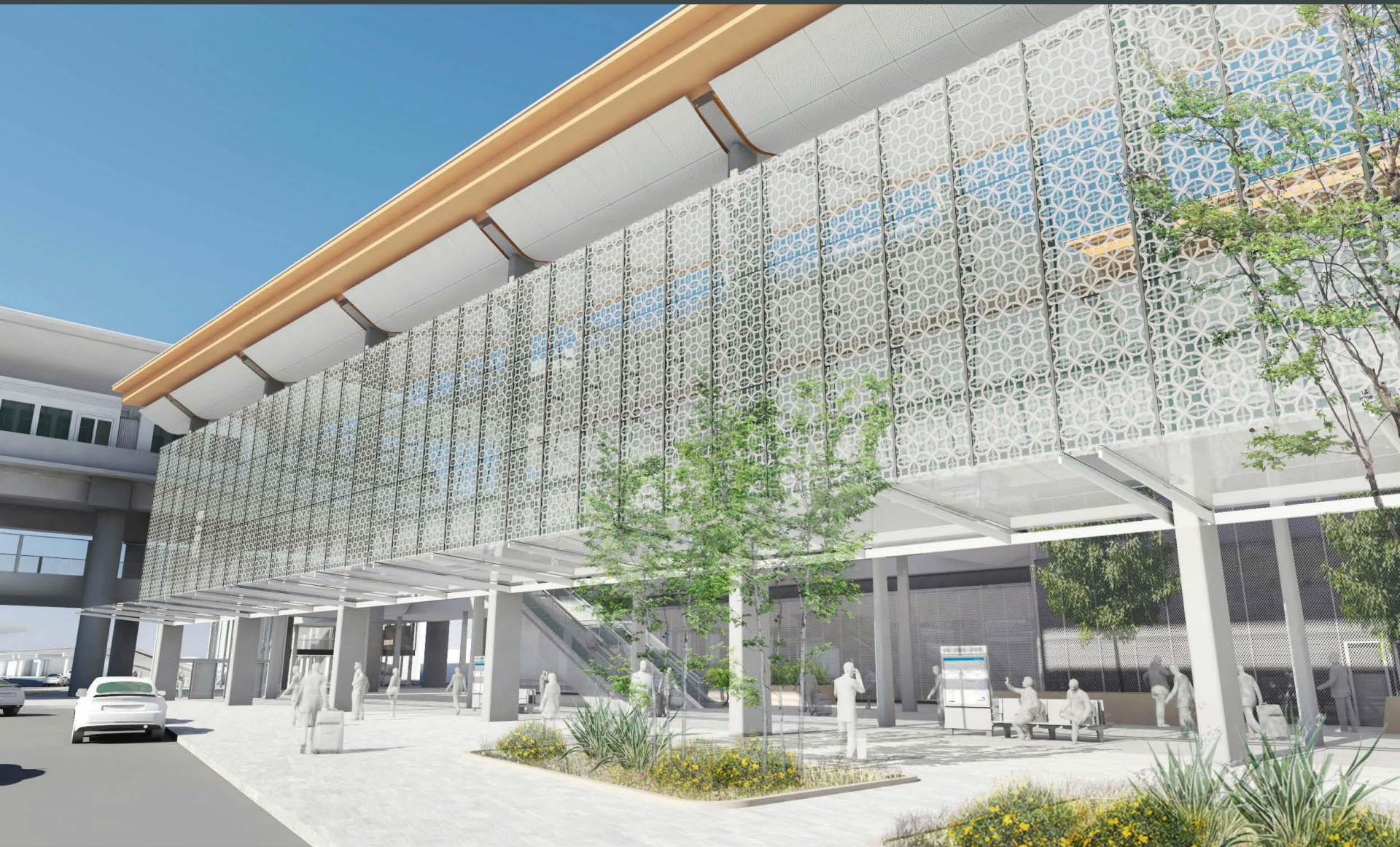
Roof Plan


SOUTHWESTERN YARD
(BY OTHERS)
CRENSHAW / LAX LINE & GREEN LINE
LRT
SOUTHERN ROADWAY
BIKE HUB
METRO HUB
BUS PLAZA
APM BY OTHERS
Aviation Blvd
Arbor Vitae St
Multi-use Path (Proposed)
Planters / Vegetation / Site Perimeter Landscape
0'
50'
125'
250'

Metro Hub

View from Aviation Blvd looking Southwest

Vehicular Pick Up/Drop Off Area



Metro Hub: Ground Level Plaza

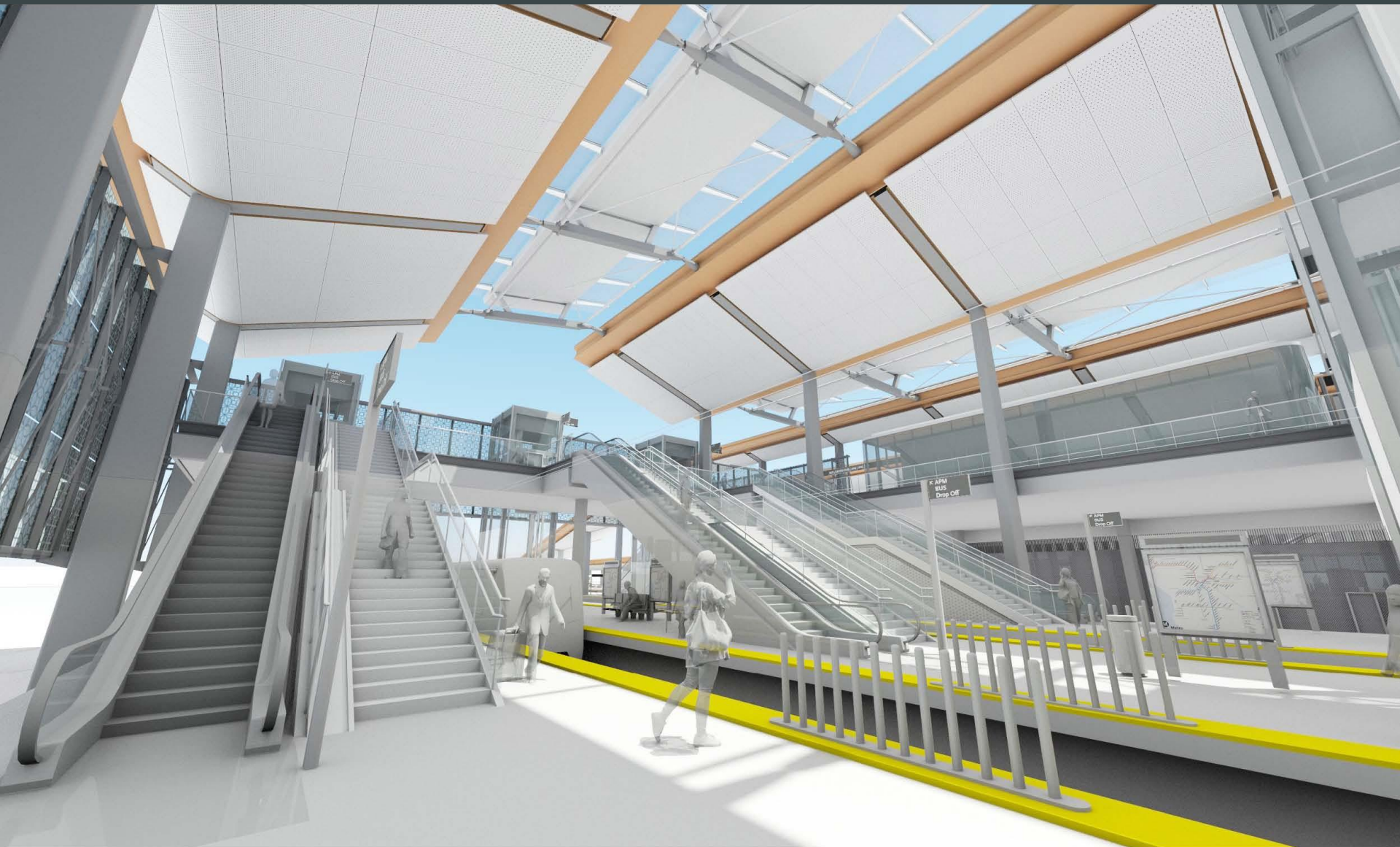
Metro Hub: Mezzanine Level

Looking Northwest

Metro Hub: Mezzanine Level

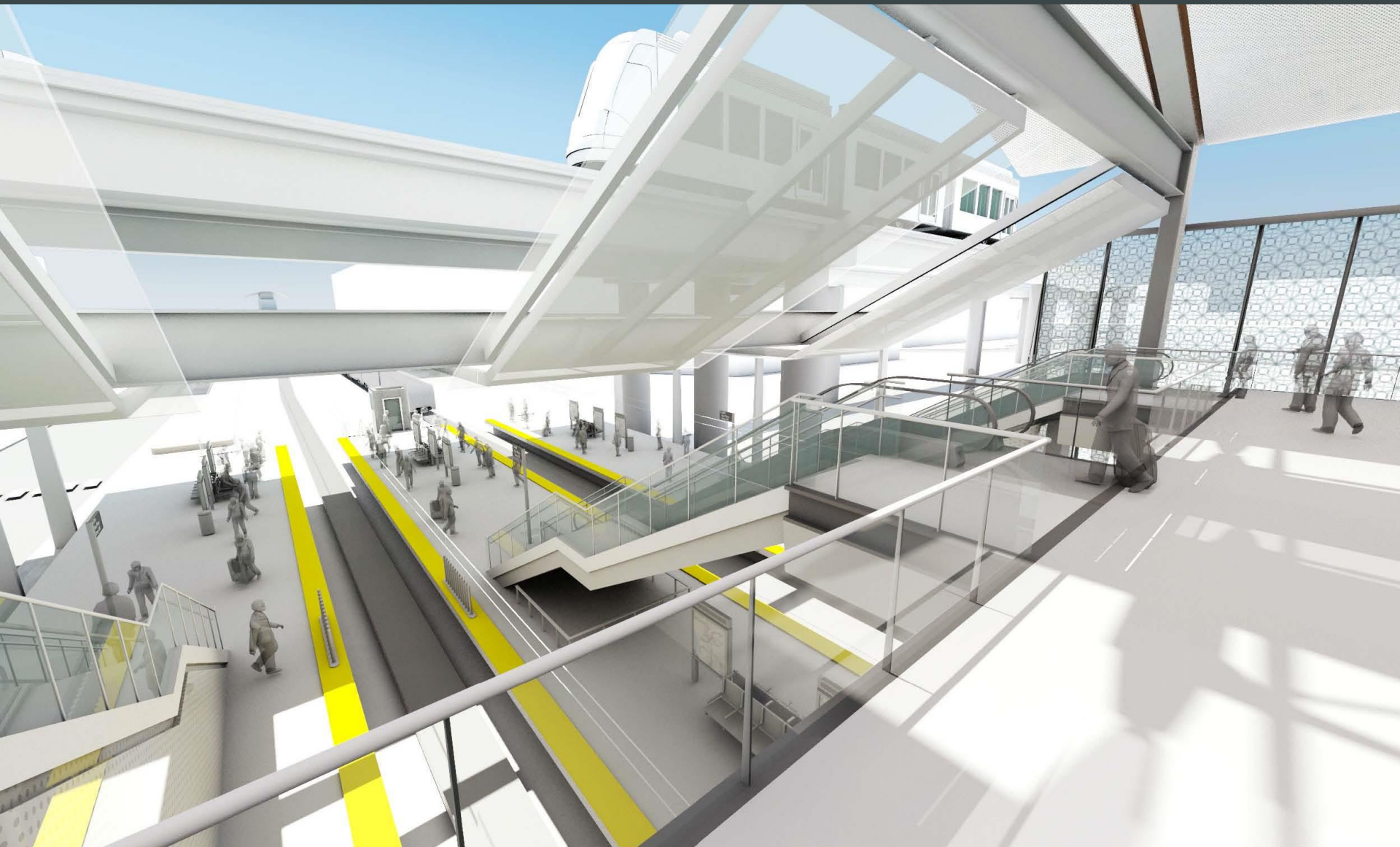
Looking Southwest

LRT Platforms



Mezzanine Walkway to LRT Platforms

Looking South



Bus Plaza

Looking South

Bike Hub

View from Aviation Blvd looking West

ATTACHMENT B

June 26, 2014 Board Motion

MTA Board Meeting **Relating to Item 65**
June 26, 2014

MOTION BY
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96th Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96th Street Station, in consultation with LAWA, using the following design guidelines:

    a. Enclosed facility

    b. Integrated APM/Light Rail station, minimizing walk distances

    c. Concourse areas

    d. LAX airline check-in with flight information boards

    e. Station restrooms

    f. Free public WiFi & device charging areas

    g. Private vehicle drop-off area, and taxi stand

    h. Pedestrian plaza with landscaping and street furniture

    i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras

    j. Retail (food/beverage and convenience)

    k. L.A. visitor info and LAX info kiosk

    l. Connectivity to Manchester Square and surrounding areas, including walkways

    m. At a minimum, LEED Silver certification

    n. Public art installation

    o. Other amenities for airport travelers, including currency exchange and bank/ATM machines

    p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96th Street Station.

3. Procure a qualified architectural firm to design the station as described under no. 1 above.

4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96th Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:

    a. Design

    b. Schedule

    c. Cost Estimates

5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and

6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.

File #: 2017-0159, **File Type:** Informational Report **Agenda Number:** 18.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2017

SUBJECT: Receive and file the Regional Rail Update

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **Regional Rail Update through March 2017.**

ISSUE

The Regional Rail unit of the Program Management Department is responsible for providing overall coordination, management, and the programming of funds for LACMTA's commitment to the commuter, intercity, and high speed rail networks serving Los Angeles County. This unit also manages and coordinates capital improvement projects along the LACMTA owned railroad right-of-way.

DISCUSSION

LACMTA is the largest member agency for the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail network. Metrolink carries approximately 40,000 riders per day throughout the southern California Region.
LACMTA is a member of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency. This Joint Powers Authority (JPA) coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this intercity rail corridor. LACMTA is instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail program connecting northern California to southern California. Staff is involved with regional and statewide groups working to develop integrated passenger rail service in the state.

The Regional Rail team coordinates and leads capital improvement projects for the Metro owned and Metrolink operated right-of-way.

Capital Projects

The Regional Rail unit is actively managing 9 capital improvement projects. These projects range from planning studies to the design of capacity and safety related projects. There are two regional rail projects currently on hold, Raymer to Bernsen Double Track and Bob Hope Pedestrian Bridge.

1. Bob Hope Airport/Hollywood Way Station (Station), Antelope Valley Line

This project will add a new Metrolink station on the Antelope Valley Line, to provide better access to the Bob Hope Airport. Construction contract award and Notice to Proceed were issued on January 5, 2017 and March 1, 2017 respectfully. A successful pre-construction community meeting was held on March 13, 2017 to discuss construction related information including construction hours, lane closures, and duration. Over 70 people attended the meeting. Construction is anticipated to be completed by May 2018 and revenue operation is anticipated by June 2018 or sooner.

2. Brighton to Roxford Double Track

This project proposes to add a second main line track on approximately 11 miles of the Antelope Valley Line (AVL) between Burbank and Sylmar. This creates over 25 miles of continuous double track rail from Los Angeles Union station to the San Fernando Valley. The goal of project is to improve regional rail service while enhancing safety for the corridor communities and commuters on AVL. The existing single main line track is used by both Metrolink commuter rail service as well as Union Pacific Railroad (UPRR) freight service and accommodates approximately 35 trains per day. This creates a significant bottleneck for rail transportation and reduces the on-time performance of Metrolink trains. Currently, trains must frequently idle at the siding track, leading to longer commutes including unpredictable arrivals and departures in surrounding communities. The addition of second main line track will allow for opposing traffic to run on separate tracks improving the overall flow of trains, effectively creating a “2-way street” for train operations. There are 16 at-grade roadway crossings that need to be improved. All crossings will be designed with quiet-zone related improvements. The consultant is currently working on Phase-2 Design Documents (65% PS&E) which is targeted for submittal on August 2017.

3. Doran Street and Broadway/Brazil Safety and Access Project

The Doran Street grade crossing has been identified by the California Public Utilities Commission as one of the most hazardous crossings on the Metrolink system. This project grade separates the crossing and enhances safety and mobility into the area. The project is currently in the Alternative Analysis (AA) phase. The Metro Board in January 2017 approved Alternative 2 Salem/ Sperry Overpass and a Northerly Point of Access (P or J Hook Options) to start preliminary engineering and environmental work. A draft environmental document is expected to be completed in Spring 2018.

L.A. County Grade Crossing and Corridor Safety Program

This study includes 110 at-grade railroad crossings along the rail corridors that Metrolink operate commuter rail service, including a total of approximately 132 miles of Metro-owned railroad right-of-way. The study includes two phases of work: Phase 1 includes development of an inventory of Metrolink grade crossings and rail corridors in Los Angeles County and identification of the scope and priority for safety enhancements; Phase 2 includes development of a Project Study Report Equivalent (PSRE) report for each of the four (4) grade crossings to be evaluated for potential grade separations.

Staff received comments and new traffic information from cities and accordingly revised the recommended safety enhancements at some grade crossings as well as the priority rankings. Staff has completed the Phase 1 work, which includes a planning level cost estimate for safety enhancements, priority rankings for near term roadway and pedestrian improvements, and priority rankings for long term grade separation candidate projects. Staff is reviewing all Phase 1 information to determine the four grade crossings to be evaluated in PSRE reports as Phase 2 work. The anticipated completion date for Phase 2 work is April 2018.

4. Los Angeles County Metrolink Station Assessment and Improvement Plan

The Southern California Regional Rail Authority (SCRRA) operates Metrolink passenger rail service in six southern California counties, including Los Angeles County. There are 25 Metrolink Stations in Los Angeles County that are either owned and/or maintained by the city where they are located, Caltrans, or Los Angeles County. Some of the stations serve as “shared stations” for Metrolink and Amtrak service. This study looked into opportunities to upgrade the 25 existing Metrolink stations in Los Angeles County which to improve the passenger experience. The team completed assessment of the Stations and identified improvements that will provide passengers with convenient, safe, and user-friendly services at the Stations. The draft study was submitted for review in December 2017 and review comments were provided to the team in January 2018. The final study will be ready by next quarter for distribution.

5. Rosecrans/Marquardt Grade Separation

This project will grade separates the existing at-grade crossing at the Rosecrans and Marquardt intersection in City of Santa Fe Springs, which has been ranked No. 1 on the California Public Utilities Commission (CPUC) Section 190 list as the most hazardous crossing in the state. In the Summer 2016, Metro was awarded $15 million in TIGER grant for the Project. Based on the 65% design plans, Metro established the life of project budget of $155.3 million. The CPUC has approved the grade separation application in March 2017. The 90% design plans is scheduled to be submitted for May 2017. Metro is currently is coordinating with CAHSR, BNSF, & City of Santa Fe Springs to secure funding agreements for construction and right of way acquisition.

6. Link Union Station (Link US)

The Link US project will convert the stub-ended railyard at Los Angeles Union Station (LAUS) to a run-through railyard which will significantly expand rail service capacity and enhance operational flexibility. Link US will include up to 10 new run-through tracks over US 101, reconstruction of the railyard and the throat, addition of a northern loop track, and a new expanded multi-modal passenger concourse designed to meet the demands from the growing ridership at LAUS. Link US will significantly reduce greenhouse gases associated with idling locomotives and provide the infrastructure needed to support potential one-seat rides to key destinations in Southern California. Lastly, Link US will be designed to accommodate the future California High Speed Rail (HSR) and

West Santa Ana Branch (WSAB) Line Light Rail services.

The project is currently in the Preliminary Engineering and Environmental Clearance phase. The Draft EIR/EIS is scheduled to be released to the public in late summer 2017 and FRA's Record of Decision is scheduled for early spring 2018. Staff has received Board approval in March on the Recommended Alternative that will be included in the Draft EIR/EIS.

Staff is continuing to coordinate the development of Link US with the California High Speed Rail Authority (CHSRA). Regular meetings are occurring between the Link US team and the CHSRA about accommodating the high speed rail program into the footprint of Link US EIR/S. Staff continues to work with the CHSRA on the necessary agreements including a full funding agreement and operations and maintenance agreement that addresses the implementation phase of the project (right of way acquisition and construction).

7. Lone Hill to CP White Second Track

The Metrolink San Bernardino line is 70% single track. This project will add a 3.9 mile section of additional second track in the cities of La Verne and San Dimas. All 12 crossings will be designed to be quiet-zone ready.

The project is in the environmental clearance and 30% design phase. Community meetings were held in November 2016. Further outreach to the community is continuing this Spring. Preliminary engineering is scheduled to be completed Summer 2017.

8. Metrolink San Bernardino Line Diesel Multiple Unit (DMU) Study

Metro is partnering with San Bernardino County Transportation Authority (SBCTA) perform a study to assess the feasibility of operating Diesel Multiple Unit (DMU) service on the Metrolink San Bernardino Line between Redlands in San Bernardino and Los Angeles Union Station. The DMU study presents unique opportunities to operate additional transit service and/or achieve cost savings for commuter rail operations.

Regional Rail projects currently on hold:

9. Bob Hope Airport Pedestrian Grade Separation, Ventura Line

The Bob Hope Airport Pedestrian Bridge project is a pedestrian safety enhancement project that provides a direct plane-to-train connection between the regional rail network and the Hollywood Burbank Airport. This project was then placed on indefinite hold because Burbank-Glendale-Pasadena Airport Authority, LOSSAN, and City of Burbank staff have declined to operate and maintain the pedestrian bridge. Metro and the Southern California Regional Rail Authority (SCRRA) does not maintain Metrolink stations or related improvements such as pedestrian bridges.

10. Raymer to Bernson Double Track

Six miles of second main line track is proposed to be constructed between Van Nuys and

Chatsworth. Metro has secured a total of $80.3 million for the project with $60.82 million from the California State Transportation Improvement Program and $19.48 million California State Proposition 1B Intercity Rail. The California Transportation Commission has postponed the funding of the project to fiscal year 2019. As of June 2016, Caltrans has ended the funding contract for the design phase of the project. The November Metro Board has placed the project on hold.

Metrolink Commuter Rail Operations

- Ticket Vending Machine Update

Metrolink informed the member agencies that they are still in the process of writing their TVM procurement scope of work. The RFP is scheduled to be released in early April or May 2017 with an excepted award date of October 2017. As a result of this updated schedule new TVMs are anticipated to be installed in January 2019. Metro has emphasized our Board's request for a TVM cash option in Los Angeles County and submitted a station by station request for one or more cash TVM at all Los Angeles County stations. Metro's TAP, OMB and Regional Rail departments meet regularly with Metrolink to provide input on the TVM procurement.

- Metrolink Request for Additional Rehab Funding

In order to provide assurance to the Metro Board, prior to any multi-million dollar commitment of funding, that the highest priority rehabilitation projects are addressed in the most expeditious manner, particularly in the event of a risk to the operational safety of our passengers, staff performed due diligence review of Metrolink's "Priority A" urgent structure and rail tie rehabilitation work from November 23, 2017 through March 27, 2017 (refer to Attachment D). Staff inspected as many ties, bridges, turnouts and culverts within the aforementioned time period to corroborate and validate Metrolink's priority list so that it can be used to provide guidance for programming of funds for urgent structure and rail tie rehabilitation work. Staff has also hired a consultant, WSP, to review and validate SCRRA's state of good repair projects including performing a condition risk assessment to be used as a diagnostic tool for allocation of funds.

Staff is working with SCRRA on a multi-phasing approach to Metrolink's urgent structure and rail tie rehabilitation work totaling up to $31,864,316, beginning with "Priority A" projects and followed by "Priority B" projects. Staff has inspected 29 bridges and culverts and over 10 miles of rail ties in the Valley, Ventura, San Gabriel and River Subdivisions under the "Priority A" projects. For the 29 bridges and culverts under "Phase A" projects inspected as part of phase 1, staff concurs with SCRRA that at least 10 bridges and culverts including ties and turnouts need to be replaced immediately within the next three years. The remaining 19 bridges and culverts under "Phase A" projects inspected as part of phase 1 appear to be in "fair to satisfactory" conditions and do not require immediate replacement within the next 3 years even though these structures are at least over 29 years old. However, since these structures are old and approaching their service life, staff is recommending that it be programmed for replacement within the next ten (10) years with continuous annual inspections. Staff is recommending approval of additional funding for Metrolink's urgent structure and rail tie rehabilitation work for phase 1.

- FY 2015-2016 CAFR and Audit

Metro's auditors Vasquez and Company have completed their field work and are in the process of preparing their draft audit report. Metro staff will return back to the Board when the final audit report is issued.

- $18 Million Loan

Metro received Metrolink's first payment of $5 million on April 1, 2016.
The following is a summary of Metrolink's repayment plan for the remaining payments and what has been paid to date:

$5 million on or before March 31, 2016 - PAID
$5 million on or before May 31, 2016 - PAID
$590,240.76 Interest Payment received on July 29, 2016
$1 million on or before August 31, 2016 - PAID
$1 million on or before November 30, 2016 - PAID
$1 million on or before February 28, 2017 - PAID
The balance on or before June 30, 2017

This will achieve final payment by the loan maturity date of June 30, 2017.

- Metrolink Invoices and Billing Issues

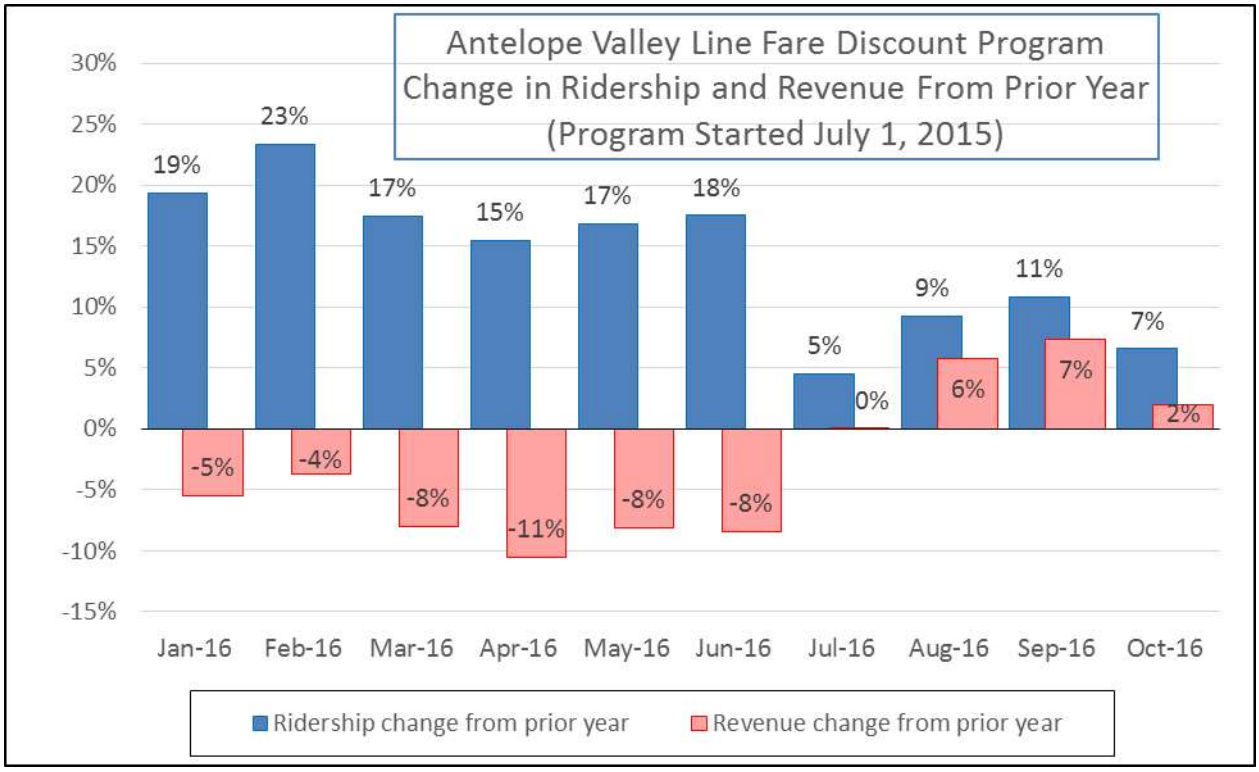
Metrolink has made some progress in submitting invoices to draw down on the $30M of funding. However, there remains an issue with billing member agencies for Oracle 11I reimbursements for fiscal years 2011, 2012 and 2013. Metro's board approved extending the lapsing date to June 30, 2017, to allow Metrolink an opportunity to expend these funds. Metrolink has provided an invoicing and expenditure plan to meet the June 30, 2017, deadline to expend the lapsing funds. Staff will monitor Metrolink's progress in meeting the expenditure plan and will continue to meet with Metrolink management to resolve the invoicing backlog.

- Metrolink Ridership and Revenues for FY 2016-17

For FY 2016-17 (July 2016 thru September 2017) Metrolink ridership was at 99.9% of budget, and 3.5% higher than FY 16 levels. Revenues were also at 99.9% of budget, and .2% above FY 16 levels.

- Antelope Valley Line (AVL) 25% Fare Discount Program

Since this program's inception in July 2015, the AVL fare discount program has been highly successful in attracting new riders to the AVL. Ridership growth for January 2016 thru November 2016 averaged 14% increase in ridership compared to the prior year. Fare revenues have increased, and the program is recovering more than half of the budgeted costs.



• LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The LOSSAN corridor is the second busiest intercity rail corridor in the nation (see Attachment A). There are 41 stations and more than 150 daily passenger trains, with an annual ridership of 2.9 million on the Amtrak Pacific Surfliner plus 5.1 million on Metrolink and Coaster commuter rail.

For the 12 months ending June 2016, Amtrak Pacific Surfliner intercity rail ridership was 2.9M boardings, a 4% increase over prior year, and the most in fiscal year history since inception in 1977. Revenues on the Pacific Surfliner were also up 3% compared to the prior year. Farebox recovery was 75%, a very strong number, and a 7% increase over FY 2015-16 levels.

In March 2017 the LOSSAN Board adopted the two year LOSSAN Business Plan for FY 2017-18 and FY 2018-19 and submitted it to the California State Transportation Agency by the April 1, 2017 statutory deadline. The Business Plan provides a basis for the annual budget request, outlines operations and service goals, and discusses any proposed changes to the Pacific Surfliner service.

Also in November, LOSSAN had 80,000 boardings on the Pacific Surfliner during the five days of Wednesday thru Sunday of the busy Thanksgiving week. This is a 6% increase in ridership compared to 2015.

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LOSSAN and SCRRA agreed to extend the term of the Rail-2-Rail Agreement thru December 31, 2016. A long-term Rail-2-Rail agreement has been reached by Orange County, Ventura County and Metro in March 2017.

- High Speed Rail

The Governor's budget allocates 25% of Cap and Trade funds to high speed rail. This allows acceleration of the program. On April 20, 2017 the State is planning on selling a portion of the nearly $10 billion in bonds that voters approved in 2008. The Governor has also issued a letter to Metro for a funding commitment of up to $500 million for the Link Union Station and Rosecrans Marquardt Grade Separation Project (refer to Attachment C).

The Supplemental Alternative Analysis work is underway on the Burbank to Palmdale and Burbank to Anaheim segments in L.A. County. The California High Speed Rail Authority (CHSRA) is evaluating an alternative that partially includes LACMTA owned right-of-way as well as one that takes a more direct route between Palmdale and Burbank. Regional Rail is coordinating with CHSRA on the Brighton to Roxford Double Track Project, Doran and Broadway/ Brazil Grade Separation and LINK US on design options that would be usable under any high speed rail scenario for this corridor to minimize or eliminate throw away work.

ATTACHMENTS

Attachment A -- LOSSAN Corridor Map
Attachment B -- Metrolink Asset Inspection Summary dated March 24, 2017
Attachment C-Office of the Governor Letter, dated March 7, 2017

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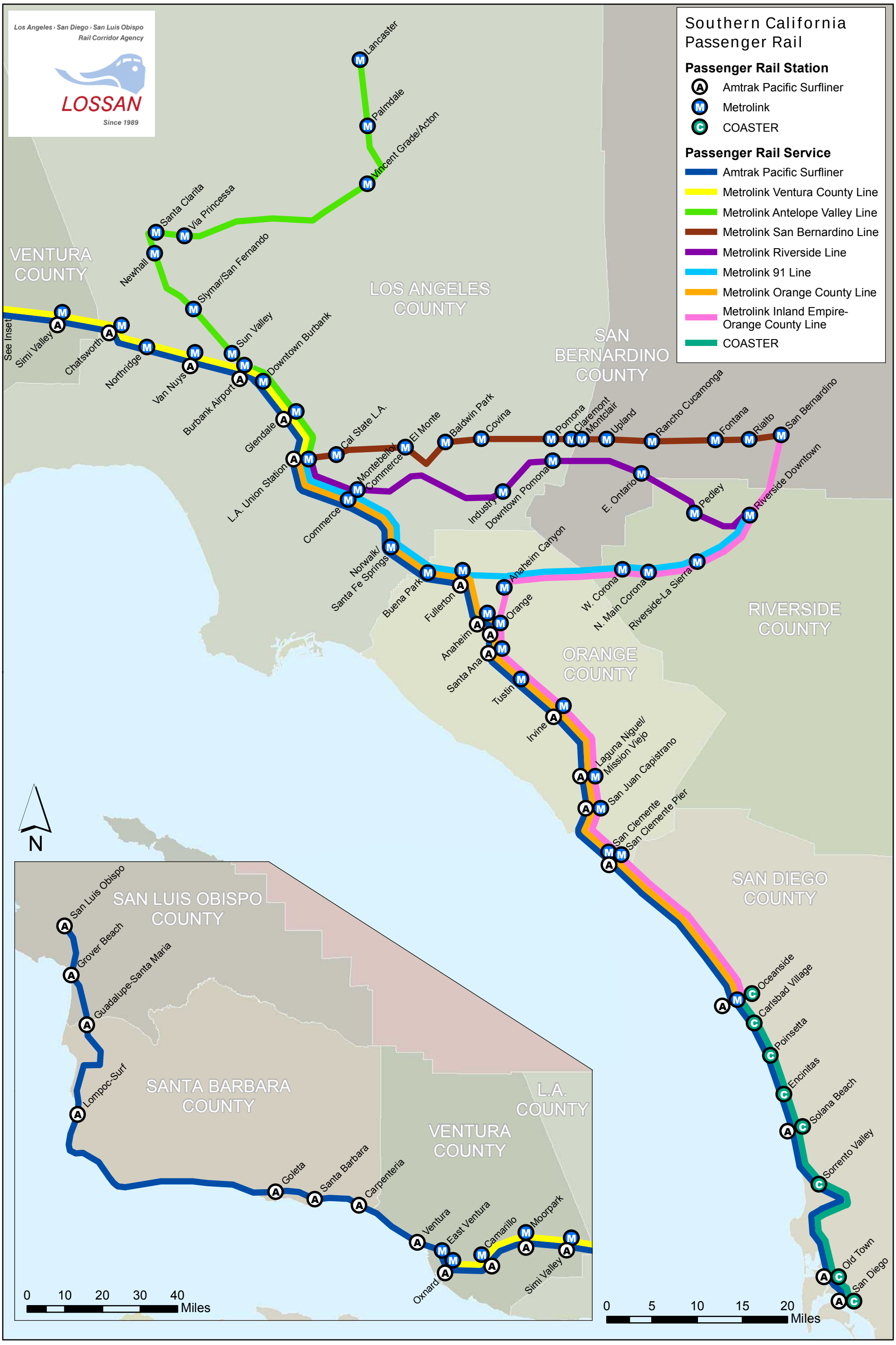
Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Los Angeles – San Diego – San Luis Obispo Rail Corridor Map



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March 24, 2017

ATTACHMENT C

SUBJECT: METROLINK ASSET INSPECTION SUMMARY: VALLEY, VENTURA & SAN GABRIEL LINES - SUMMARY FINDINGS

Metrolink is responsible for maintaining approximately 400 miles of track in a State of Good Repair. This includes among other assets, the maintenance of 1.1 million rail ties and fasteners, 261 bridges and 580 culverts. In September 2016, Metrolink informed the Board of their intent to implement slow orders predicated on a request for track and structure rehabilitation funding. At that time, Metrolink produced a list of the structures which they had evaluated were in need of immediate repair (Refer to Attachment A: "Priority List").

In response, Metro Engineering staff was directed to inspect as many ties, bridges and culverts to as possible to corroborate and validate the Metrolink Priority List. It was not possible for Metro staff to visit and inspect each asset listed on the Priority List produced by Metrolink due to the urgent nature of the request. Instead, between November 23, 2016 and February 28, 2017 Metro staff inspected twenty nine (29) "Priority A" bridges or culverts from the Metrolink provided Valley, Ventura and San Gabriel Subdivision Line Lists as well as rail ties within the locations visited. In addition to this summary, staff produced individual inspection & observation reports for each of these twenty nine assets inspected.

The following two tables present Metro's independently derived Condition Ratings and Recommendations for each of the inspected assets. Table 1 below, presents the list of inspected structures which Metro Engineering staff have rated as being in 'Poor' structural condition. These ten (10) structures have been identified by Metro staff as requiring replacement within the next 3 years and should be programmed for replacement in the next fiscal cycle. Table 2 below, provides the assessed structural conditions of the remaining 19 structures which were inspected. The structures listed in Table 2 were determined, at the time of inspection, to be in fair to satisfactory condition. (*Individual inspection reports for these 29 structures are available separately upon request*):

Table 1: Subdivision Structures – Identified for Replacement within 3 years:

Line:	Mile Point:	Name:	Age:	Metro Condition Rating:	Metro Recommendation:
Valley	47.45	Bridge 5	79 yrs.	3 (POOR)	Replace.
Valley	50.46	Bridge 6	108 yrs.	3 (POOR)	Replace.
Valley	50.51	Bridge 2	107 yrs.	3 (POOR)	Replace.
Valley	50.64	Bridge 1	107 yrs.	3 (POOR)	Replace.
Valley	50.77	Bridge 4	107 yrs.	3 (POOR)	Replace.

Valley	53.84	Culvert 2	113 yrs.	3 (POOR)	Replace.
Valley	54.13	Culvert 8	95 yrs.	3 (POOR)	Replace.
Valley	55.91	Culvert 1	94 yrs.	3 (POOR)	Replace.
Valley	66.78	Culvert 10	96 yrs.	3 (POOR)	Replace.
Ventura	458.71	Bridge 1	91 yrs.	3 (POOR)	Replace.

Table 2: Subdivision Structures – Which do not Require Immediate Replacement:

Line:	Mile Point:	Name:	Age:	Metro Condition Rating:	Metro Recommendation:
Valley	44.16	Culvert 4	78 yrs.	4 (FAIR)	Replace or reinforce timber ballast & headwalls. Recondition downstream channel.
Valley	44.38	Bridge 8	73 yrs.	5 (SATISFACTORY)	Recondition ballast over bridge due to excessive fine soils deposited.
Valley	46.91	Bridge 3	79 yrs.	4 (FAIR)	Continue monitoring. Consider replacement within ten years.
Valley	47.03	Bridge 10	79 yrs.	4 (FAIR)	Continue monitoring. Consider replacement within ten years.
Valley	47.33	Bridge 11	79 yrs.	4 (FAIR)	Continue monitoring. Consider replacement within ten years.
Valley	48.08	Bridge 12	79 yrs.	5 (SATISFACTORY)	Maintain bridge approach and channel.
Valley	49.53	Culvert 13	117 yrs.	4 (FAIR)	Maintain north bridge approach.
Valley	49.69	Culvert 12	29 yrs.	4 (FAIR)	Maintain bridge approach and channel.
Valley	*49.99*	*Culvert 3*	*95 yrs.*	*N/A*	*Could not inspect – culvert buried.*
Valley	50.57	Culvert 5	66 yrs.	4 (FAIR)	No specific recommendation.
Valley	52.32	Culvert 14	117 yrs.	5 (SATISFACTORY)	No specific recommendation.
Valley	52.38	Culvert 15	117 yrs.	4 (FAIR)	Remove downstream excessive vegetation.
Valley	52.66	Bridge 7	86 yrs.	4 (FAIR)	Maintain approach channel.
Valley	52.99	Culvert 11	117 yrs.	5 (SATISFACTORY)	No specific recommendation.
Valley	54.05	Bridge 13	71 yrs.	4 (FAIR)	Maintain bridge approach and channel.
Valley	55.19	Bridge 9	72 yrs.	5 (SATISFACTORY)	No specific recommendation.
Valley	55.42	Culvert 9	95 yrs.	4 (FAIR)	Clear culvert debris within 1 year.
Valley	55.75	Culvert 6	90 yrs.	4 (FAIR)	No specific recommendation.
Ventura	452.1	Bridge 2	100 yrs.	4 (FAIR)	Clear debris within channel and approach.

ANALYSIS: BRIDGES & CULVERTS

For the twenty-nine (29) 'Priority A' assets inspected, Metro believes that ten (10) of these structures (Table 1) are candidates for near term replacement (within 3 years). The remaining 19 structures (Table 2) were, in Metro's opinion of "fair to satisfactory" condition and do not require immediate replacement within the next three years. Appropriate recommendations for the structures in Table 2 are presented in the right hand column.

Of the ten (10) structures identified for replacement in Table 1, six (6) of these structures are bridges and four (4) are culverts. Metro Cost Estimating Staff has contributed their experience in developing a Rough Order of Magnitude (ROM) cost estimate required to replace these ten assets. Once Design,

Construction and Administrative (Soft) Costs are factored in, Metro's cost estimate did not significantly differ from the amounts requested by Metrolink on a per asset basis. Therefore, Metro agrees with the estimated Life of Project costs for replacement of these 10 structures which are presented in Table 3 below.

Table 3: Estimated Replacement Cost for Structures Identified for Near Term Replacement:

Line:	Mile Point:	Name:	Metrolink's Total: (Dollars)
Valley	47.45	Bridge 5	$ 500,000
Valley	50.46	Bridge 6	$ 840,000
Valley	50.51	Bridge 2	$ 840,000
Valley	50.64	Bridge 1	$ 840,000
Valley	50.77	Bridge 4	$ 840,000
Valley	53.84	Culvert 2	$ 350,000
Valley	54.13	Culvert 8	$ 280,000
Valley	55.91	Culvert 1	$ 350,000
Valley	66.78	Culvert 10	$ 420,000
Ventura	458.71	Bridge 1	$ 1,960,000
		Total:	**$ 7,220,000**

ANALYSIS: RAIL TIES, RAIL, RAIL TURNOUTS, CROSSINGS & COMPONENTS

Metro's Director of Track Work Engineering, Zoric Sheynman, observed the condition of the ties along the Valley Subdivision and agrees that the ties within the zones indicated by Metrolink in *Attachment A*, do require replacement. This would include the 8,450 'Group A' ties and 8,000 Group B Ties identified. The ties are spaced at approximately 20 inches on center; therefore this would result in a total of 5 miles of replacement on the Valley Subdivision. Replacement of these ties would be in compliance with FRA Track Safety Standards Compliance Manual. Therefore, Metro agrees with the estimated costs for replacement of the rail ties for Priority A projects as shown in Attachment A. Staff will work with Metrolink as part of the second phase due diligence review for rail ties on Priority B projects. Elements not inspected by Metro staff during the site visits include track turnouts, crossings, rail tie replacement. Metro staff did not generate independent cost estimates for these components or for the requested new rail spikes, tie plugs, anchors, surfacing and stabilizing procedures required during installation of the ties. These amounts are listed in the Metrolink report.

CONCLUSION:

In conclusion, Metro Engineering's Assessment of Metrolink's provided "Rehabilitation Project Priority List" of 'Priority A' structures (bridges and culverts) is in Metro's opinion, that approximately one-third (33%) of the structures inspected are in "poor" structural condition and should be programmed for replacement (*within 3 years*). However, it should be noted that despite the observed condition ratings, the majority of the inspected structures presented in both Tables 1 and 2 are approaching or exceeding a service life of 100 years and should be programed for replacement within the next ten years (10).

Metro does not intend the list of 10 structures (Table 1) recommended for replacement to be a binding requirement for Metrolink. Instead, this list is meant to provide guidance for programing of funds for the replacement of these assets. Metrolink shall provide an independent assessment to determine which structures should be replaced and in which order. Metro's Independent Cost Estimates (ICE) for these elements did not significantly vary with the estimates provided by Metrolink and Metro agrees with the amounts requested by Metrolink on an asset by asset basis.

Metro agrees that an investment is required to achieve a state of good repair for the areas inspected. As a first investment in a multiyear state of good repair program, Metro recommends the initial allocation of funds to replace the highest priority structures and rail ties requiring remediation. Additional funding can be allocated in future fiscal cycles as needed. The specific assets requiring replacement shall be determined and managed by Metrolink.

Metro has recently contacted (as of early March 2017) a Consultant (WSP/Parsons Brinkerhoff) who will provide a separate independent assessment to further validate the amount of requested structure rehabilitation funding. In the coming months, their effort will further refine the scope required for this SOGR issue.

Regards,

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Metro Senior Structural Engineer
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remleyc@metro.net

Attachments:

Attachment A:

Bridge & Rail Tie Rehabilitation Project Priority List (As Provided by Metrolink, November 2016).

Attachment B:

SCRRA: Bridge and Safety Management Condition and Priority Defect Rating System.

ATTACHMENT A:

Bridge & Culvert - Rehabilitation Project Priority List (As Provided by Metrolink, November 2016):

Bridge Rehab Projects Priority List															
Subdivis	Category	Priority	MP	Cost	Scope	Year Built	Engineer's Assessment Rating	Inspector's Condition Rating	Inspection Date	Begin Contract	Finalize Contract Pkg	Advertise Contract	Award Contract	Begin Construction	End Construction
Valley	Priority A Bridges	1	50.64	$840,000	Replace rail top	1909	3.2	5	7/14/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
		2	50.51	$840,000	Replace rail top	1909	3.3	5	7/14/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
		3	46.91	$840,000	Replace rail top	1938	3.3	5	7/22/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
		4	50.77	$840,000	Replace rail top	1909	3.4	5	7/13/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	2/1/2018	5/1/2018
		5	47.45	$500,000	Replace rail top	1938	3.4	5	7/20/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	2/1/2018	5/1/2018
		6	50.46	$840,000	Replace rail top	1909	3.5	5	7/15/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	2/1/2018	5/1/2018
		7	52.66	$500,000	Replace rail top	1930	3.5	5	7/12/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	2/1/2018	5/1/2018
		8	44.38	$500,000	Replace rail top	1944	3.5	5	8/4/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		9	55.19	$500,000	Replace rail top	1944	3.5	5	7/11/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		10	47.03	$840,000	Replace rail top	1938	3.6	5	7/21/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		11	47.33	$1,120,000	Replace rail top	1938	3.6	5	7/21/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		12	48.08	$500,000	Replace rail top	1938	3.6	4	7/19/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		13	54.05	$500,000	Replace rail top	1946	3.6	5	7/12/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
			Subtotal	$9,160,000											
	Priority B Bridges	1	8.41	$500,000	Replace rail top	1906	3.9	5	9/20/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	8/1/2018	11/1/2018
		2	10.63	$1,260,000	Replace rail top	1906	3.9	5	9/19/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	8/1/2018	11/1/2018
			Subtotal	$1,760,000											
	Priority A Culverts	1	55.91	$350,000	Replace clay pipe - collapsed	1922	3.2	4	8/13/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	6/1/2017	8/1/2017
		2	53.84	$350,000	Replace timber box	1904	3.3	4	8/17/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	6/1/2017	8/1/2017
		3	49.99	$280,000	Replace timber box	1922	3.4	4	11/9/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	6/1/2017	8/1/2017
		4	44.16	$280,000	Replace timber box	1939	3.4	4	1/5/16	11/1/2016	1/31/2017	2/28/2017	4/30/2017	7/1/2017	9/1/2017
		5	50.57	$280,000	Replace timber box	1950	3.4	4	10/30/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	7/1/2017	9/1/2017
		6	55.75	$280,000	Replace timber box	1927	3.5	5	8/13/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	7/1/2017	9/1/2017
		7	48.74	$280,000	Replace clay pipe - joint displacement	1900	3.5	4	11/11/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	8/1/2017	10/1/2017
		8	54.13	$280,000	Replace clay pipe - crushing, displacement	1922	3.6	5	8/17/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	8/1/2017	10/1/2017
		9	55.42	$350,000	Replace cast iron pipe - cracking, displacement	1922	3.6	4	8/13/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	8/1/2017	10/1/2017
		10	66.78	$420,000	Replace RCP - separated joints	1921	3.7	4	8/4/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	9/1/2017	11/1/2017
		11	52.99	$700,000	Replace aged cast iron pipe	1900	3.7	3	10/26/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	9/1/2017	11/1/2017
		12	49.69	$280,000	Replace CMP - deflected; strut added	1988	3.8	4	11/9/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	9/1/2017	11/1/2017
		13	49.53	$420,000	Replace aged cast iron pipe	1900	3.8	5	11/10/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	10/1/2017	12/31/2017
		14	52.32	$350,000	Replace aged cast iron pipe	1900	3.9	5	10/27/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	10/1/2017	12/31/2017
		15	52.38	$420,000	Replace aged cast iron pipe	1900	3.9	5	10/27/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	10/1/2017	12/31/2017
			Subtotal	$5,320,000											
Ventura	Priority A Bridges	1	458.71	$1,960,000	Replace Timber Trestle - major cracking	1925	3.0	4	3/8/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
		2	452.1	$840,000	Replace rail top	1916	3.3	5	3/14/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
			Subtotal	$2,800,000											
	Priority B Bridges	1	436.96	$655,200	Replace rail top	1939	3.9	5	4/1/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	8/1/2018	11/1/2018
		2	434.12	$655,200	Replace rail top	1901	3.9	5	4/4/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	8/1/2018	11/1/2018
			Subtotal	$1,310,400											
	Priority B Culverts	1	436.46	$150,000	Replace culvert - part rail top	1925	3.9	4	10/16/14	11/1/2016	1/31/2017	2/28/2017	4/30/2017	10/1/2017	12/31/2017
			Subtotal	$150,000											
San Gabriel	Priority A Bridges	1	40.12	$1,400,000	Replace rail top - Under xing	1930	3.4	5	6/29/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	2/1/2018	5/1/2018
			Subtotal	$1,400,000											

Rail Tie - Rehabilitation Project Priority List (As Provided by Metrolink, November 2016):

Track Projects Priority List					
	Priority Designation	Priority A Projects	Value	Condition Notes	Timeline
Valley Subdivision	1	2500 Ties between MP 46 - MP 48, MP 63 - MP 64	$500,000	Over 30% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	3000 Ties between MP 52 - MP 54	$825,000	Approximately 25% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	3	Lang Station Rd Crossing	$400,000	Crossing and track structure need to be replaced (Main Track and Siding)	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	4	2950 Ties between MP 54 - MP 59	$787,500	Up to 20% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	5	Acton Spur Turnout	$500,000	Spur was constructed in 1966. Speed in siding was just raised due to Acton Project. Turnout needs to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
		Total Priority A Track Projects:	$3,012,500		
		Priority B Projects			
	1	4000 Ties Between MP 9 - MP 11	$1,000,000	Over 30% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	4000 Ties Between MP 6 - MP 8	$1,000,000	Approximately 25% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
		Total Priority B Track Projects:	$2,000,000		

ATTACHMENT A

	Priority Designation	Priority A Projects	Value	Condition Notes	Timeline
Ventura Subdivision	1	2700 Ties between MP 447 - MP 450	$675,000	Over 30% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	1300 Ties between MP 444 - MP 446	$325,000	Approximately 25% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	3	Turnout at MP 460	$375,000	Turnout needs to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	4	800 Ties Between MP 451 - MP 452	$200,000	Up to 20% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	5	3600 Ties Between MP 458 - MP 462	$900,000	Approximately 15% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	6	3600 Ties Between MP 454 - MP 458	$900,000	Approximately 10% -15% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
		Total Priority A Track Projects:	$3,375,000		
Ventura Subdivision	Priority Designation	Priority B Projects	Value	Condition Notes	Timeline
	1	3400 Ties between MP 434 - MP 439	$850,000	Over 30% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	2400 Ties Between MP 430 - MP433	$600,000	Approximately 25% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	3	Rail Replacement - Curve 439.24 (1650')	$247,500	Curve needs to be transposed from high side to low side, with new rail on the high side. Low Rail has already been transposed and was originally placed in 1966. High Rail is experiencing some gauge and head wear and still has some life in it. Head-Free rail to be replaced as well.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	4	1200 Ties Between MP 427 - MP 429	$300,000	Approximately 20% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	5	Turnout at CP Santa Susana	$375,000	Turnout needs to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	6	Katherine Rd Crossing	$400,000	Crossing and track structure need to be replaced (Main Track and Siding)	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	7	Rail Replacement - Curve 433.1 (1100')	$165,000	Curve needs to be transposed.	
	8	Hidden Ranch Drive Crossing	$400,000	Crossing is 33 years old and needs to be rehabilitated.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	9	600 Ties Between MP 433 - MP 434	$150,000	Approximately 15% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
		Total Priority B Track Projects:	$3,487,500		
				Note: 2350' of rail on another project was removed from the list resulting in a reduction for the Subdivision of $150,000.	

	Priority Designation	Priority A Projects	Value	Condition Notes	Timeline
San Gabriel Subdivision	1	3500 Ties between MP 34 - MP 38	$875,000	Over 30% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	2800 Ties Between MP 47 - MP 51	$700,000	Approximately 25% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	3	1200 Ties Between MP 52 - MP 54	$300,000	Approximately 20% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	4	1500 Ties Between MP 42 - MP 45	$375,000	Approximately 15% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
		Total Priority A Track Projects:	$2,250,000		
San Gabriel Subd.	Priority Designation	Priority B Projects	Value	Condition Notes	Timeline
	1	Lark Ellen Crossing	$400,000	Crossing needs rehabilitation.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
		Total Priority B Track Projects:	$400,000		

ATTACHMENT A

	Priority Designation	Priority A Projects	Value	Condition Notes	Timeline
River Sub	1	Replace Leads into Union Station	$225,000	Leads into union station have curve wear and need new rail.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	Replace 5300 Ties on West Bank	$1,325,000	Approximately 21% of the wood ties on the West Bank need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	3	Replace Turnouts at CP Taylor	$550,000	2 Turnouts at CP Taylor already replaced, 2 more need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
		Total Priority A Track Projects:	$2,100,000		
River Subdivision	Priority Designation	Priority B Projects	Value	Condition Notes	Timeline
	1	Replace 3 miles of Rail and 25% Ties	$5,210,000	MT2 several areas that are susceptible for rail defects due to the high density of train traffic, the amount of plugged rail through the years, and the age of the existing 133 lb rail which does not meet SCRRA standards. This project was initially proposed as rail and ties separately, and the agency only received funding for 2/3's of the ties needed and none of the rail. Ideally we would complete these projects together, along with the funding for FY15, where we are doing the same scope of work for MT1. Funding for this project is efficient use of member agency funds due to high UPRR contribution percentages. However, it does take	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017 If funding is not approved on this project it delays progress with UPRR for obtaining funds. It takes 1-2 years to get an agreement from UP for this rehabilitation work. Slow orders or weight restrictions will be implemented on MT2 by June 30, 2019 if project remains unfunded.
	2	Replace 5 turn outs on East Bank *	$1,622,407 $2,622,400	Turnouts on the East Bank are heavily used, and some are over 50 years, while others haven't been replaced since Metrolink began service. Ideally, funding for these would be lined up with the rail and ties, so * projects can be completed concurrently.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017 If funding is not approved on this project it delays progress with UPRR for obtaining funds. It takes 1-2 years to get an agreement from UP for this rehabilitation work. Slow orders or weight restrictions will be implemented on MT2 by June 30, 2019 if project remains unfunded.
		Total Priority B Track Projects:	$7,832,400		

ATTACHMENT B:

SCRRA: Bridge and Safety Management Policy 7.4.1 Condition and Priority Defect Rating System:

Condition Codes:

1	**Failed,** Stop Trains.
2	**Imminent Failure,** Take appropriate action. Provide detailed inspection.
3	**Poor,** Defects are sound with serious or advancing defects. Interim inspections warranted.
4	**Fair,** Defects are sound with minor problems. Interim inspections warranted.
5	**Satisfactory,** Minor defects or exceptions.
6	**Good,** No defects or exceptions noted.

Priority Codes:

Code:	Correction Period:	Description:
A	**15 days**	Imminent safety issue (non-redundant failure or failure of direct load path)
B	**1 year**	Early or Pre-failure (redundant systems or indirect load path)
C	**3 years**	Non-critical defects (not immediate safety concern).
D	**5 years**	Monitor Defects.

OFFICE OF THE GOVERNOR

March 7, 2017

The Honorable John Fasana
Chair, Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Chairman Fasana:

I understand that the Metro Board of Directors is considering an expanded environmental review and design document for improvements to Union Station that will accommodate high-speed rail service. I write today to affirm my commitment to high-speed rail, including early investments for the Burbank-to-Anaheim segment.

Our actions reflect this commitment. The budget I signed in 2012 put $500 million toward early-benefit projects in southern California, including the Rosecrans-Marquardt grade separation and the Link Union Station project. The High-Speed Rail Authority will consider new investments in the project this month. I also asked the White House to expedite any necessary environmental review for the Burbank-to-Anaheim segment and have requested new funding.

High-speed rail will strengthen our economy, promote mobility, and protect our environment. As you consider improvements to Union Station, I urge you to plan for a future with high-speed rail.

Sincerely,

Edmund G. Brown Jr.

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

File #: 2017-0094, **File Type:** Informational Report **Agenda Number:** 5.

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
APRIL 19, 2017
PLANNING & PROGRAMMING COMMITTEE
APRIL 19, 2017

SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **I-710 South Corridor Project EIR/EIS update** report.

ISSUE

The I-710 South Corridor Project is approaching a major milestone, the recirculation of the draft environmental document, in June 2017. The Project alternatives have been revised to reflect community and agency input received during the first circulation of the draft environmental document in 2012 and Metro Board Motion 22.1 (2015), which added primarily non-freeway improvements to the Project and several mitigation and policy considerations. The Project Team has included all scope elements added by Motion 22.1 in the revised Project description and completed all the additional technical evaluations required. Mitigations and policy considerations contained in the Motion will be evaluated in future Project phases as appropriate. Staff is currently establishing the channels by which these elements will be addressed.

Upon completion of the public circulation period, the Project Team will develop a recommendation on a Preferred Alternative and an Initial Phasing Plan. These recommendations will be based on community input, funding availability, and a robust technical analysis of the costs and benefits of each alternative. The recommendations will be vetted through the I-710 advisory committees before being brought to the Metro Board in January 2018. Staff anticipates completing the Final EIR/EIS by summer 2018. In anticipation of potential funding opportunities, staff has developed a series of “early action” project concepts which have been included in Metro’s Measure M Expenditure Plan.

DISCUSSION

Background

The I-710 South study area encompasses an 18-mile long corridor that extends from Ocean Blvd. in Long Beach to State Route 60. The I-710 South is a vital transportation artery linking the Ports of Los

Angeles and Long Beach to major origins and destinations in Southern California and beyond. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 South experiences serious congestion and safety issues. Among the major concerns in the corridor are higher than average truck accident rates, the projected growth in the study area, and effects of recurring congestion and diesel emissions on air quality in the surrounding communities. The I-710 South project seeks to improve mobility, safety, air quality, public health, and accommodate projected growth.

A Draft EIR/EIS circulated on June 28, 2012 evaluated four build alternatives, three of which included a grade-separated freight corridor. Close to 3,000 comments were received as part of the circulation. Community Alternative 7 (CA-7) was proposed by the Coalition for Environmental Health and Justice (CEHAJ) as a build alternative to be studied in the Draft EIR/EIS. CEHAJ consists of several environmental and community organizations including Communities for Better Environment, Legal Aid Foundation of Los Angeles, Natural Resources Defense Council, East Yard Communities for Environmental Justice, Physicians for Social Responsibility, and Coalition for Clean Air, among others. Under CA-7, CEHAJ proposed no additional general purpose lanes, a separate 4-lane elevated freight corridor restricted for use by zero emission trucks, no new right-of-way acquisition, an aggressive strategy to improve public transit via rail and bus in the I-710 Corridor, comprehensive regional active transportation improvements, comprehensive construction mitigation program, and extensive community benefits programs, and requested that CA-7 be studied in a Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In early 2014, the Project Team began working with the various I-710 advisory committees to present the work accomplished to date (traffic forecasting and alternatives development) and to further refine the preliminary build alternatives and geometric concepts. By mid-2014, the following two Build Alternatives were presented to the I-710 advisory ccommittees for inclusion in the RDEIR/SDEIS (Attachment A):

Alternative 5C - Widen I-710 to 5 mixed flow lanes in each direction plus improvements at I-710/I-405 (including truck by-pass lanes), I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Alternative 7 - Two dedicated lanes (in each direction) for clean technology trucks from Ocean Blvd. in Long Beach to the intermodal railroad yards in Commerce/Vernon, plus improvements at I-710/I-405, I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Board Motion 22.1

After extensive coordination and collaboration with a variety of stakeholders, the Board approved Motion 22.1 in October 2015. This Motion directed staff to evaluate certain CA-7 scope elements under Alternatives 5C and 7 in the I-710 Corridor Project EIR/EIS, and to report back in 60 days. The additional scope elements included the evaluation of bikeway and pedestrian improvements, right-of-way avoidance design options, additional transit service analysis and additional mitigation concepts (see Attachment B for the Motion language). Three independent bikeway projects were also recommended for study outside the EIR/EIS and staff was directed to come back with recommendations on how to fund those studies.

At the January 2016 meeting, the Board authorized the Chief Executive Officer to execute a contract modification to provide additional funds ($3,729,598) required to complete the additional work specified in Motion 22.1

Between January and December 2016, the Project Team worked with Caltrans, Metro Transit Operations Planning, LA County Department of Public Works, US Army Corps of Engineers, Air Quality Management District, Gateway Cities COG, the corridor cities, Southern California Edison, LA Department of Water and Power and other stakeholders to develop designs, engineering plans, and cost estimates for every item added to the scope of the Project through Motion 22.1. The culmination of this effort was the completion of a fully-revised Project description, which incorporates Motion 22.1 in its entirety. Since October of 2016, the Project Team has been presenting the Project description revisions and updates to the I-710 advisory committees, highlighting Motion 22.1 elements.

The implementation of some scope elements of Motion 22.1 will fall outside of the jurisdiction of Caltrans or Metro. For example, LA River Bike Path improvements will have to be implemented by the owner of the facility, Los Angeles County. In such cases, Metro staff has initiated discussions with the appropriate agencies to ensure there is an implementation path beyond the environmental clearance of the I-710 Project.

Besides the elements being added to the Project's scope, Motion 22.1 also directed staff to evaluate various policy proposals and possible mitigation measures during construction (e.g. subsidized transit operations in the Project study area during construction). The execution of these tasks will take place during future phases of the project. Nevertheless, Metro staff has initiated the creation of oversight groups that will ensure the continuation and eventual completion of these tasks.

A detailed description of the work performed by the Project Team to revise the Project Description and a description of next steps for every item in Motion 22, including elements to be implemented by others and proposals for future phases of the project, is provided in Attachment C.

Recirculation, Project Approval Process and Early Action Projects

The revised Project Description was used to complete all the technical studies that constitute the basis of the environmental document. The 1st Administrative Draft of the RDEIR/SDEIS was submitted for Caltrans review on January 6, 2017. This submittal is step 1 of Caltrans' 5 Step NEPA review process. Metro is working closely with Caltrans to ensure this review process is completed on schedule for the RDEIR/SDEIS to be out for circulation by mid-June 2017.

The RDEIR/SDEIS will be in circulation for 90 days. After the public circulation period, the Project Team will evaluate all the comments and prepare responses. Furthermore, the Project Team will prepare a recommendation for a Preferred Alternative and Initial Phasing Plan based on the following: 1) Input gathered from public comments and I-710 advisory committees; 2) the results of a baseline funding availability and P3 delivery evaluation (to be completed by June 2017); and 3) the evaluation of costs and benefits for each of the major segments of the Project to develop an implementation strategy that yields the best value for the users of the freeway and the residents of the corridor.

The Preferred Alternative and Initial Phasing Plan recommendation will be vetted through the various I-710 advisory committees between September and November 2017. Staff anticipates bringing the recommendation back to the Metro Board in January 2018. The Metro Board will then forward the recommendation to Caltrans for final concurrence. This process and timeline is illustrated in Attachment D. A Final EIR/EIS will be prepared for the Preferred Alternative and a Record of Decision/Notice of Determination (ROD/NOD) will be prepared for the Initial Phase of the project. The ROD/NOD is anticipated by August 2018. In order to build consensus for the project and for this project approval process to succeed, Metro staff will proactively engage numerous stakeholders through the corridor over the next 10 months. Working with the Community Relations and Government Affairs departments, Highway Program staff is developing a communication action plan that details every step needed to support project approval process.

In anticipation of opportunities to leverage local funding for the Project ($590 million in Measure R and $500 in Measure M), Metro staff is evaluating Initial Phase and “Early Action” project implementation under either one of the Project Alternatives. Once a Preferred Alternative and Initial Phase are selected, staff will begin work on final design for the “Early Action” projects. These projects have already been identified in the Measure M Expenditure Plan.

DETERMINATION OF SAFETY IMPACT

The I-710 South Corridor EIR/EIS update will have no impact to the safety of Metro’s patrons or employees or the general public.

FINANCIAL IMPACT

Funding for the recirculation and project approval of the I-710 South Draft EIR/EIS is included in the FY17 budget in Cost Center 4730 (Highway Program B), Project 462316, (I-710 South EIR/EIS), Task 5.2.100, Account 50316 (Services Professional/Technical). Since this is a multi-year project, the cost center manager and the Senior Executive Officer of the Highway Program or designee will continue to be responsible for budgeting the cost in future years. Additional funding will be required to complete the Final EIR/EIS, once a preferred alternative is selected. Staff will request authorization to amend the existing professional services contracts supporting this project at the January 2018 Board meeting.

Impact to Budget

The source of funds for this project is Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to proceed with completing the environmental document for the Project. This alternative is not recommended as it would be contrary to prior Board directions and Metro’s intent to proceed with implementation of much needed improvements along the I-710 Corridor.

NEXT STEPS

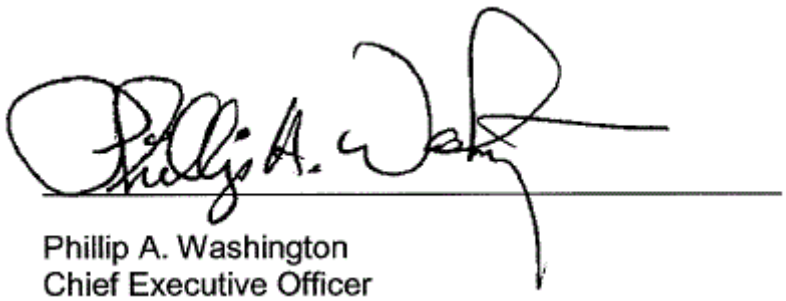
Metro and Caltrans will circulate the RDEIR/SDEIS in mid-June 2017. A recommendation for a Preferred Alternative and initial phase of the project will be brought to the Board in January 2018.

ATTACHMENTS

Attachment A - Project Alternatives Description
Attachment B - Board Motion 22.1
Attachment C - I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report
Attachment D - I-710 Project Approval Timeline and Process

Prepared by: Ernesto Chaves, Sr. Director, Highway Program (213) 922-7343
Abdollah Ansari, Sr. Executive Officer, Highway Program (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer, (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

Attachment A

I-710 South Corridor Project Alternatives

Alternative 1: (No Build) Future Travel Conditions without Further Transportation Improvements

Alternative 5C: Modernizes and Widens the I-710 Freeway

Alternative 7: Modernizes I-710 and Adds "Clean Emissions" Freight Corridor

Metro

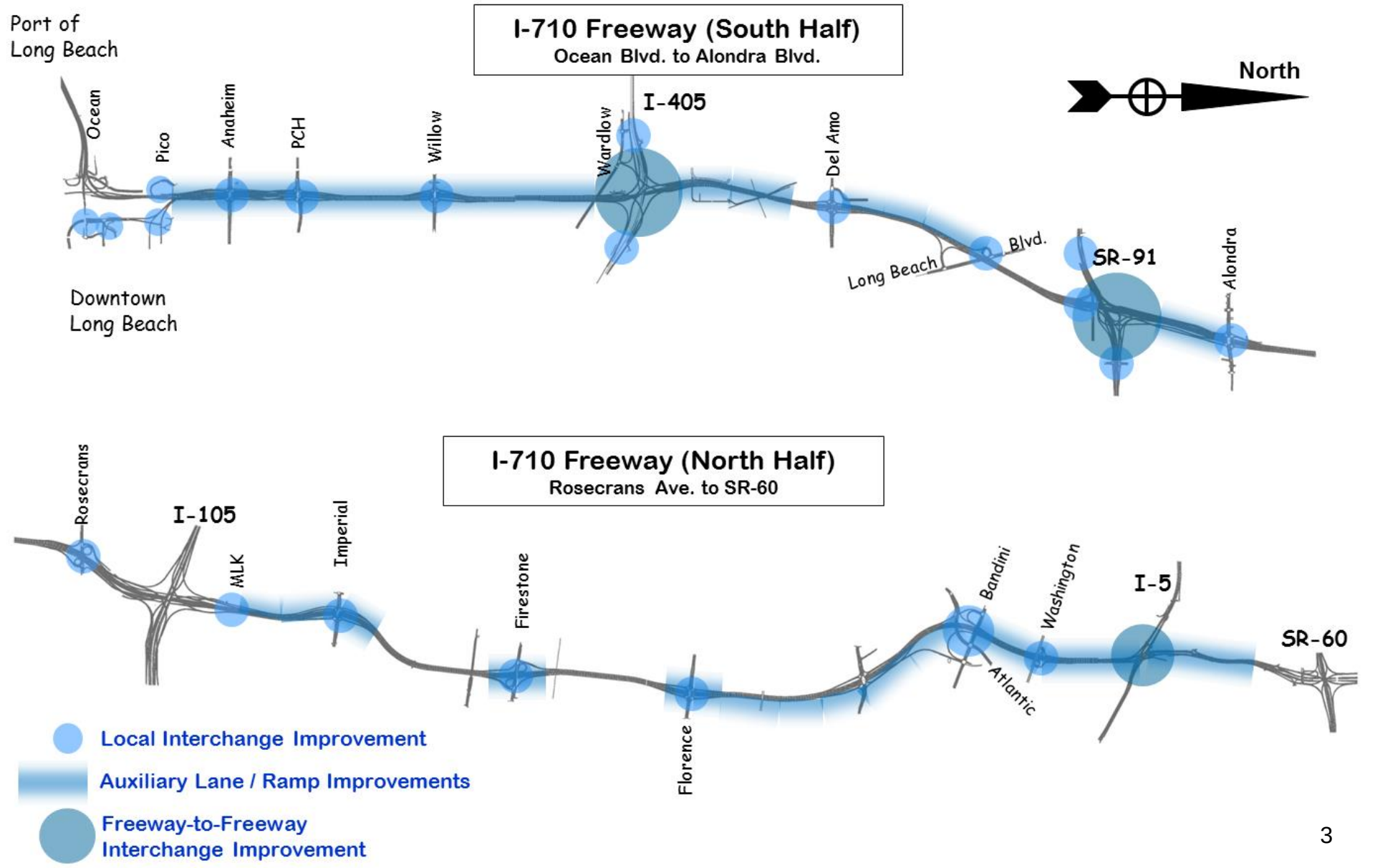
I-710 South Build Alternatives

Both **Alternative 5C and Alternative 7 include:**

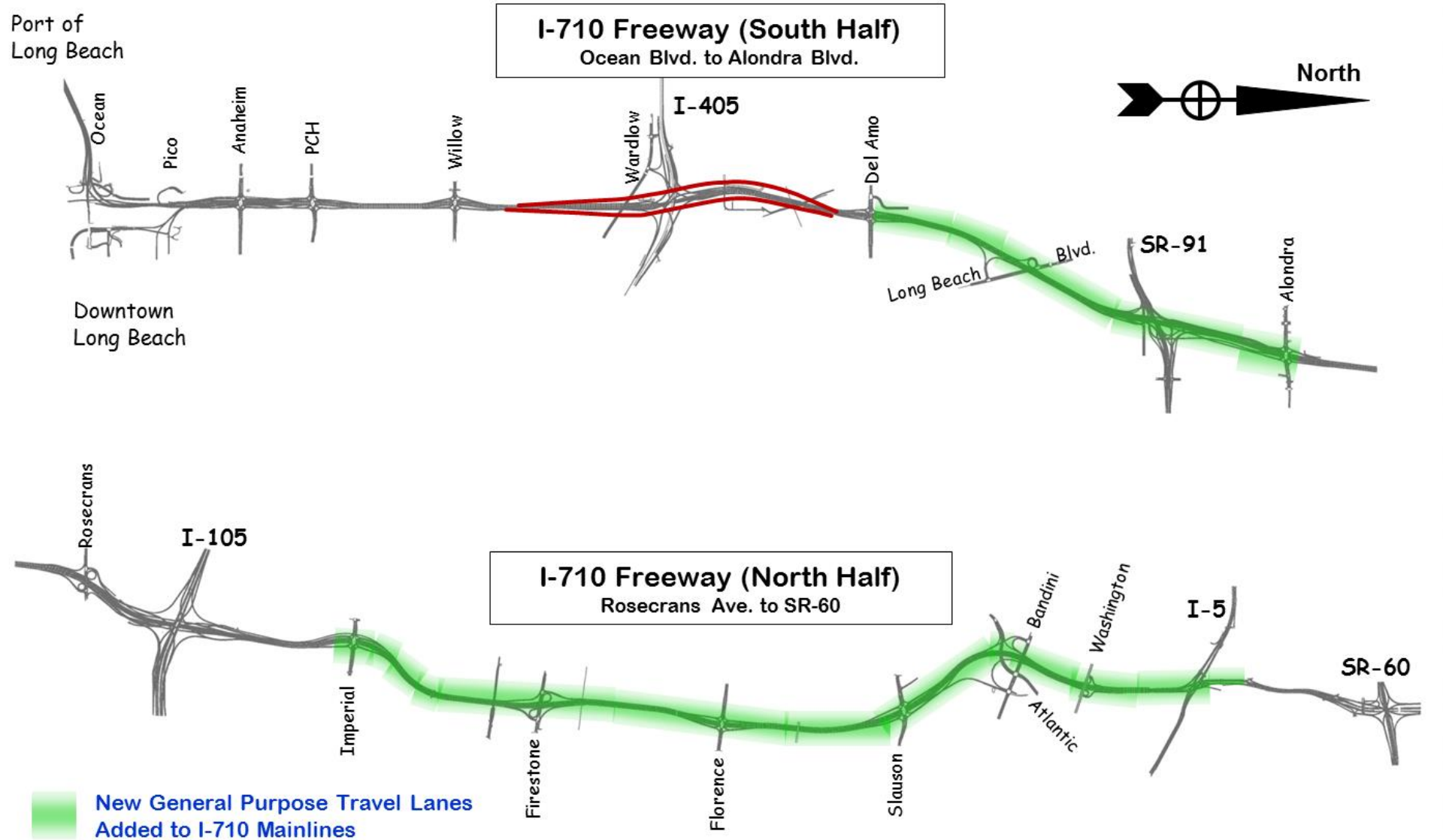
- Maximum Goods Movement by Rail
- TSM/TDM/ITS Improvements
- Transit Improvements
- Active Transportation Improvements (Bike / Ped. Connections)
- Consideration of a Public-Private Partnership (PPP) for Financing, Delivery, and Operation
- I-710 Zero-/Near Zero- Emissions Truck Deployment Program
- I-710 Community Health & Benefit Program

Metro

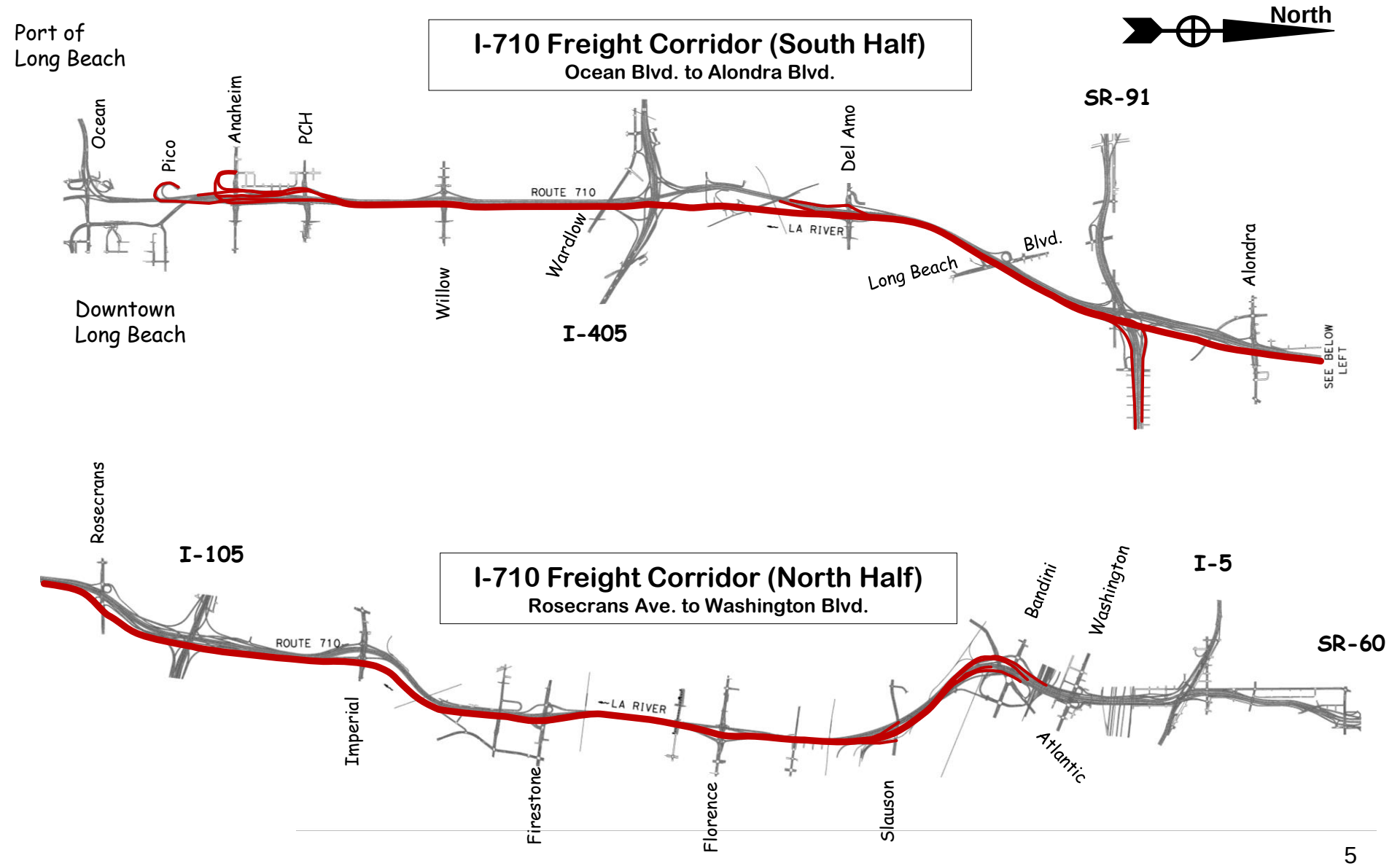
Alt 5C & 7: Improves I-710 Geometrics



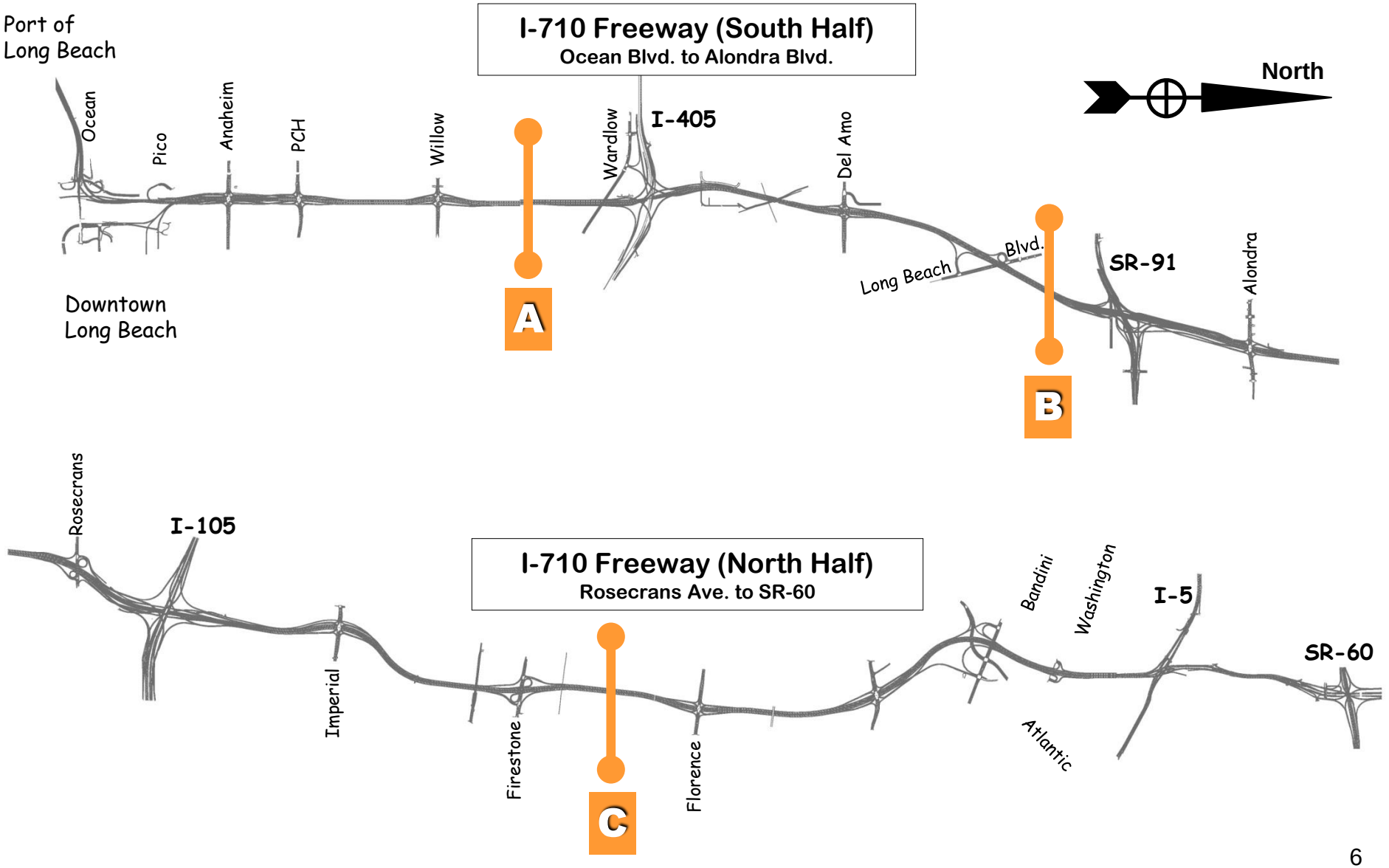
Alt 5C: Widens I-710 in Some Areas



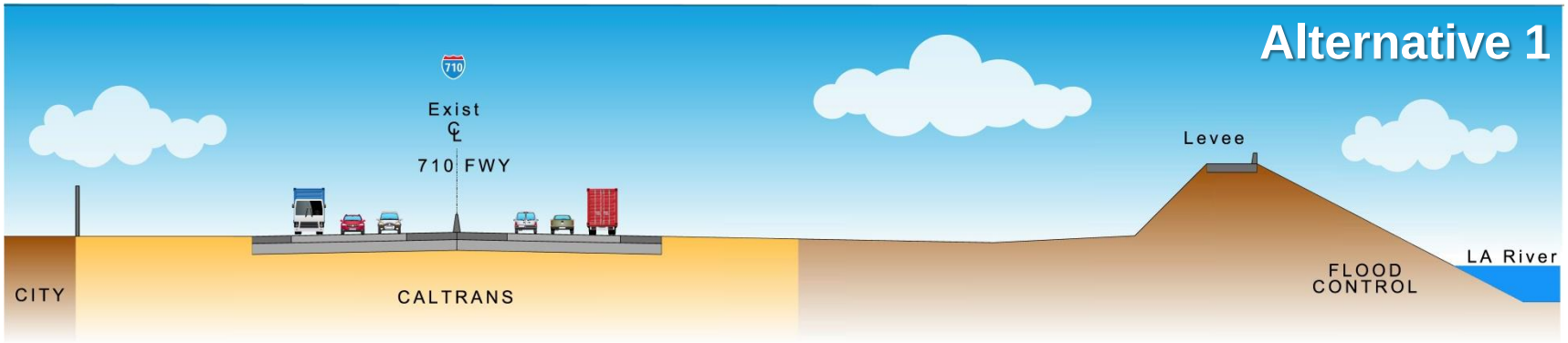
Alt 7 - Includes Freight Corridor

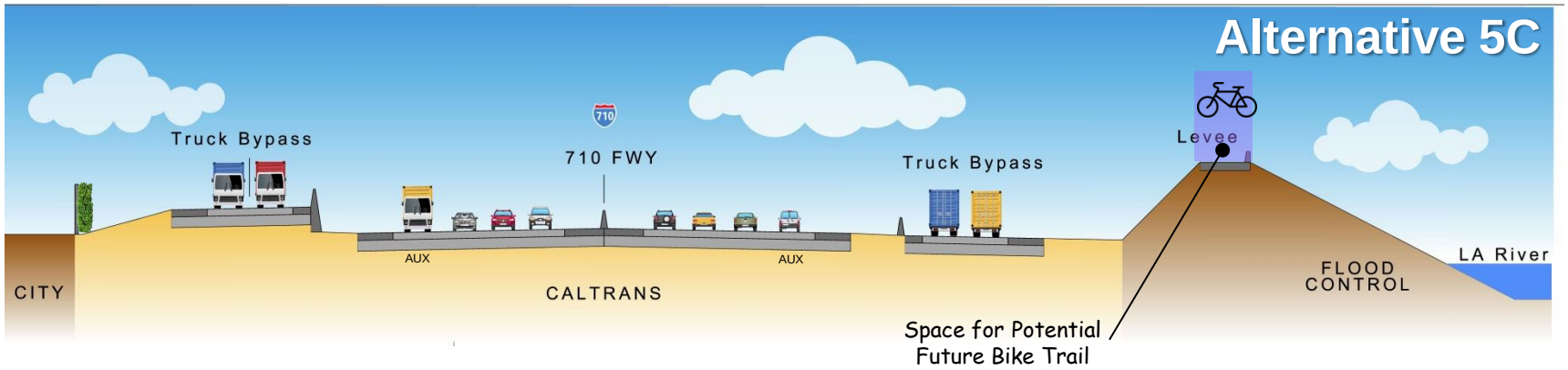


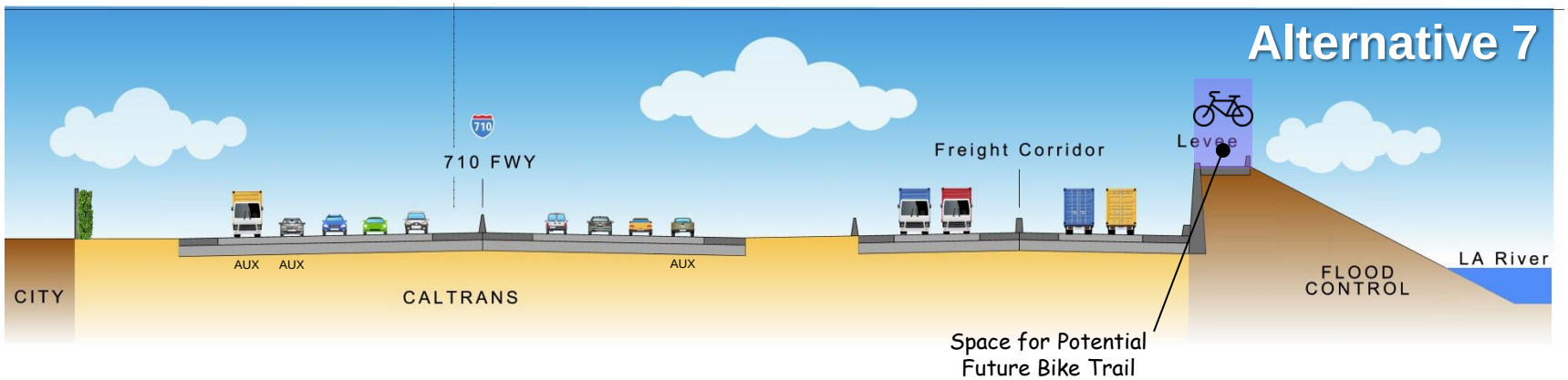
Cross Section Locations



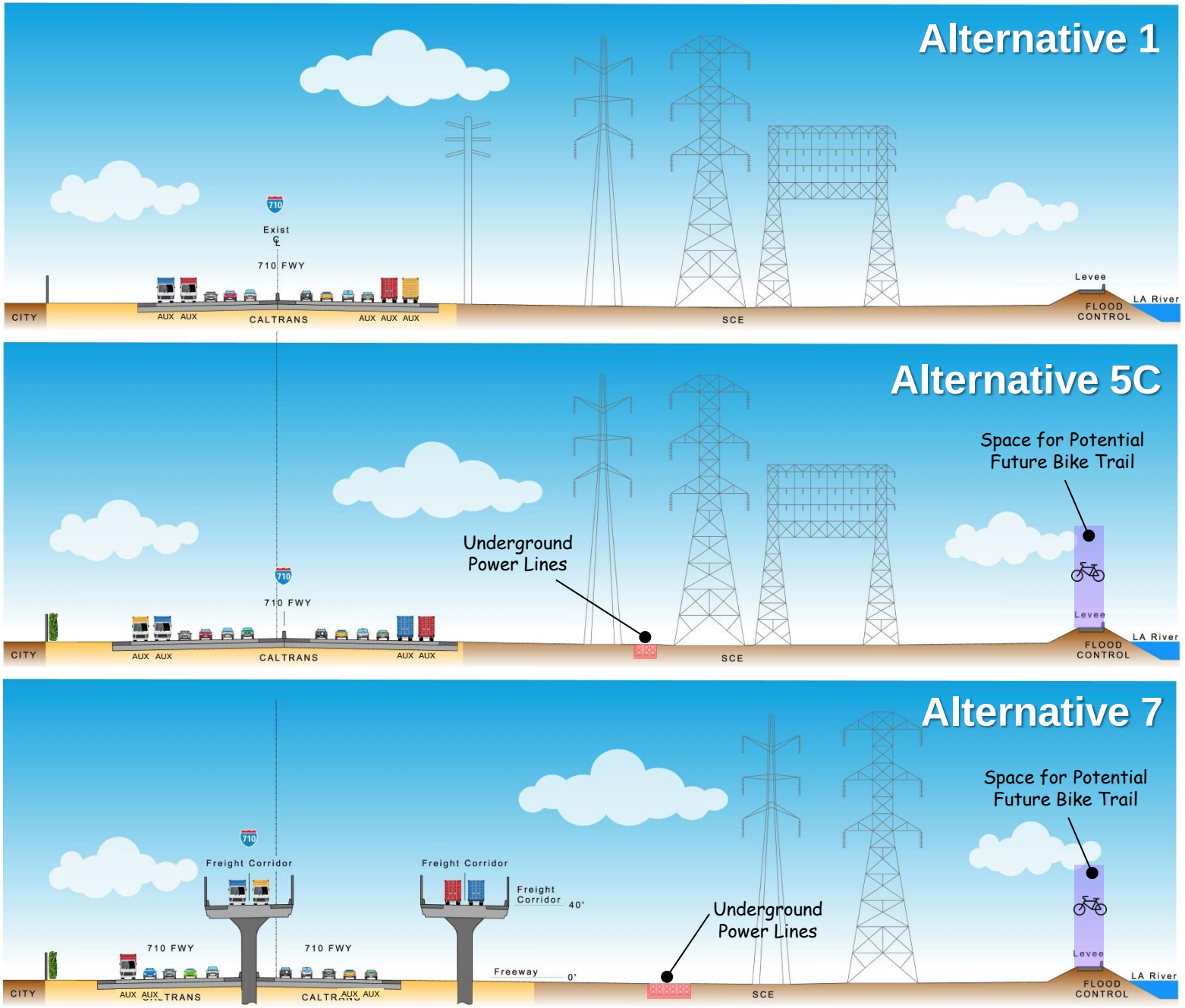
A Between Willow St. and I-405





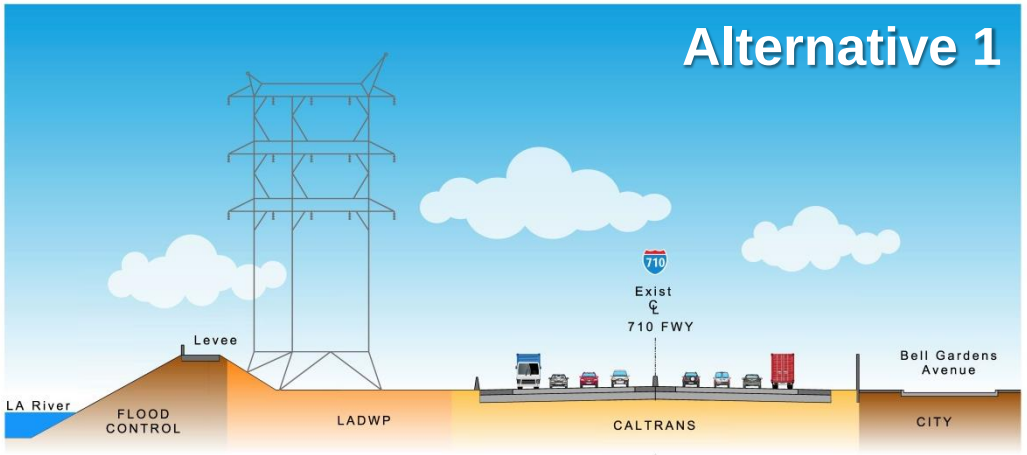


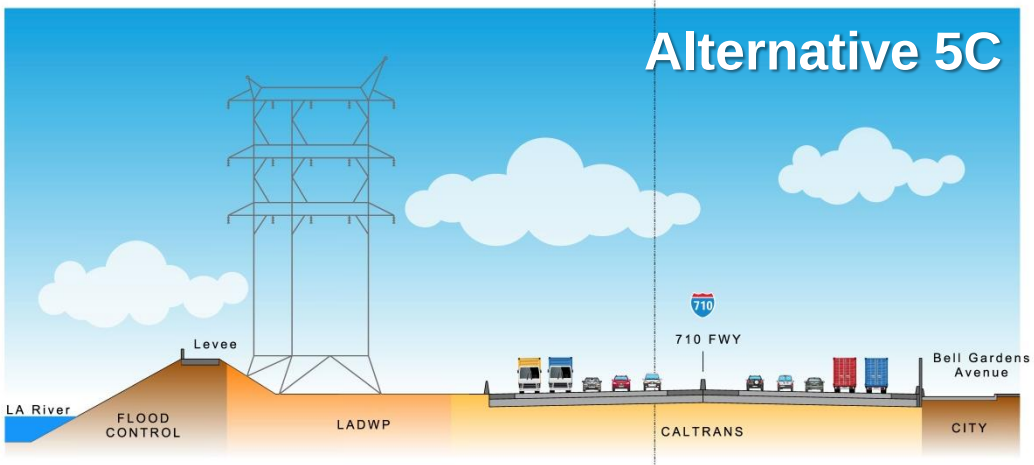
B Between Long Beach Blvd. and SR-91

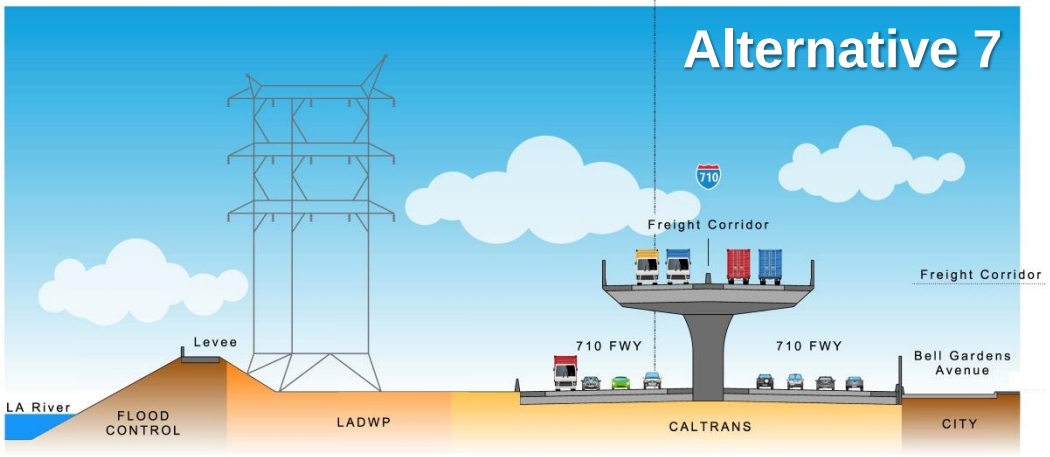


C

Between Firestone Blvd. and Florence Ave.







Metro

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

Board Report

File #:2015-1595, **File Type:**Motion / Motion Response

Agenda Number:22.1

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015

Motion by:

Supervisor Solis as Amended by Director Knabe

October 14, 2015

Relating to Item 22, File ID 2015-1345
I-710 South Corridor Project EIR/EIS Scope, Budget and Schedule

The I-710 Corridor is a vital transportation artery, linking adjacent communities and the Ports of Los Angeles and Long Beach to Southern California and beyond. As an essential component of the regional, statewide, and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, employment growth, increased demand for goods movement, increasing traffic volumes, and aging infrastructure, the I-710 Corridor experiences serious congestion and safety issues. Notably, the existing I-710 Corridor has elevated levels of health risks related to high levels of diesel particulate emissions, traffic congestion, high truck volumes, high accident rates, and many design features in need of modernization (the original freeway was built in the 1950s and 1960s).

The purpose of the I-710 Corridor Project is to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population, employment, and activities related to goods. The project includes an extensive community participation process that has provided a forum for residents, community advocates, and local municipalities comment and make recommendations for meeting the project purpose and need. Metro and Caltrans must ensure that we address the purpose and need of the project in a manner that is responsive to the community, yet feasible and fiscally responsible.

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) approving the **MOTION by Director Solis** that the Board of Directors make approval of Item 22 contingent on **studying the following as a part of the evaluation of Alternatives 5C and 7 in the I-710 Recirculated Draft Environmental Impact Report/ Supplemental Environmental Impact Statement:**

A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;

B. An option, under Alternative 7 only, to evaluate the feasibility should technology be available, to operate ~~only~~ zero-emissions trucks along the Freight Corridor as part of the project;

C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;

D. Adding transit service on the bus and rail lines serving the I-710 project area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies;

E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;

F. The use of the best available control technology construction equipment as defined by the California Air Resources Board;

G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;

H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;

For items G, H and I above, conduct a study separate from the I-710 South Environmental Impact

Report. Work with the CEO to identify and recommend funds to support the study.

Instruct staff to report back within 60 days.

I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;

J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];

K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;

L. Ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans’ *Main Streets, California: A Guide for Improving Community and Transportation Vitality*;

M. Consistent with Caltrans’ policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio;

N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state’s right of way to implement additional storm water Best Management Practices and enhance the water quality for the LA River and its tributaries; and

O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River’s riverbanks, trails, pocket parks, open space, wetlands and

native landscaping within the project area.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer to consider the following mitigation during construction, in parallel to the EIR/EIS process:

A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;

B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor and affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;

C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;

D. Establish a bike and pedestrian safety plan during construction; and

E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer take the following actions, working with Caltrans and partner agencies as necessary and in parallel to the EIR/EIS process:

A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;

B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the

combination of active transportation and transit ridership; and

C. Direct staff to work with community based partners (community groups, faith based groups and labor) on the development of a Local and Targeted Hiring Policy and PLA for construction jobs and a First Source Hiring Policy for permanent jobs created by the project. This should completed, at the latest, by the completion of the recirculated DEIR/DEIS.

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
I. Elements to be evaluated as part of the EIR/EIS				
A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;	• Completed design layouts for Alt. 7 – several options were evaluated; however, some impacts remain unavoidable. • Completed Technical Memo summarizing the methodology, design options and rationale and constraints for significant unavoidable impacts • Shared results with Metro Board offices and city staffs • Shared with the I-710 Advisory Committees • Incorporated discussion of technical analysis in 2nd draft RDEIR/SDEIS	• Continue to brief I-710 Committees and other stakeholders • Incorporate revisions (where feasible) to Alternative 7 design in the Final EIR/EIS, if Alt 7 is selected as Preferred Alternative	• Apr-June 2017 • August 2017	Project Team
B. An option, under Alternative 7 only, to evaluate the feasibility should technology be available, to operate only zero-emissions trucks along the Freight Corridor as part of the project;	• Added the option to the Project Description, under Alternative 7 • Completed additional air quality analysis with only zero-emissions trucks as an assumption – the difference between the NZET/ZET and ZET-only options, in terms of air quality benefits under Alternative 7, is minimal. • Incorporated results in technical studies and Admin Draft RDEIR/SDEIS • Estimated costs of ZE vehicles • Shared results with 710 Committees	Completed, no further action necessary		Project Team
C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;	• In consultation with Metro Bus Ops Planning and Long Beach Transit, identified two new potential Express Bus Routes on I-710 and one new Metro Rapid Transit Route in the I-710 Study Area, where current service is present but could be augmented if justified by demand • Added the three new transit routes to the Project Description • Calculated potential reductions in commuter traffic demand resulting from the implementation of the three new transit lines – these reductions are too small to have an effect on the proposed improvements to I-710 under Alternatives 5C and 7. • Estimated additional O&M cost.	• Form I-710 Corridor Transit Service Advisory Committee to oversee implementation of this task • Verify need for new transit service • Seek Board approval for new service	• August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD	Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
	• Embed in overall cost and benefit results reported for the alternatives • Shared results with 710 Committees			
D. Adding transit service on the bus and rail lines serving the I-710 project area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies	• Detailed these transit services in Project Description (embedded in traffic modeling/traffic analysis/benefits results reported for the alternatives) • Estimated O&M Costs • Shared results with 710 Committees	• Form I-710 Corridor Transit Service Advisory Committee to oversee implementation of this task • Verity need for new service • Seek Board approval for new service [*It is important to note that the proposed transit operational improvements included in Alternatives 7 and 5C would be phased in incrementally based on available funding as well as transit demand.]*	• August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD	Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee
E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;	• Evaluated feasibility of these improvements and added all feasible elements to the project description • Embedded in traffic modeling/traffic analysis/benefits results reported for the alternatives • Completed technical studies detailing the performance of the freeway and the arterial system in the corridor under existing and future conditions. The effects of these improvements on freeway level of service are minimal. The need for additional lanes is not eliminated by adding these measures. • Shared results with 710 Committees	Completed, no further action necessary [*It is important to note that the proposed traffic operational improvements outside of Caltrans' jurisdiction (e.g. on arterial streets) included in Alternatives 7 and 5C would be implemented only if supported by the owner/operator of the facility.]*		Project Team
F. The use of the best available control technology construction equipment as defined by the California Air Resources Board;	• Evaluated an all-BACT (Best Available Control Technology) Scenario to document the air quality benefits associated with the use of these technologies for construction. • Included all-BACT scenario analysis in AQ/HRA Technical Report. • Included as mitigation for air quality	• Incorporate effective practices in the Project Construction Specifications/Requirements for both Phase 1 and Phase 2 projects prior to construction	2019 and after –for both Phase 1 and Phase 2 projects as listed in Metro Measure M Expenditure Plan	Caltrans/ Metro and/or implementing agency

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
	impact analysis [construction impact analysis] in RDEIR/SDEIS. • Shared results with 710 Committees			
K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;	• Identified 5 locations for new pedestrian / bike bridges • Conducted Local Jurisdiction Consultation with all corridor cities and the County of Los Angeles • Completed Conceptual Engineering • Presented to 710 Committees and received concurrence • Incorporated into relevant Technical Studies • Added crossings to the Project Description	Completed, no further action necessary		Project Team
L. Ensure implementation of Complete Streets treatments that promote sustainable and "livable neighborhoods" for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans' *Main Streets,California: A Guide for Improving Community and Transportation Vitality*;	• Completed text changes to Project Description • Included these criteria in the I-710 Congestion Relief Program Description • Incorporated these treatments into 29 I-710 arterial street over/under crossing geometric designs for both Alternatives 5C and 7 • Treatments include additional space for bike facilities and pedestrian safety amenities • Shared exhibits showing sample bike /pedestrian features as part of the project	Completed, no further action necessary		Project Team
M. Consistent with Caltrans' policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio; N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state's right of way to implement additional storm water Best Management	• Updated landscape portion of the Project Description to reflect latest Caltrans policy • Developed concepts / exhibits highlighting these features • Incorporated in affected technical studies • Shared landscape sketches, drawings, exhibits with 710 Committees • Submitted draft "Enhanced Landscaping and Water Quality Features" Report to Metro and Caltrans for review and comment • Incorporated in cost estimates • Finalized Report	• Validate recommended concepts in design and construction phases of both Phase 1 & 2 projects listed in the Measure M expenditure plan.	• 2019 and after	Project Team

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
Practices and enhance the water quality for the LA River and its tributaries; and				
O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River's riverbanks, trails, pocket parks, open space, wetlands and native landscaping within the project area.				
J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];	• In collaboration with LA County Department of Public Works (LADPW), developed project definition of upgrades, preliminary engineering and design of upgrades and landscape/hardscape concepts • Shared results with 710 Committees and received concurrence • Developed Cost Estimate • Presented Briefing Materials for Metro Board staff • Submitted draft Project Definition Report and Cost Estimate to Caltrans/Metro for review/comment	• Staff recommends that LADPW take the lead in the environmental clearance and future phases of this project. The next step would be to enter into an agreement with LA County regarding the implementation of this improvement	• May 2017	Project Team
II. Identify as Potential Mitigation during Construction (in parallel to the EIR/EIS)				
A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;	• Lead staff from Metro Transit Service Planning have been identified	• Form I-710 Corridor Transit Service Advisory Committee to oversee implementation of this task • Define criteria for mitigation • Develop a monitoring program • Collect and interpret data • Determine need for service adjustments or incentives • Seek Board approval for service adjustments and incentive fee structure	• August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD	Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;	• Identified permanent and potential ramp and street closures in conceptual plans and staging concepts	• Form I-710 Transit Service Advisory Committee to oversee implementation of this task • Identify potential delay impacts to Metro buses as a result of construction • If impacts are identified, Metro Service Planning staff to explore possible incentive program as mitigation • Incorporate mitigation description onto I-710 Mitigation Program • If project feature, develop description of incentive programs.	• August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects	Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee
C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;		• Before letting out construction contracts, Metro, Caltrans and GCCOG to reach out to cities and community stakeholder to develop the outreach plan	• At the time of Project Approval (when preferred alternative and 1st phase are known) • During Final Design	Metro, Caltrans, GCCOG
D. Establish a bike and pedestrian safety plan during construction; and	• TMP costs, which include bike/ped safety features, were included in project cost estimates. • TMP assumptions are addressed in Draft Project Report.	• As part of Draft Project Report, define criteria for developing a bike and safety plan during construction • Before letting out construction contracts, develop a bike and pedestrian safety plan specific to the I-710 construction schedule / plans	• June 2017 • During design phase, prior to construction	Project Team Metro, Caltrans, GCCOG
E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.	• Added more detail to the I-710 Community Health and Benefit Program, providing examples of eligible projects (May 2016). The program would provide supportive grants to fund projects in three broad categories: 1) Air Quality improvement/noise reduction measures at local schools and related sites; 2) Air quality improvements at hospitals, medical	• Expand description of the Draft 710 Community Health and Benefit Program to include eligibility for noise and air quality programs and features • Upon completion of impact analysis determine need for additional air and noise mitigation	• October 2017	Project Team

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

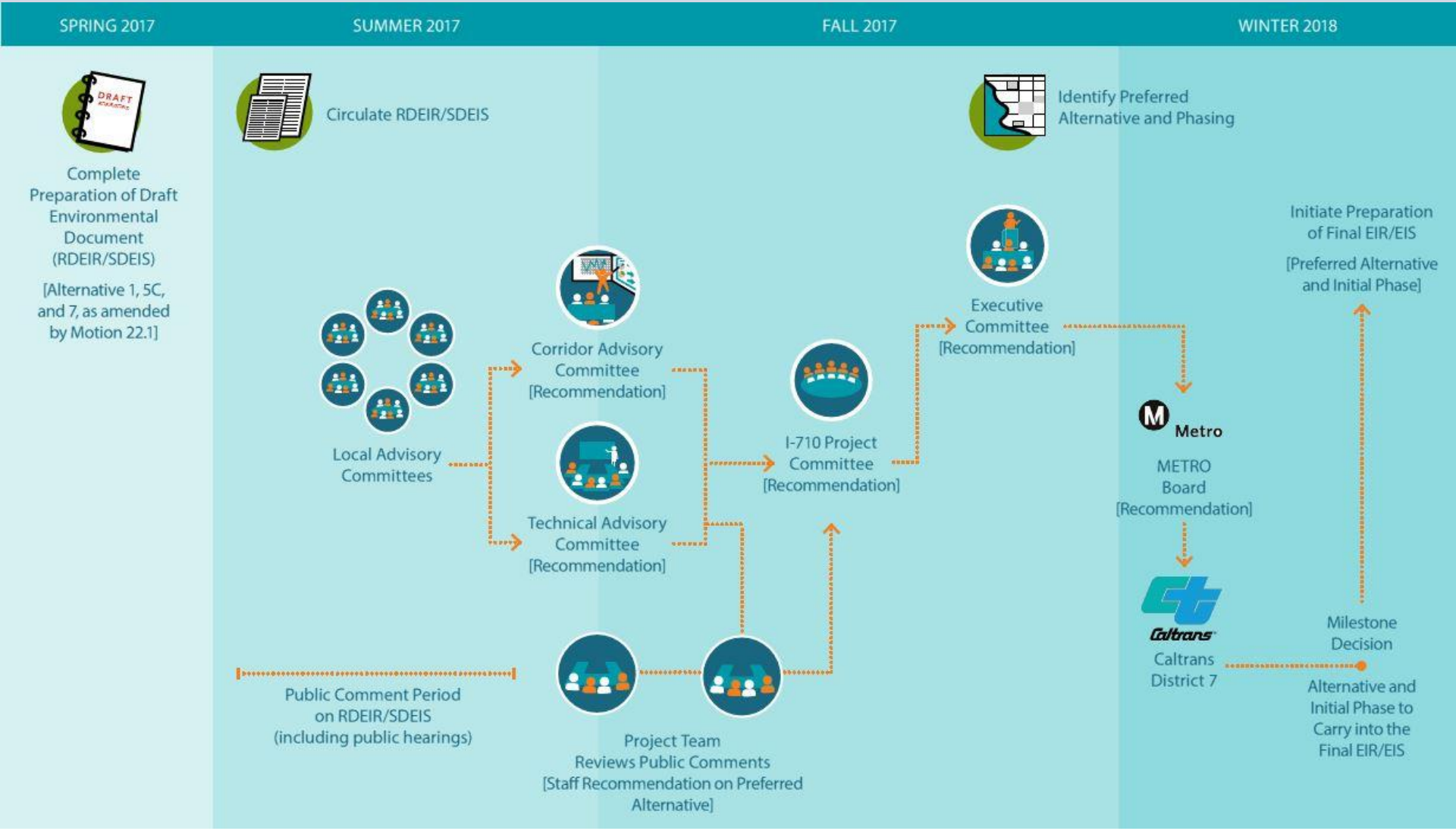
Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
	centers, and senior facilities, as well as health education, outreach and screening; and 3) GHG reduction through projects such as renewable power, energy efficiency, tree-planting, etc.	• Implementation	• August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects	Metro, Caltrans, GCCOG
III. Additional Studies, Policy Proposals and Criteria to be explored by Metro working with Caltrans and other agencies as necessary and in parallel to the EIR/EIS process:				
A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;	• Incorporated ZET consideration into PPP analysis scope	• Conduct PPP analysis • Incorporate Results into Project Implementation Plan	• April - June 2017 • November 2017	Metro
B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the combination of active transportation and transit ridership; and	• Coordinated with Metro's staff working on the Strategic Active Transportation Plan to ensure GCCOG's STP planned routes are consistent	• Form I-710 Transit Service Advisory Committee to lead implementation of this task • Committee to evaluate consistency of planned and existing bike paths with Metro Bus and Rail service (and stops) • Proposed changes if required • Initiate revisions if required	• August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD	Metro Planning/ Metro Service Planning/GCCOG

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
C. Direct staff to work with community based partners (community groups, faith based groups and labor) on the development of a Local and Targeted Hiring Policy and PLA for construction jobs and a First Source Hiring Policy for permanent jobs created by the project. This should completed, at the latest, by the completion of the recirculated DEIR/DEIS.		• Initiate discussions stakeholder groups and FHWA • Develop draft framework for local and targeted hiring policy and PLA • Approval and Implementation	• August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD	Caltrans, Metro, GCCOG
IV. Elements to be developed independent of the I-710 EIR/EIS				
G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;	Completed technical work and developed draft Project Definition Study Report: • Purpose and Need • Constraints Analysis • Initial Concepts / Screening Analysis] • Reduced Set of Alignments • City Consultation / Stakeholder Consultation Project Definition Study Results	• Hold Public Workshops • Select Preferred Alignment(s) for Env. Study • Conceptual Engineering • Environmental Studies • Draft Env. Document / Public Meetings • Environmental Approval • Final Design • Construction	• April 2017 • May 2017 • July 2017 • October 2017 • January 2018 • March 2018 • TBD (depending on funding) • TBD (depending on funding)	Metro Highway Program Staff Metro Bike Planning Team in collaboration with LA County
H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;				
I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;				

Attachment D

I-710 Project Approval Timeline and Process



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

File #: 2017-0130, **File Type:** Motion / Motion Response **Agenda Number:** 34

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MAY 18, 2017

SUBJECT: DOWNTOWN LOS ANGELES ARTS DISTRICT CONNECTIVITY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE this report on **Metro's long-term needs at Division 20 in the Downtown Los Angeles Arts District** and the accommodations necessary for a potential future Arts District passenger rail station.

ISSUE

At the January 26, 2017 Board meeting, a Motion was passed (Attachment A) directing staff to initiate a holistic assessment of Metro's long-term needs at Division 20. This facility is the maintenance and storage yard for the rail cars serving the Metro Red and Purple Line subway system. The yard is located just south of Union Station in the Arts District adjacent to the Los Angeles River. The Motion stated:

- "MTA's first priority for Division 20 must be to support the Purple Line Extension. However, Metro should do everything possible to extend rail service to the Arts District" and;

- "Work with the City of Los Angeles to develop creative strategies to establish innovative funding mechanisms dedicated to off-set the costs of new stations in the Arts District."

This report provides an overview of projects under development in Division 20 that are required to support the growing Red and Purple Line subway system. In addition, other non-subway transportation projects are identified that are also expanding services into this area. The report provides a framework for a possible Metro rail station in or adjacent to the yard and includes a preliminary discussion of the accommodations necessary to provide for such a station.

DISCUSSION

Below is a summary and status update on the various interrelated Metro operations investments planned or considered along the Division 20 Corridor, as further depicted in Attachments B and C.

Metro Projects Being Developed Within Division 20

- ***Red/Purple Line Portal & Turnback Facility*** - In order to accommodate increased service levels on the Red and Purple Lines, Metro is moving forward with two critical facility improvements: a new turnback facility in the Division 20 yard and a widening of the heavy rail tunnel portal south of the US-101 Freeway. The turnback facility is required to support four-minute service on the Purple Line Extension (PLE) per the project's Full Funding Grant Agreement which effectively requires the ability to support two-minute headways east of the Wilshire Vermont Station where the Red and Purple Lines share tracks. Currently, trains reverse directions at Union Station where the minimum headway that can be achieved is approximately eight minutes on each branch of the Red and Purple Lines (or approximately four minutes along the shared alignment). The priority in designing the turnback facility must be to support Red and Purple Line operations; however, the facility, which is currently proposed to be located between 1st and 3rd Streets, will be designed so as not to preclude potentially serving as a future revenue station serving the Arts District.

  Additionally, Metro is proposing to widen the Red and Purple Line tunnel portal and make improvements to tracks southeast of Union Station in order to substantially increase the speed, frequency, and reliability of operations between Union Station and the future turnback facility. The portal widening is also necessary should Metro operate revenue service south of Union Station in the future. Environmental clearance of the Red and Purple Line Core Capacity Improvements Project, as well as procurement of a consultant to prepare final design documents, was approved by the Board on March 23, 2017. The project will be funded, in part, by a $69.2 million Cap & Trade Grant that Metro received in 2016.

- ***MOW/NRV Building*** - A new Maintenance of Way/Non-Revenue Vehicle (MOW/NRV) facility is being constructed on the northeast corner of 6th Street and Santa Fe Avenue on property acquired by Metro. The approximately 81,000 square foot facility will replace the space and consolidate the functions currently housed in three buildings within the Division 20 yard just east of the One Santa Fe development, making way for the proposed turnback facility. A design/build contract was awarded in summer 2015 and design is 85% complete. A Design Advisory Working Group consisting of Arts District stakeholders, Metro and the City of Los Angeles, has been providing input throughout design development and a site-specific artwork is being integrated into the project. Building construction is scheduled for completion in 2018.

- ***Rail Car Storage & Test Track*** - One of the greatest challenges to accommodating the PLE is the capacity to store Metro's growing heavy rail fleet. The Division 20 rail yard has a current storage capacity of 180 heavy rail cars. The current Rail Fleet Management Plan anticipates operating and storing:
  - 162 cars by FY23 to support PLE Section 1;
  - 182 cars by FY26 to support PLE Section 2; and
  - 282 cars by FY35 to support PLE Section 3.

  With the passage of Measure M, Sections 2 and 3 are slated to be delivered as early as FY24, accelerating the need for expanded storage capacity in the yard. Additionally, as service increases on the Red and Purple Lines and the heavy rail fleet expands, it will become

increasingly difficult to undertake rail car testing operations on the mainline, which is the practice today. Instead, Metro will require a controlled environment - ideally a straight run of at least 2,800 feet in the vicinity of Division 20 - in order to test cars when accepting new and returning rail cars to service following maintenance. The ability to do so will become increasingly problematic under current circumstances. Given the limited Metro-owned right-of-way in and around Division 20 and the spatial demands associated with additional rail car storage and test track facility, additional property acquisition will be necessary.

- ***Emergency Security Operations Center*** - Metro is developing a new, approximately 80,000 square foot, three-story Emergency Security Operations Center (ESOC) at 410 Center Street on property already owned by Metro. The new facility will serve as the Emergency Operation Center (EOC) and central location for Metro security operations, radio dispatch and emergency coordination. Metro is also planning to integrate Rail and Bus Operations Centers into the facility in the future. This will be a secured facility for authorized personnel only. Site planning and initial design have been completed and final design, which will include development of site-specific artwork, will be completed in 2017. The construction of the ESOC is anticipated to begin in 2018 with completion by 2021. The ESOC is funded, in part, by a $112.7 million Prop 1B 2010-2011 California Transit Security Grant.

Other Planned Transportation Projects Adjacent to Division 20

In addition to the Metro operational projects directly impacting the Division 20 Corridor discussed above, there are other transportation planning efforts that could directly impact future access to the Arts District. These efforts must also be coordinated as upcoming implementation and investments decisions are considered in this area.

- ***Link Union Station/High Speed Rail Coordination*** - Link Union Station (Link US), formerly known as the "Los Angeles Union Station Run Through Tracks" or the "Southern California Regional Interconnector Project (SCRIP)", is designed to meet the long-term regional rail needs at Union Station by converting the station from a "single-ended" terminal to a "through" terminal. By extending regional rail tracks south over the US-101 Freeway (and then continuing east before connecting with the existing mainline tracks along the west bank of the Los Angeles River), the project will increase capacity at Union Station, reduce dwell times and allow for greater flexibility for Metrolink and Amtrak operations. Link US will also include a new expanded passenger concourse with retail and passenger amenities. In addition, as part of the planning for the Link US project, Metro continues to work closely with the California High Speed Rail Authority (CHSRA) on options that accommodate High Speed Rail at Union Station. Preliminary design, engineering and environmental clearance is underway for Link US, with a new Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) expected to be released in summer 2017. A Final EIS/EIR will be prepared, with an expected Record of Decision/EIR Certification in late 2017.

- ***West Santa Ana Branch Transit Corridor Project*** - The West Santa Ana Transit Corridor Project is a proposed light rail transit line that would run from Artesia to Union Station in Downtown Los Angeles, in part, on former Pacific Electric Railway right-of-way now owned by

Metro. In September 2016, the Metro Board awarded a contract to complete the environmental clearance for the project and a contract to conduct community outreach, efforts which are now underway. The next phase of study will more closely examine new stations identified during the Technical Refinement Study (not previously identified in the SCAG Alternatives Analysis Study), including in the Arts District, Metro Blue Line transfer stations, and potential stations between Arts District and Pacific/Vernon Station, depending on the northern alignment option. Although the alternatives under consideration do not directly impact the already constrained Division 20 property, potential alignments under study may present additional opportunities to increase rail transit access in the Arts District.

- ***Active Transportation Improvements*** - The Connect US Action Plan is a community-driven public improvement plan that prioritizes pedestrian and bicyclist connections to and from Union Station, the 1st St/Central Regional Connector Station, and the surrounding historic and culturally significant communities, including projects within the Arts District. Metro received a federal TIGER grant in 2015 that includes streetscape improvements and a bike facility from Union Station to the Arts District along Center Street and Santa Fe Avenue adjacent to a number of existing and planned Metro facilities. In March 2017, the City of Los Angeles received an Active Transportation Program Cycle 3 grant application which would fund design and construction of additional Arts District improvements identified in the Connect US Action Plan.

  Additionally, Metro presented the Los Angeles River Bike Path Gap Closure Feasibility Study to the Board in September 2016 which assessed the design, engineering, safety, cost, and other feasibility aspects of closing the eight-mile gap in the Los Angeles River Bike Path between Elysian Valley and the City of Vernon (including along the Arts District/Division 20 Corridor) to create a continuous 31-mile path. Staff is currently initiating work with a consultant team for the project approval/environmental documentation phase which is expected to commence in mid-2017. The project will begin an alternatives assessment to arrive at a preferred alternative in 2020. The project is funded under Measure M and is expected to be implemented in 5-7 years.

  The City of Los Angeles is currently developing the 12-acre Sixth Street Park, Arts, River and Connectivity Improvements which will be located under and adjacent to the new Sixth Street Viaduct. The space will connect Boyle Heights, the Arts District and the Los Angeles River. The Sixth Street Viaduct is currently under construction and is scheduled to be completed in 2020. The proposed Sixth Street Station location is located immediately adjacent to this major park and active transportation improvement.

Challenges and Opportunities for Development of an Arts District Rail Station

Similar to most rail maintenance facilities, Metro's Division 20 land holdings are not arrayed in a simple, rectangular, space-efficient configuration. The right-of-way has very restricted tails at both ends - specifically, the northern tail from the heavy rail portal south to 1st and 3rd Streets, and the southern tail from 4th Street to south of 6th Street. These segments are severely restricted by private property to the west, much of which has been recently developed, and by BNSF right-of-way and the Los Angeles River to the east. Furthermore, passenger rail service requires two dedicated tracks that are separated from the non-revenue storage tracks in the yard. This requires that any new rail

passenger service would need to displace existing or planned storage, turnback and test tracks, further exacerbating the shortage of land for basic rail yard maintenance and storage functions. A summary of key passenger station issues include the following:

- ***Number of Stations*** - Planning studies to date have not identified an acceptable solution to operate stations at both 3rd Street and 6th Street. The preferred location for a 3rd Street Station is immediately adjacent to the One Santa Fe development and the SCI-ARC School of Architecture. The preferred location for a 6th Street Station is immediately south of the new 6th Street Bridge (currently under construction by the City of Los Angeles). Operating both of these stations would require branching the revenue tracks in two directions within the yard. Efficient rail service operation dictates a single, continuous set of rail tracks that would serve both a turnback facility and the future passenger station. This would not be possible with the two stations in the preferred locations for each that have been identified. Concepts for moving the 3rd Street Station to the river side of the yard so that it would be “in-line” with a second station at 6th Street have raised cost, safety and security concerns as they would require aerial skybridges to access a remote station location in the center of a high security storage yard.

- ***Right-of-Way for a New Station*** - Division 20 currently is not large enough to accommodate all of the planned growth in storage needs for the expansion of Metro Purple and Red Line service. There is a shortage of land which must be addressed to serve currently projected needs. A new rail station will put further demands to identify additional right-of-way beyond current operational needs. Current storage capacities in the yard must be expanded from the current fleet size of 180 heavy rail cars to as many as 282 cars by the time Section 3 of the Purple Line opens. Measure M calls for acceleration of the opening of Section 3 from 2035 to 2024. Furthermore, a new test track is required that will add to the above right-of-way needs. Dedicating portions of the existing yard for new passenger rail service will remove existing storage capacity as any new service cannot be co-mingled with storage tracks. Additional right-of-way would need to be identified that is immediately contiguous to the existing yard. As shown in Attachment B, development in recent years has removed much of the available land that was previously anticipated to be available for rail yard expansion.

- ***Planning for a New Station*** - To date, planning for potential new Red and Purple Line transit station in Division 20 has sought to “not preclude” the opportunity for stations at either 3rd Street or 6th Street, while allowing immediate rail yard needs to proceed which are required to meet conditions of the federal funding agreements and schedules for the Metro Purple Line Westside Section 1, 2 and 3 Extensions. The planning for possible future stations in the yard was initially focused on the 3rd Street area, in accordance with plans developed in the Westside Purple Line Extension EIS/EIR, which was completed in 2012. Those plans did not identify a station, but envisioned a possible future conversion of the planned turnback facility into a passenger station in the vicinity of 3rd/Street adjacent to the One Santa Fe and SCI-ARC projects. Since that time, growth in the Arts District has accelerated and many of the new projects are being developed south of 3rd Street in the areas between 4th Street and 7th Street. This has resulted in heightened interest in the development of a 6th Street Station, either in addition to or instead of a 3rd Street Station. As shown in Attachment D, the current design for the planned portal and turnback facility would provide for a possible future station at 3rd Street while not precluding a possible future station at 6th Street. The following presents the current status of planning for

these two stations:

- **3rd Street Station, Related Improvements** - The current design for the turnback facility non-revenue station platforms are being designed with sufficient width to accommodate conversion to passenger platforms. Access from the station platforms would need to be secured through the One Santa Fe project to access Santa Fe Avenue and 3rd Street.

  The design of this turnback facility/station is not ideal for passenger service as the One Santa Fe project would limit the length of track that could be provided south of the station platforms which is necessary to allow for high speed operation of trains into and out of the station. However, the land for this station and turnback facility would be available upon completion of the new MOW/NRV facility at 6th/Santa Fe which would allow demolition of existing, older structures at 3rd Street which would free up room for the station and turnback facility. While the 3rd Street Station planning would allow for a relatively straightforward conversion to a passenger station, the plans to date have not identified sufficient right-of-way to provide the necessary rail car storage and test track needs.

- **6th Street Station, Related Improvements** - In order to provide for a future station at 6th Street, a new turnback facility would need to be constructed at the eastern edge of the Metro rail yard so that some trains could be turned back to Union Station and others could continue through to the 6th Street Station. New passenger service tracks would need to be constructed that would displace existing storage tracks over a distance of approximately one mile, extending from the subway portal at the northern end of the yard to the new station at 6th Street. In addition, the Metro-owned land at 6th Street is currently used by two existing tail tracks that would need to remain should a new station be constructed. The new station would require a minimum of two passenger-serving tracks in addition to the two tail tracks, resulting in a total of four tracks south of 6th Street plus a passenger platform. This platform would require vertical elevators, stairs and escalators as Red Line and Purple Line trains do not allow at-grade pedestrian crossings of their tracks. Finally, tail tracks would need to been constructed south of the new 6th Street Station to allow for end of line train queuing and turnback.

  For the above reasons, a rail station at 6th Street would be more costly than a station at 3rd Street and would require a greater amount of additional right-of-way. It would, however, have the potential to provide higher speed operation than 3rd Street due to improved turnback facility design and it would provide excellent access to the growing Arts District and River Gateway improvements being implemented in the adjacent Arts District community.

- **Funding for a New Station** - Notably, neither the 2009 Long Range Financial Plan nor the Measure R or Measure M Countywide Ballot Measures for transit improvements, has identified any funding for a new rail station in the Division 20 Yard. As such, new sources of funding would need to be identified for stations in the Division 20 yard. As well, funding for the development and operating costs associated with expanded service of the Red and Purple lines have also not been included in the above financial documents. Among other elements, comprehensive cost estimates for any new service must assume operation with heavy rail trains; associated stations would therefore have to include vertical circulation to access the station including elevators, stairs, escalators and emergency access. Heavy rail stations must accommodate 450 foot long

platforms and tail tracks beyond the platform to turnback trains, much longer than what is required for light rail stations. In short, cost estimates cannot be made for the station alone, and must be evaluated with the construct of a system improvement, and the priorities that would need to align with other investments slated for the area.

NEXT STEPS

In order to fully identify and plan for all of Metro's long-term needs in and around Division 20, including accommodation of future Arts District station access, Metro is currently proceeding with the following planning efforts:

1. Prepare Integrated Space Plan (Summer/Fall 2017)

Metro has initiated work on additional plans to identify the physical size, alignment and configuration of a 6th Street Station that could be implemented in lieu of a 3rd Street Station. These plans will consider adjacent properties and real estate developments and transit oriented development opportunities that may be possible. Although a top priority of these physical designs is ensuring that Metro's operating commitments for the PLE are satisfied, such plans will also need to identify opportunities to enhance connectivity and access throughout the Arts District and to ensure that transportation facility improvements are designed in a manner that is responsive to the existing urban fabric and the neighboring community.

2. Identify Real Estate/Right-of-Way Needs (Fall 2017)

It is clear that all of the transportation infrastructure needs cannot be fully accommodated with the existing Metro-owned right-of-way and property, and that additional property will be needed for either revenue station concept. The integrated space plan described above will inform potential property acquisition needs.

3. Long Range Transportation Plan (2017-2018)

An Arts District Station will be included in the evaluation and planning process that is currently going forward to update Metro's Long Range Transportation Plan. No Arts District Station is currently included in this plan, and any new facilities need to be evaluated for possible incorporation by the Board into this plan. The current growth in the Arts District will be considered as a part of systemwide considerations of planning options to serve regional growth. Providing better transit linkages to the Arts District will be included in these assessments.

4. Funding and Implementation (Now and Beyond)

During the period when the additional rail service and station feasibility planning is underway and property acquisition needs are defined, we will confer with the City, property owners and stakeholders to identify creative strategies such as an Enhanced Infrastructure Finance District (EIFD) which could offset costs of a potential new Arts District Rail Station. Currently Metro is not authorized to establish such a district, however, the City of Los Angeles could implement such a district with the support of

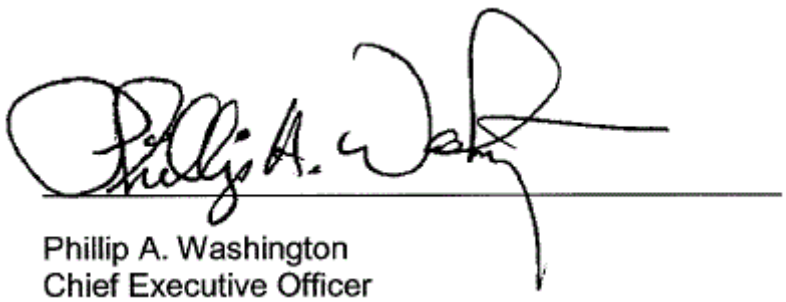
local property owners and new development projects. Also during this time, there are a number of capital and operating costs that would need to be vetted in addition to any cost estimates specific to a new station. That said, another opportunity to further study innovative funding mechanisms for station -related investment is through Metro's Transit Oriented Development Planning Grant Program which is slated to release a call for Round 5 applications in May 2017. In addition to funding transit-supportive regulatory plans, the Round 5 program will include a pilot program to provide funds to local jurisdictions to perform initial feasibility analyses for forming financing districts that can generate resources for public infrastructure including transportation improvements.

ATTACHMENTS

Attachment A - January 2017 Board Motion, Item 41
Attachment B - Division 20 Current Transportation & Contiguous Projects
Attachment C - Current Division 20 Metro Projects
Attachment D - Station Development Scenarios

Prepared by: Nick Saponara, Senior Director, Countywide Planning & Development, (213) 922-4313
David Mieger, Interim SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

File #:2017-0020, **File Type:**Motion / Motion Response

Agenda Number:41

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JANUARY 19, 2017

Motion by:

Directors Garcetti, Solis, Bonin and Dupont-Walker

January 19, 2017

Downtown Los Angeles Arts District Connectivity

Metro Rail service is intended to serve high-density areas and major trip generators throughout Los Angeles County. Transit service to these types of locations, such as the Wilshire Corridor, the Historic Core, North Hollywood, Santa Monica, Pasadena, Long Beach, and other thriving locations is important to meet the mobility needs of Los Angeles County.

There are several outstanding priorities in and around MTA's Division 20 rail maintenance facility in the Arts District. MTA must improve Division 20 to service the Purple Line Extension project. Additionally, there is an opportunity to extend rail service to the Arts District.

Combined, the Purple Line Extension Section 1 and Section 2 projects include over $3.6 billion in federal funding and financing. These federal funds are predicated on specific service standards, namely, train service every four minutes.

The federal funding requirements compel MTA to improve the subway turn-back capabilities by constructing a facility at the Division 20 maintenance facility. These improvements must be completed to meet federal service requirements, maintain federal funding agreements, and to start service on the Purple Line Extension. Failure to do so could put over $3.6 billion in federal funding at risk.

In addition, with the passage of Measure M, MTA's current plans for Division 20 must be revised to accommodate the acceleration of the Purple Line Extension Section 3 to 2024. This will require an expansion of subway vehicle storage, maintenance, and testing infrastructure.

At the same time, MTA has since 2010 studied extending the Red and Purple Lines from Union Station to the Arts District, with possible stations and 1st Street, 3rd Street, and/or 6th Street.

An Arts District Extension is a great opportunity to support the continued development of a transit-oriented community with a rapidly expanding population and a strong desire for transit service. The Arts District has become a widely popular arts, culture, and shopping destination with rapid

residential growth. There are over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and others. Additionally, the Arts District is the location of several major infrastructure projects that will improve the public realm, such as the 6th Street Viaduct Replacement project and MTA's LA River Waterway & System Bikepath project.

MTA's first priority for Division 20 must be to support the Purple Line Extension. However, MTA should do everything possible to extend rail service to the Arts District.

CONSIDER **Motion by Garcetti, Solis, Bonin and Dupont-Walker** that the Board direct the CEO to:

A. Immediately initiate a holistic assessment of MTA's long-term needs at Division 20 and accommodation of future Arts District station access, including:

1. Turn-back facility improvements,

2. Rail car storage, maintenance facility, and vehicle test track needs required to start service on the Purple Line Extension Section 3 in 2024 per the Measure M ordinance,

3. Rail service expansion to the Arts District with station options at 1st Street, 3rd Street, and/or 6th Street, with connections into the Arts District, to MTA's LA River Waterway & System Bikepath project, and to the 6th Street Viaduct Replacement project,

4. Consideration of additional property required to meet all the above needs;

FURTHER MOVE that the MTA Board direct the CEO to:

A. Design Division 20 so as to not preclude new stations and necessary track(s) in the future if funding is identified for an Arts District station(s) on the Red/Purple Line.

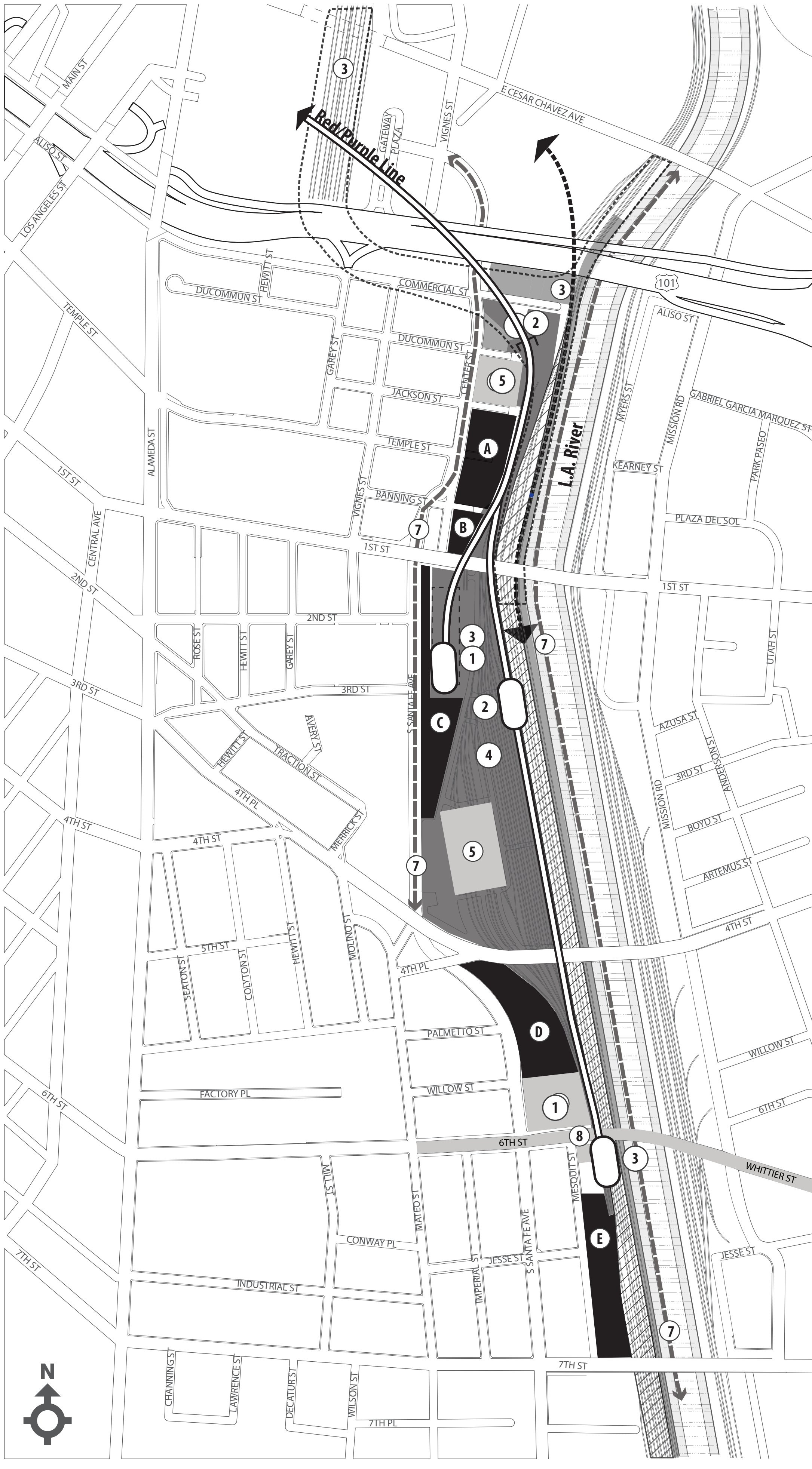
B. Work with the City of Los Angeles to develop creative strategies to establish innovative funding mechanisms dedicated to off-set the costs of new stations in the Arts District.

C. Provide an initial report back on all the above during the April 2017 Board cycle.

ATTACHMENT D / E

Division 20 Station Transportation Projects & Contiguous Private Developments/ Properties

Division 20 Current Metro Projects & Contiguous Private Developments/ Properties



Purple Line Extension Required Improvements

1. **3rd Street** Turn-back Facility could be upgraded to revenue station.
   Issues:
   + Provides immediate opportunity to satisfy Purple Line Extension requirements for increased fleet sized and more frequent headways.
   - Does not resolve need for additional ROW for rail car storage (~100 cars) and test tracks.

Phase 2

2. **New Turn-back Facility** could be constructed at east side of yard. Turn-back Facility at 3rd Street could be converted to rail car storage (~48 cars). (Not Shown, Alignment TBD)
3. **New Station** could be constructed south of 6th Street Bridge Arts Park. (Not Shown, Additional ROW Needed)
   Issues:
   - Metro-owned land south of 6th Street is not large enough to provide for station and tail track. (Estimated need for 4 track south of 6th Street to support station).
   - New passengers tracks to 6th Street would displace existing storage tracks.
   - Does note provide for ROW needed for test tracks and rail storage (~100 cars).

Transportation Facilities & Improvements

1. **MOW/NRV Building (Opens 2018)** Maintenance of Way/Non-Revenue Vehicle support functions consolidated at one location.
2. **Division 20 Portal Upgrade (Opens 2024)** Critical improvement to allow for more rail vehicles in/out yard to accommodate train speeds and frequency of service necessary for Purple Line Extension and revenue station at 3rd Street.
3. **Turn-back Facility (Opens 2024)** Facility needed to support train turnaround for the Purple Line Extension.
4. **Rail Car Storage & Test Track (Needed by 2024)** Storage site for up to 100 additional rail cars. Site is not yet identified and cannot be accommodated within current Division 20 footprint.
6. Repair Building
7. Active Transportation Corridor

Private Developments/Properties

A. Atlas Properties
B. Pickle Works (City Owned)
C. One Santa Fe
D. Lucky Brand
E. 670 Mesquit

Non-Purple Line Special Improvements

5. **ESOC Building (Open 2021)** Emergency Security Operations Center Metro Security Operations, radio dispatch and emergency coordination.

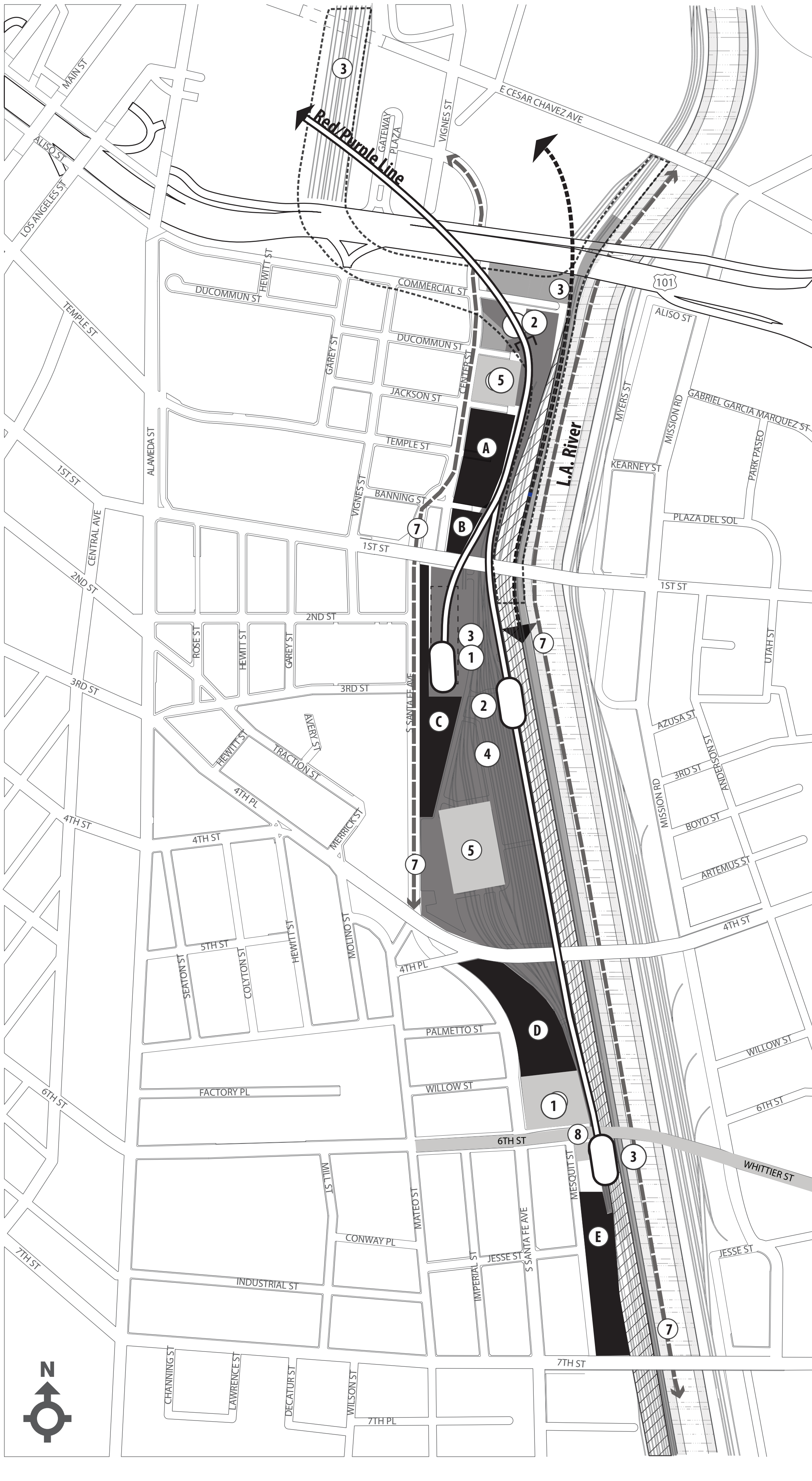
LEGEND

Metro ROW
BNSF ROW
Transportation Facilities
Private Properties

0' 250' 500' 750' 1,000'

ATTACHMENT D

Division 20 Station Transportation Projects & Contiguous Private Developments/ Properties



Transportation Facilities Required Improvements

1 3rd Street Turn-back Facility could be upgraded to Maintenance of Way/Non-Revenue Vehicle support; Operations consolidated at one location.

2 ...

3 ...

4 ...

Phase 2

7 Active Transportation Corridor

2 New Turn-back Facility could be constructed at east side of yard. Turn-back Facility at 3rd Street could be converted to rail car storage (~48 cars). (Not Shown, Alignment TBD)

3 New Station could be constructed south of 6th Street Bridge Arts Park (Not Shown, Additional ROW Needed)

4 Rail Car Storage & Test Track (Needed by 2024) Storage site for up to 100 additional rail cars. Site is not yet identified and cannot be accommodated within current footprint.

Private Developments/Properties

A Atlas Properties

B ... Works (City-Owned)

Non-Purple Line Special Improvements

5 ... (Open 2021) Emergency Security Operations Center

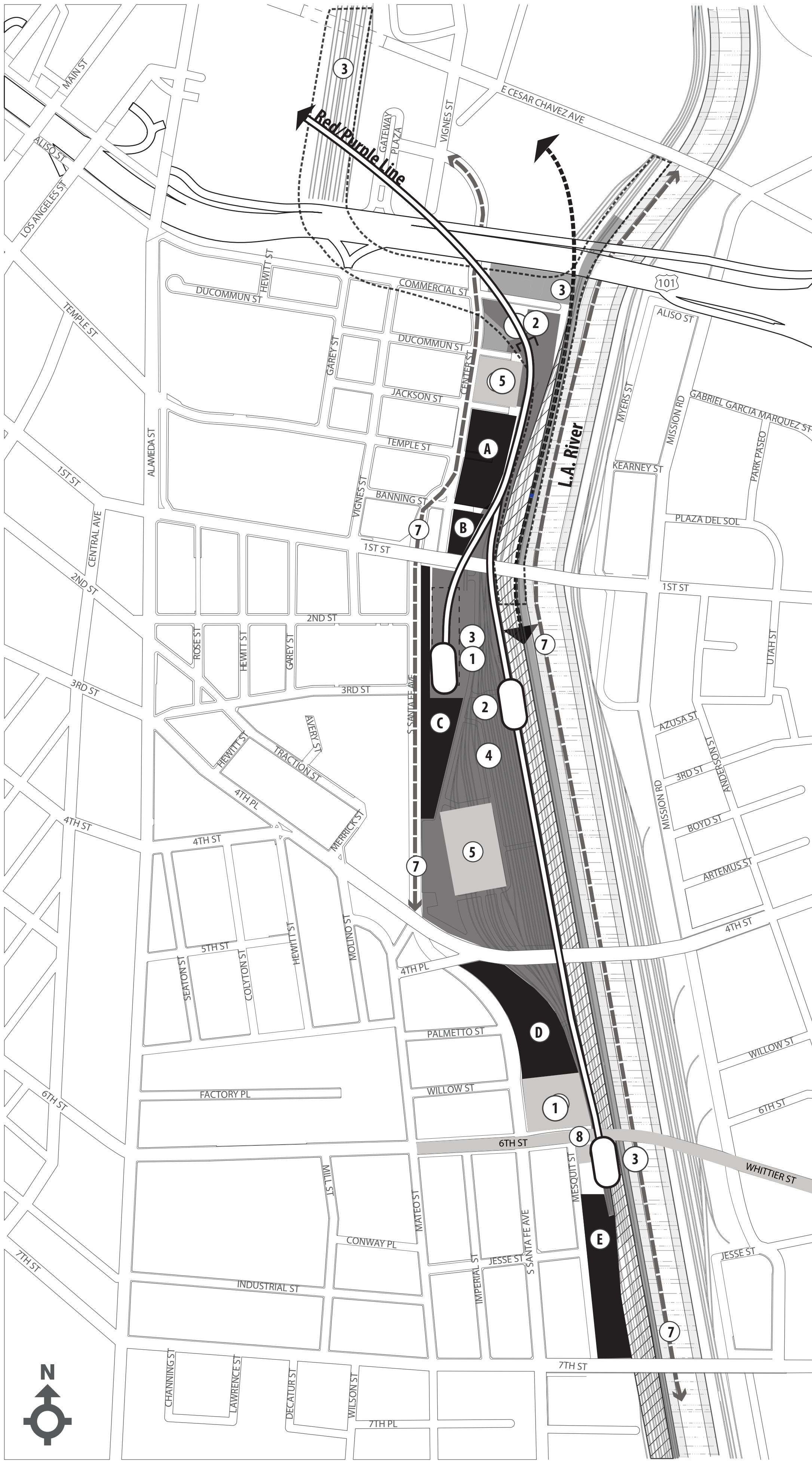
D Lucky Brand

E 670 Mesquit

LEGEND

- Metro ROW
- BNSF ROW
- Transportation Facilities
- Private Properties

0' 250' 500' 750' 1,000'



ATTACHMENT B / D

Division 20 Station Metro Projects & Contiguous Private Developments/ Properties

Transportation Facilities & Improvements / Purple Line Extension Required Improvements

1. **MOW/NRV Building (Opens 2018)** Maintenance of Way/Non-Revenue Vehicle support functions consolidated at one location.
2. **3rd Street Turn-back Facility** could be upgraded to revenue station.
3. **East Side Light Rail Station**
   - Provides immediate opportunity to satisfy Purple Line Extension requirements for increased railcar fleet and more frequent headways.
   - Does not resolve need for additional ROW for railcar storage (~100 cars) and test tracks.
4. **Division 20 Portal Upgrade (Opens 2024)** Critical improvement to allow for more train speeds and frequency of service necessary for Purple Line Extension and revenue station.
6. **Vehicle Repair Building**
7. **Active Transportation Corridor**

Option B

2. **New Turn-back Facility** could be constructed at east side of yard.
3. **Turn-back Facility (Opens 2024)** Facility needed to support train volume of Purple Line Extension. Turn-back Facility at 3rd Street could be used for storage (~48 railcars) instead of turn back.
9. (Alignment TBD)

3. **New Station** could be constructed south of 6th Street Bridge Arts Park.
   Rail Car Storage & Test Track (Needed by 2024) (Additional ROW Needed) Storage site for up to 100 additional rail cars. Site is not yet identified and cannot be accommodated within current footprint.

Issues:
- Metro-owned land south of 6th Street is not large enough to accommodate station and tail track. (Estimated need for 2 additional tracks (4 total) south of 6th Street to support station).
- New passenger tracks to 6th Street would displace existing storage tracks.
- Does not provide enough ROW for test tracks and rail storage (~100 railcars).

Private Developments/Properties

- A. Atlas Properties
- B.
- D. Lucky Brand
- E. 670 Mesquit

Non-Purple Line Special Improvements

5. **ESOC Building (Open 2021)** Emergency Security Operations Center houses Metro Security Operations, radio dispatch and emergency coordination.

LEGEND

- Metro ROW
- BNSF ROW
- Transportation Facilities
- Private Properties

0' 250' 500' 750' 1,000'

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

File #: 2017-0049, **File Type:** Program **Agenda Number:** 20.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2017

SUBJECT: TRANSIT ORIENTED DEVELOPMENT PLANNING GRANT PROGRAM

ACTION: APPROVE RECOMMENDATIONS AND ROUND 5 PROGRAM GUIDELINES

RECOMMENDATION

CONSIDER:

A. APPROVING release of **Round 5 of the Transit Oriented Development (TOD) Planning Grant Program,** offering an amount not to exceed $3,100,000;

B. APPROVING the Round 5 TOD Planning Grant Program Guidelines (Attachment A), which include the Transit Supportive Planning Toolkit and the creation of the Transit Oriented Communities Tax Increment Financing Pilot Program; and

C. ADOPTING AND CERTIFYING the Strategic Growth Council Final Grant Report as accurate.

ISSUE

Staff is recommending a series of actions that will lead to release of the fifth round of the TOD Planning Grant Program (Program) in an amount not to exceed $3,100,000, the remainder of the funds programmed for this initiative. The Program supports Los Angeles County municipalities in the adoption of transit-supportive regulatory plans. Round 5 continues the funding of transformative land use regulations and proposes to include creation of the Transit Oriented Communities Tax Increment Financing Pilot (TOC TIF Pilot) Program, which will fund feasibility studies for eligible cities and/or the County to consider tax increment financing districts around transit stations.

DISCUSSION

Metro developed the TOD Planning Grant Program in 2011 to spur the adoption of regulatory planning documents that remove barriers to transit-supportive planning. Since then, Metro has funded 35 projects in 29 cities and the County of Los Angeles, totaling $21.6 million dollars.

Round 5
Funding for Round 5 would be available to the County of Los Angeles and all cities with land use

regulatory jurisdiction within a one-half mile of Metrolink, Metro Rail, or Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors. The Program will fund two types of activities:

1. Using the newly created Transit Supportive Planning Toolkit (Toolkit) as the guiding framework, continue to fund the development of regulatory documents that result in the elimination of regulatory constraints to transit-supportive planning. These activities include, but are not limited to, new or amended specific plans, ordinances, overlay zones or general plan amendments; transit village development districts; and environmental studies required for adopting the new or amended regulatory documents.

2. Through the new TOC TIF Pilot Program, fund initial feasibility analyses for formation of tax increment financing (TIF) districts in areas around transit stations that have transit-supportive regulatory documents in place or under development.

The Program has $3.1 million remaining in funding; this remaining funding will be allocated to Round 5. The Program does not require local matching funds.

Round 5 Program Guidelines - Attachment A
Over the last six years, grantees in Rounds 1-4 have requested examples of good plans, best practices and parameters to support their efforts. In response to that need, Metro secured a grant from the Strategic Growth Council (SGC) and over the course of two years, Metro, supported by Global Green (as the strategic advisor) and IBI Group (lead consultant), developed the Toolkit.

The Toolkit is an online research-based resource rich with tools, best practices, and locally relevant case studies. The Toolkit is grounded in 10 characteristics of transit-supportive places that together create environments that lead to a reduction in vehicle miles travelled and increase in transit ridership. To support the development and adoption of holistic plans that meet Metro and State sustainability goals, the Guidelines have been revised to incorporate the Toolkit as a central tenet of transit-supportive planning work funded by the Program.

Staff also recommends an amendment to Section IX, Deobligation Process, to allow staff to informally approve administrative time extensions for a period of up to 6 months if a grantee can meet the conditions outlined in the Administrative Extensions section of the Program Guidelines. Informal administrative approval will be granted via a signed letter from the Metro Project Manager, with concurrence of the Senior Executive Officer.

Typically, time extensions are requested due to unforeseen community concerns that require grantees to undertake additional stakeholder engagement and/or additional studies. Allowing for administrative time extensions, with just cause, will allow for more efficient and expeditious project implementation. Time extension requests that extend beyond the 6-month period will require a formal amendment to the grant agreement.

Finally, staff recommends eliminating duplicative Lapsing Policy language, as the language is included in its entirety in the Program Guidelines and in the grant agreements that are executed with grantees.

TOC TIF Pilot Program

In support of Metro's effort to promote TOCs and expand the impacts of Metro's transit stations within a broader community context, the Round 5 Program Guidelines include creation of the TOC TIF Pilot Program. The TOC TIF Pilot offers funding for TIF feasibility studies for cities that have transit-supportive regulatory documents in place or under development. The focus of these feasibility studies are two recent tax increment programs adopted by the State: Enhanced Infrastructure Financing Districts (EIFD) and Community Revitalization and Investment Authority (CRIA) districts.

These districts offer the potential for financing projects that meet TOC goals, including affordable housing, transit and related infrastructure, public improvements (in particular first/last mile connections) and other community-serving uses. Metro will effectuate the TOC TIF Pilot in partnership with the Southern California Association of Governments (SCAG) and with support from the Los Angeles County Office of the Chief Executive Officer.

SCAG Partnership: SCAG has been at the forefront of convening experts and providing trainings on TIF district formation, specifically EIFDs and CRIAs. Through the Metro/SCAG Joint Work Program, Metro will leverage SCAG's institutional framework to offer trainings to interested grantees on eligibility for TIF districts as well as the components of a feasibility study. The Metro/SCAG partnership will be realized through the following activities:

1. Statement of Work. TIF districts (EIFDs and CRIAs) are a new undertaking for Los Angeles County municipalities. As such, Metro and SCAG partnered to develop a template Statement of Work (SOW) that can be used by successful grantees in soliciting Requests for Proposals for TIF feasibility studies.

2. Trainings. Metro and SCAG staff will hold up to three trainings on TIF districts. The trainings will include an overview on EIFDs and CRIAs, critical eligibility criteria, Metro's TOD Planning Grant Program, and the Round 5 application process.

3. Screening Tool. SCAG has created a screening tool that can be used to assess TIF district viability through a parcel-level database that gauges whether a particular area has the unemployment rate, household income, and crime rates required for CRIAs or the property tax capture rate and surrounding development capacities needed for EIFDs. Metro staff will use SCAG's screening tool as part of the Round 5 application process to vet eligibility and ensure that both Metro and municipalities are only expending effort and funding on evaluating TIF districts in areas that are legislatively and financially viable.

LA County CEO's Office (OCEO) Support: As the single largest recipient of property taxes eligible to participate in EIFDs and CRIAs, LA County is a critical participant in evaluating the feasibility of new TIF districts. Metro staff has consulted with the County OCEO to determine parameters for a successful rollout of the TOC TIF Pilot Program. The following summarizes the collaborative effort:

- Staff from the OCEO's office reviewed and provided comments on both the Round 5 Program Guidelines and the TIF study sample SOW.
- Staff from the OCEO's office attended meetings with SCAG to review the screening tool that will be used to determine TOC TIF Pilot funding eligibility.

- The OCEO plans to bring a set of criteria to the County Board of Supervisors for adoption that the County will consider when asked to contribute all or a portion of its share of tax increment to a new TIF district. This criteria is referenced in the Program Guidelines and will be attached to the Guidelines upon adoption by the County Board of Supervisors and prior to release of the grant application.
- The OCEO will support Round 5 grantees in need of up-to-date assessor's and audit-controller data to complete the TOC TIF feasibility studies.

Disadvantaged Communities: The TOC TIF Pilot Program will prioritize project areas that will serve the most Disadvantaged Communities as defined by CalEnviroScreen. According to the State Office of Environmental Health Hazard Assessment, CalEnviroScreen is an online mapping tool that uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. An area with a higher score is reflective of a community that is more disadvantaged and facing higher burden of challenging environmental and socioeconomic factors. Projects with a higher CalEnviroScreen will be a factor in prioritizing applications.

SGC Final Grant Report

Metro secured a grant from the SGC in 2013 to develop the Transit Supportive Planning Toolkit. The SGC Grant is administered by the California Department of Conservation, Division of Land Resource Protection (the Department). The Grant Agreement between the SGC and Metro requires that Metro's Board of Directors adopt and verify as accurate the Final Plan Report prior to its submission to the Department. The Final Report (Attachment B) includes a project summary, summary of relevant local and regional plans and grantee assessment of how the project (in this case, the Toolkit) can measure a series of sustainability objectives and indicators over time.

Metro cannot measure a majority of the indicators outlined in the Final Report. Many of the indicators relate to land use authority and development actions, activities for which Metro has no authority. As appropriate, Metro has noted that we can track the number of Metro-funded transit supportive regulatory plans that are adopted by local jurisdictions that support the objectives and indicators outlined in the Final Report.

The SGC grant is a reimbursement-based grant and the administrative procedures required that the Department retain 15% of Metro's funds until Toolkit completion and Board adoption of the Final Report. A total of $ 134,000 has been retained by the SGC.

DETERMINATION OF SAFETY IMPACT

There is no negative impact to the safety of our employees and/or patrons. The transit oriented planning and development policies supported by the Program could improve safety around stations. The principles of transit-supportive planning include better pedestrian and bicycle access to stations as well as clearer access to stations which can reduce accidents. Further, transit-supportive planning tends to encourage walking and bicycling, both of which improve the health of patrons.

FINANCIAL IMPACT

There is no impact to the FY17 budget. Grants will be awarded in FY18 and funds will be requested

in that and future budget years. Since this is a multi-year project, the cost center manager and Chief Planning Officer, Countywide Planning and Development, will be accountable for budgeting the cost in future years.

Impact to Budget

The Program was identified in the Short Range Transportation Plan (SRTP). Source of funds are identified at the time of grant award. Funding for prior rounds included Measure R 2% System Improvement Funds, Measure R 3% Metrolink, and State Repayment of Capital Project Loans account. The $3.1 million recommended for Round 5 will exhaust the SRTP funds identified in the SRTP for the TOD Planning Grant Program.

ALTERNATIVES CONSIDERED

The Board may choose not to approve Round 5 and related actions as recommended.
We do not recommend this alternative. The Program as designed furthers the Board objectives with regard to land use policies that support increased ridership and systemwide improvements and creation of transit oriented communities, and funds for the Program are part of the 5-year SRTP.

The Board may also choose not to approve the revised Guidelines. We do not recommend this alternative. The revised Guidelines are focused on the research-based Toolkit, which is grounded in elements of transit-supportive places that have demonstrated positive impacts on increasing transit ridership and reducing vehicle miles travelled.

The Board may choose to not allow the informal time extensions. Staff does not recommend this alternative. Time extensions currently require a formal grant agreement amendment and can be very time consuming and labor intensive. Allowing for administrative time extensions (for up to 6 months) when a grantee has demonstrated compliance with the conditions identified in the Administrative Extensions section of the Guidelines, will allow grantees to focus efforts and resources on advancing the project and resolving any outstanding issues that triggered the request.

The Board may choose to not include the TOC TIF Pilot Program in the Program Guidelines. Staff does not recommend that alternative. With the loss of redevelopment, municipalities are grappling with viable funding streams to support community-serving projects, and TIF district creation offers a means to capture and reinvest the value created by Metro's investment in the transit system. This Program will fund the preliminary analysis needed by municipalities to explore TIF viability and is an innovative program that is in line with the TOC Demonstration Program.

Additionally, the Board may not choose to adopt and certify the SGC Final Report. Staff does not recommend this alternative as doing so would result in forfeiting Metro's $134,000 retention. The commitments that staff has made in the Final Report are specific to tracking Metro-funded regulatory plans that align with the Toolkit, which is something that staff will do as part of procedural grant administration.

NEXT STEPS

With Board approval, staff will reach out to eligible applicants throughout May and June. The call for

applications will be released in May and staff will host application workshops in June in order to strengthen participation and the quality of the applications. Applications will be due in late July with recommendations for grant awards being brought to the Board in fall 2017.

ATTACHMENTS

Attachment A - Round 5 TOD Planning Grant Program Guidelines
Attachment B - SGC Grant Final Report

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REVISED
ATTACHMENT A

Los Angeles County Metropolitan Transportation Authority

Transit Oriented Development Draft Planning Grant Program Guidelines

Round 5

REVISED
ATTACHMENT A

11/29/2016

I. BACKGROUND AND OBJECTIVES

TOD Planning Grant: Background

Los Angeles County is experiencing a transformational expansion of the public transit system that will dramatically change the options and opportunities that people travelling to, from, or through Los Angeles County will have to get around. The Los Angeles County Metropolitan Transportation Authority (Metro) has a vested interest in planning and investment efforts around transit stations that create an environment that promotes, encourages, and supports transit riders and the interface between public transportation and surrounding communities.

As a result, in 2011 Metro created the TOD Planning Grant Program (Program), a competitive grant program that funds local governments to develop and adopt transit supportive regulations that promote equitable, sustainable, transit-supportive planning.

Transit-supportive places are places where the presence of effective and predictable transit can be enhanced through appropriate patterns and types of development. This can be achieved through practices such as community-scaled density, diverse land use mix, reduced reliance upon private automobiles, and enhanced infrastructure for pedestrians, bicyclists and people of all ages and abilities.

Between 2011 and 2016, Metro released four (4) rounds of the TOD Planning Grant, and awarded $21.6 million in 35 grants, to 30 cities across LA County.

TOD Planning Grant: Round 5

Transit Supportive Planning Toolkit

In 2016, Metro released the Transit Supportive Planning Toolkit (Toolkit). Funded by a grant from the Strategic Growth Council, and as part of a broader study on Climate Change Adaption Strategies, the Toolkit is a comprehensive research-based resource that includes best practices, tools and case studies that local municipalities can use to advance Transit Supportive Planning in Los Angeles County. The Toolkit identifies 10 characteristics of transit supportive places that collectively are shown to reduce vehicle miles travelled and increase transit ridership (see Attachment A for brief overview). Round 5 of the TOD Planning Grant will require grantees to utilize the Toolkit as a resource and apply the 10 characteristics of transit supportive planning in grant funded efforts. The Toolkit is a web-based program that can be found on Metro's website at https://www.metro.net/projects/tod-toolkit/.

Transit Oriented Communities (TOC) Tax Increment Financing (TIF) Pilot Program

In 2011, the California State legislature abolished redevelopment and the state's only effective TIF vehicle. Since then, the legislature has created new enabling legislation to support tax increment financing (TIF). Unlike redevelopment, the new TIF programs (EIFDs & CRIAs) cannot include property taxes from education entities (approximately ½ of all property taxes). Property tax contributions from the other taxing entities are voluntary. TIF can be an important tool in the creation of transit supportive communities, as it can be used to finance infrastructure improvements as

well as affordable housing. With Round 5 of the TOD Planning Grant program, Metro is partnering with SCAG to offer funding to municipalities seeking to study the feasibility of forming TIF districts (either an Enhanced Infrastructure Financing District (EIFD) or a Community Revitalization and Investment Authority (CRIA)). Study funding may be available to examine areas around transit stations for municipalities that:

- Have adopted or are in progress with creating a transit supportive regulatory environment; and
- Measure favorably against the Southern California Association of Governments (SCAG) online Screening Criteria that can be found at http://scag.maps.arcgis.com/apps/webappviewer/index.html?id=70469a5af25540b78337a89d7adeb407.

As a partner in this effort, SCAG will provide training on the formation and study of the EIFD and CRIA districts as well as use of their TIF screening tool. The County of Los Angeles will provide support by providing updated and accurate tax assessment and collection information.

PROGRAM OBJECTIVES

- Support municipalities in implementing complimentary transit-supportive infrastructure projects and affordable housing.
- Increase transit ridership.
- Increase the number of comprehensive, community-driven transit supportive planning efforts around Metro light rail, Metrolink stations, and Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County.
- Improve local and regional efforts that enhance an equitable integration of transportation and community planning.
- Improve the transit network and increase utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit lines;
- Further the reduction in greenhouse gases through encouraging in-fill development along transit corridors and transit use;
- Support and implement sustainable development principles.
- Increase opportunities to meaningfully engage diverse stakeholders, especially underserved and vulnerable communities, in advancing transit supportive planning efforts across the region.

III. ELIGIBLE APPLICANTS

Cities and the County of Los Angeles with land use regulatory authority:

- Within 1/2 mile of Metro Light Rail, Metrolink Stations and/or Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County
- Within 1/2 mile of the existing, funded, planned (priority will be given to station area planning efforts that are nearer-term) Metro rail or bus rapid transit stations and/or adjacent transit corridors. Grantees are not required to focus on a circular ½ mile radius around a transit facility. Adjacent transit corridors refer to proposed planning areas that are less circular and more corridor-based. Grantees must make the case for the corridor-level approach.

Applicants seeking funds along transit corridors MUST demonstrate the corridor's relevancy to the development of transit supportive planning around the station area. The corridor may, for example, connect the station area to significant activity centers, carry significant pedestrian traffic to and from the station area, and/or connect the station area to other areas with significant transit service.

IV. ELIGIBLE ACTIVITIES

Round 5 of the Program offers two categories of activities: (1) Transit supportive regulatory documents, which will result in the elimination of regulatory constraints and the development of regulatory documents that promote transit supportive planning that can be adopted by governing bodies; and (2) TIF Feasibility Studies, which will study the feasibility of pursuing either an EIFD or CRIA within 1/2 mile of Metro Light Rail, Metrolink Stations and/or Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County, create a vision/objectives for such a district, and determine the amount of TIF that could be generated under several scenarios. Applicants may apply to one or both of the categories; however the TIF feasibility study requires that transit supportive land use regulations are already in place or under development, so an applicant cannot apply for the regulatory change and TIF feasibility study in the same area at the same time. Robust and inclusive multilingual community engagement shall be an integral component of all Metro-funded planning efforts.

Transit Supportive Regulatory Documents

Regulatory documents must include a land use component (with corresponding zoning code updates). However, Applicants and Grantees are required to advance comprehensive plans that encompass the 10 Toolkit characteristics to ensure that the region is advancing holistic, transit supportive plans and which are consistent with Metro adjacent development requirements where applicable. Eligible Regulatory Documents include, but are not limited to:

- New or amended specific plans;
- New or amended ordinances;
- New or amended overlay zones;
- New or amended general plans;
- Transit Village Development Districts; and

- Environmental studies required to support the new or amended regulatory documents

TIF Feasibility Studies

- Through the TOC TIF Pilot, Round 5 of the Program will fund TIF Feasibility Studies. Grantees may explore the formation of an Enhanced Infrastructure Financing District (EIFD) or a Community Revitalization Investment Authority (CRIA), including engaging with stakeholders to determine vision and objectives for a TIF district. The Round 5 Grant application includes a sample scope of work for such studies to provide guidance on eligible activities.
- To be eligible, Grantees must (1) demonstrate that a transit supportive regulatory document is in place or under development; (2) show eligibility for one or both TIF districts (EIFD or CRIA) using the SCAG TIF Screening Criteria; (3) meet the criteria for TIF formation adopted by the County Board of Supervisors in spring 2017, included as Attachment B; and (4) Priority will be given to the most Disadvantaged Communities as defined by CalEnvironScreen.

V. EVALUATION CRITERIA

Proposals will be evaluated according to the following criteria. The first section applies to regulatory documents (Specific Plans, General Plan Amendments, Overlays, etc.), the second set of criteria apply to TIF Feasibility Studies. More detailed scoring criteria are provided in the grant application.

Transit Supportive Regulatory Documents Criteria

Section 1. Project Scope

a. *Project Area/Targeted Communities:*

- Concise and clear description of the project area, targeted communities, and specific transit stations and/or corridors the project will impact.
- Clear description of the prominent equity concerns in the community (such as lack of affordable housing, economic development, environmental justice, safety, active transportation needs, public health disparities, and so forth).
- Description of the station and/or corridor significance to the local community and larger region including importance for the transit network and ridership.
- Description of the most pressing barriers to public transportation usage and non-private vehicle multi-modalism (walking, rolling, biking).

b. *Regulatory Constraints:*

- Clear description of the specific regulatory constraints and/or general land use challenges/ barriers in the project area to advancing an equitable transit supportive planning effort. (Does current zoning support transit-supportive development patterns? Has the jurisdiction adopted a Complete Streets Policy?)
- Description of the regulatory barriers that preclude the jurisdiction from

addressing the equity issues identified in Section 1.a.

- Degree to which constraints and barriers are aligned with the Toolkit's 10 characteristics of Transit Supportive Places (i.e. outdated parking requirements, height or density restrictions, incompatible land uses, lack of bicycle and pedestrian access and utilization incentives, etc.).

c. *Proposed Regulatory Documents:*

- Clear description of the regulatory documents that will require revision and/or new regulatory documents. Documents may include a community's general plan, zoning ordinances, parking codes, specific plans, Transit Village District documents, etc. If General Plan land uses are proposed, a clear description of whether or not zoning code updates will be included should be noted.
- Extent to which regulatory documents promote Program objectives as identified in these Guidelines and the Toolkit and are consistent with Metro Adjacent Development requirements where applicable.

d. *Impact of Proposed Regulatory Changes:*

- Thoroughness in explaining how the regulatory changes directly mitigate the constraints previously identified; how they will improve community-specific equity concerns; how they will result in an increase in transit-ridership; and how they will improve the overall interface between the public transportation system and the surrounding community.

Section 2 - Public Participation

a. Outreach Plan:

- Clear identification of all impacted communities and stakeholders affected by the proposed regulatory changes, including description of key community organizations (advocacy groups, business groups, religious/social organizations, etc.) that will be engaged and the role that they will play in the process.
- Demonstration of a comprehensive and meaningful public participation and outreach program necessary to bring the regulatory changes forward.
- Clear description of how disadvantaged and/or underserved communities will be engaged in the process and the proactive activities that will be undertaken to engage these populations (translators, preparing materials in multiple languages, hosting meetings in the evenings and/or weekends, etc.).

b. Community and Policy Maker Support:

- Demonstration that community stakeholder and policy maker support for the types of regulatory changes being proposed exist. This could be evidenced by prior actions implementing similar changes elsewhere in the community, specific direction by elected officials, letters of support, etc.

Section 3 - Future Implementation

a. Opportunity Sites:

- Ability to link regulatory changes with the near term potential for implementing transit supportive projects through the availability of suitable opportunity sites, particularly if controlled by the applicant.

b. Next Steps:

- Demonstration of a well thought out long term plan for building a successful transit supportive area once grant funded regulatory changes are adopted.

Section 4 - Project Implementation Plan

a. Project Schedule, Tasks, and Budget:

- Schedule demonstrates the overall approach for project completion and that the project can be completed in 36 months.
- Principle tasks that will be undertaken to complete the project are identified, reasonable, and realistic.
- Overall expenditures (local and grant) as well as expenditures per task are both realistic and highly cost efficient, maximizing the impact of the funds requested.

b. Project Management:

- Clear description of team composition, including the roles and responsibilities of city/county staff and/or consultants.

c. Prior Grant Performance:

Demonstrated performance that does not include:

- Project delays to due unreasonable schedule proposals,
- Numerous untimely or incomplete quarterly reports and invoices.

TOC TIF Feasibility Studies Criteria

Applicants seeking funding for TIF Feasibility Studies must utilize SCAG's Screening Criteria available at (http://scag.maps.arcgis.com/apps/webappviewer/index.html?id=70469a5af25540b78337a89d7adeb407) to assess TIF District viability and grant program eligibility. SCAG will offer training on this tool as well as technical assistance to applicants. TIF Feasibility Study applications will require data collection from the City, SCAG, the County Assessor, the County Auditor-Controller, and as appropriate, the State Department of Finance.

A. Screening Criteria

Applicants are required to perform an initial screening of their proposed TIF district in order to ensure that the feasibility study is for an area that meets the State's legal requirements and also that has the capacity to generate enough investment and TIF to create the desired impacts. The TOC TIF grant application will include questions that closely align with the SCAG screening criteria. Interested parties will be required to advise on how their proposed project fares against the screening criteria. The SCAG Screening Criteria will be critical to

vetting applications and informing on potential project viability. The screening criteria will be discussed further in a pre-application workshop. An overview is provided below.

1: EIFD/CRIA Successor Agency Prerequisites

- Clear description of any former redevelopment project areas that overlap with the proposed TIF project boundaries.
- If overlap exists, a **Receipt of Finding of Completion** must be secured from the Department of Finance and submitted along with grant application.
- Provide detailed overview of current ROPS obligations (include most recent report submitted to the Department of Finance) and whether the City is producing residual revenues that could be applied toward the EIFD/CRIA. Lack of residual revenues post-dissolution could disqualify a proposed area for lack of property taxes if they are pledged to repay the debts of the former CRA in the foreseeable future.

Resource: City to obtain from the State Department of Finance and City Finance Department

2: Economic Development Potential

Demonstrated potential for economic development and therefore, a financially viable TIF district. This can be demonstrated by identifying underutilized and/or publicly owned parcels, planned projects, and looking at changes in parcel values over time:

- Identify underutilized and/or publicly held properties and planned projects within the study area.
- Clearly describe existing parcel values within the potential project area(s) and any significant changes over time (past 5-15 years).
- Clear demarcation and description (size, location, zoning, current use, obligation status) of publicly held properties within the potential TIF district that can be leveraged for economic development purposes.

Resource: SCAG GIS Land Use Data and Parcel Data (Screening Site\)

3: Current Zoning and Density in Project Area

- Clear description of the adopted or in-progress transit supportive regulatory document (Specific Plan, Overlay, etc.) with adoption date. Including:
    - The current <u>or proposed</u> zoning and General Plan principles and how they align with the 10 elements of the Transit Supportive Toolkit.

- The nexus with the transportation network,
- Clear description of regulatory principles that lend themselves to TIF district formation (infrastructure, economic development, sustainability, affordable housing, etc.).
- Whether an updated environmental clearance would be required.

Resource: City documents and SCAG GIS data (including General plan, Specific Plans, existing land uses).

4: Project Location and Infrastructure Needs

Proposals must demonstrate a strong and compelling nexus to public transportation and how project implementation will advance accessibility, integration, and usability of the public transportation system. This can be demonstrated by:

- Half-mile from a Metro Light Rail Station, Metrolink Station, and Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors.
- Description the infrastructure needs such as bike and pedestrian improvements with map(s) that shows the project area, transit network, and 'infrastructure need' areas. Data should be gathered from the Metro Active Transportation Strategic Plan.
- Clear description of how a TIF district could improve infrastructure needs, improved connectivity to public transportation, district-scale sustainable infrastructure improvements, and encourage redevelopment of underutilized properties.

Resource: SCAG GIS data, HQTA/ TPP/ TPA maps, City documents

5: Potential Infrastructure Financing Solutions

- Using SCAG's Screening Criteria, Projects must demonstrate a Tax Increment Capture Rate of 15 cents (.15) for every dollar ($1) for the Project Area. Taxing entity proportional shares should be current (redevelopment era shares were pre-ERAF) and come from County Auditor-Controller.
- Clear demonstration of project area viability to secure grant funding to advance early implementation of TIF District activities, such as location in a disadvantaged community, other demographic data, safety statistics, etc.

Resource: SCAG Property Tax Data, GIS Data, TPA, Disadvantaged Community Maps

6: CRIA Eligibility

Clear description of the Project Area's eligibility to form a Community

Revitalization Investment Authority (CRIA):

- 80% of land (calculated by census tracts or block groups) must have median household income of less than 80% of statewide median
- Must exhibit at least three of the following conditions:
    1. Non-seasonal unemployment rate 3% higher than statewide median
    2. Crime rates 5% higher than statewide median
    3. Deteriorated or inadequate infrastructure
    4. Deteriorated commercial or residential structures
- Note: AB 2492 (NEW) to qualify under CalEPA designation as disadvantaged community (based on geographic, socioeconomic, public health, environmental factors).

Resource: SCAG Socioeconomic Data, GIS Data, including Disadvantaged Community Maps

B. <u>Project Description and Stakeholder Engagement</u>

Section 1: Project Description

- While a specific, defined boundary for the TIF district would be determined through the feasibility study, applicant must offer a clear, concise description of the targeted geographic area under consideration, the transit station(s) within the area, and the kinds of projects/programs that would be funded if a TIF district were in place
- The application must describe how it has positioned itself to advance a successful TIF district and transit supportive investments, through regulatory plan adoption <u>or proposed plan under development</u>, economic development efforts, early TIF exploration, and/or securing other funding sources to implement transit supportive projects.
- Describe how the proposed TIF district could support increased transit access and ridership. This can be based on anticipated public improvements, new development and community serving facilities, etc.

Section 2: Stakeholder Engagement

a. *Outreach Plan:*

- Clear identification of impacted communities and stakeholders affected by the proposed TIF district, including description of key community organizations (advocacy groups, business groups, religious/social organizations, etc.) that will be engaged and the role that they will play in the process
- Demonstration of a comprehensive and meaningful public

participation and outreach program necessary to identify support and create a vision/objectives for a TIF district.

- Clear description of how disadvantaged, underserved communities will be engaged in the process and the proactive activities that will be undertaken to engage these populations (translators, preparing materials in multiple languages, hosting meetings in the evenings and/or weekends, etc.).

A panel of LACMTA staff will evaluate all applications. TIF applications may include evaluators from SCAG. Applicants who do not receive award will have an opportunity to appeal to Metro's Technical Advisory Committee following Board of Directors' action on staff recommendations for award. Unsuccessful applicants will receive an email by LACMTA notifying them of the opportunity to appeal. Unsuccessful applicants interested in presenting their appeal should reply to LACMTA's project manager.

Disclaimer: *Please note that successful award does not imply County participation in future TIF District.*

VI. ELIGIBLE COSTS

Applicants will develop and submit a budget as part of the application. Funds awarded will not exceed the budget submitted and may be less if the key objectives can be achieved at lower costs. Any cost overruns shall be the responsibility of the applicant. The grant can fund:

a. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding. Such eligible costs shall not include overtime costs.

b. Costs associated with community outreach may include food, and non-cash incentives. Such proposed expenditures must be approved by Metro in advance of incurring costs.

VII. NON-ELIGIBLE COSTS

a. Third party consultants and contracted staff costs such as equipment, furniture, rental vehicles, mileage, food, office leases or space cost allocations.

b. Applicant staff overtime costs, mileage reimbursements, food and use of pool cars.

VIII. GENERAL AND ADMINISTRATIVE CONDITIONS

a. **Duration of Grant Projects.** Projects' schedules must demonstrate that the projects can be completed, including related actions by the governing body (if

any), within 36 months of award.

b. **Governing Body Authorization.** Completed TOD Planning Grant Program and TOC TIF Feasibility Study applications must include authorization and approval of the grant submittal and acceptance of award by the governing body, if required, within three months of notification of award.

c. **Grant Agreement.** Each awarded applicant must execute a Grant Agreement with Metro. The Agreement will include the statement of work, including planning objectives to be achieved, the financial plan reflecting grant amount and any local match, if applicable, as well as a schedule and deliverables. The schedule must demonstrate that the project will be completed within 36 months from the date of execution.

d. **Funding Disbursements.** The Program is reimbursement-based. Funding will be disbursed on a quarterly basis subject to satisfactory compliance with the expenditure plan and schedule
as demonstrated in a quarterly progress/expense report supported by a detailed invoice demonstrating the staff and hours charged to the project, any consultant hours, etc. An amount equal to 5% of each invoice will be retained until final completion of the project and audits. In addition, final scheduled payment will be withheld until the project is complete and approved by Metro and all audit requirements have been satisfied. All quarterly reports will be due on the last day of the months of October, January, April, and July. Project expenditures that reach 75% of grant budget will be put on suspension when they are behind in submitting a series of quarterly reports and deliverables. Grantees are responsible for submitting on-time completed quarterly reports and invoices. Reports that are delayed or incomplete will result in payments being suspended until the work is on schedule and deliverables are provided according to the Scope of Work and Attachment A.

e. **Audits.** All grant program funding is subject to Metro audit. The findings of the audit are final. At the Project Manager's discretion, informal audits will be administered by the project manager for grant awards under $750,000. Grant awards above the $750,000 threshold will be assigned a formal audit.

f. **Contract Management**. Program and contract grant management shall be administered by the City staff. City staff must clearly define roles of staff administration and management and may budget through the grant to hire contract staff to assist in managing the program. The contractor or consultant must be defined in the grant application and scope of work. Contractor or consultant staff shall not be associated with the hiring of consultants to perform the development of the regulatory documents.

g. **Design Guidelines**- Program outreach activities will adhere to Metro's logo and design requirements and standards by clicking on the following link: https://media.metro.net/projects_studies/tod/images/Metro Logo Guidelines.pdf

h. **Program Conditions**- Delivery of draft work products at significant milestones

and quarterly project briefings will be coordinated with Metro grant administrator.

- Grant recipients are required to share their proposed draft RFP, draft consultant contract and draft regulatory documents to Metro project staff prior to City approval.
- Quarterly briefings will be conducted with Metro staff throughout the project schedule at significant milestones, i.e., kick off meetings, draft documents, outreach events and committee approvals, etc.
- Grantee shall demonstrate that it can meet project milestones and stay within the budget identified in the Grant Agreement. If at the time Grantee has expended seventy-five percent (75%) of the Grant Funds and Grantee has not demonstrated that the work is sufficiently complete consistent with Grant Agreement, LACMTA's Project Manager will notify Grantee's Project Manager through written notice that payments will cease until a mutually agreed-to cost control plan is in place. In the case of insufficient Funds to complete the Project, no further payments will be made and Grantee will identify and secure additional funds to complete the project identified in Attachment A.

IX. **Deobligation of Funds**. Grantee must demonstrate timely use of the funds and effective implementation of project scope of work by:

i. Executing the Agreement within sixty (60) days of receiving formal transmittal of the Agreement from LACMTA.

ii. Meeting the Project milestone and deliverable due dates as stated in the Project Schedule and Budget, and Scope of Work.

iii. Timely submitting of the Quarterly Progress/Expense Reports as defined in Part II, Section 2 of the Agreement and the Reporting and Expenditure Guidelines; and

iv. Expending funds granted within thirty-six (36) months from the date the Grant Agreement is fully executed.

v. Procuring contract/consultant to complete grant Scope of Work within six (6) months of agreement execution with LACMTA.

vi. Notifying LACMTA as soon as grantee is aware of any changes and circumstances which alter the eligibility of the Board approved project.

In the event that timely use of funds and effective implementation of the project scope of work is not demonstrated, the Project will be reevaluated by LACMTA as part of its annual budget recertification of funds/TOD Planning Grant Program deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board of Directors. Prior to

LACMTA Board of Directors' action to deobligate funds, Grantees recommended for deobligation will have an opportunity to appeal to Metro's Technical Advisory Committee. Grantees will receive a letter by LACMTA notifying them of the opportunity to appeal. Grantees interested in presenting their appeal should reply to LACMTA's project manager.

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).
(ii) Project delay due to an action that results in a change in scope of work or project schedule that is mutually agreed upon by LACMTA 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.
(iv) Administrative time extensions longer than 6 months will require a formal written amendment of the grant agreement.

Informal administrative amendments may be granted under the following conditions:

(i) Project that requires a one-time 6-month time extension based on the Administrative extensions conditions noted above may be eligible for an informal administrative approval. Informal administrative approval will be provided via a signed letter from Metro Project Manager. The Metro Project Manager must secure concurrence from the Senior Executive Officer.

Upon full execution of agreement, Grantee has committed to having the staffing necessary to fulfill the scope of the project. Therefore, inadequate staffing shall not be considered a basis for administrative extensions or appeal of deobligation of funds.

If Grantee does not complete an element of the Project, as described in the Scope of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

ATTACHMENT A

Transit Supportive Planning Toolkit

10 Transit Supportive Planning Elements			
 Compact Design	Higher density, especially within a quarter or half mile of a transit facility, can impact travel behavior by providing more opportunities to live in close proximity to transit.	 Complete Neighborhoods	Complete neighborhoods include a variety of housing options, retail and commercial services, and community services. Complete neighborhoods bring land uses and amenities closer together, reduce travel distances, and allow for more non-automobile trips.
 Street & Network Connectivity	Well-connected streets and non-automobile networks bring destinations closer together, reduce travel distances, and improve pedestrian and bicycle access to adjacent areas and uses.	 Site Layout, Parking Layout & Building Design	Placing building towards the edges of streets and public spaces help create walkable urban environments.
 Affordable Housing	Low-income residents often have some of highest rates of transit ridership. Adding new affordable housing near transit can improve access to employment, health care, and education opportunities and reduce commuting cost for low-income families.	 Commercial Stabilization, Business Retention & Expansion	Commercial stabilization measures can help protect and encourage existing small, local businesses that serve the needs of neighborhood residents.
 Transit Prioritization, Accessibility & Area Design	Prioritizing transit and active transportation as the first and highest priority of a circulation network may result in increased transit service, through better travel times and speeds, which can result in significant transit ridership	 Parking Management	Efficient parking management can reduce the parking supply needed, allowing an increase in land use intensity, mix of uses, wider sidewalks, and bike networks.

	improvements.		
 Transportation Demand Management	TDM strategies influence a variety of factors to encourage greater transportation system efficiency, including trip mode, trip timing, travel safety, and trip cost.	 Pedestrian & Bicycle Circulation	Adding pedestrian and bicycle amenities to station areas and connecting those facilities to the surrounding area can create a more accessible transit environment, encouraging new riders.

California Sustainable Communities Planning Grants and Incentives Program FINAL REPORT 2013

Department of Conservation/ Division of Land Resource Protection

Final Report for the reporting period: December 1, 2016 to January 31, 2017

Grantee: Los Angeles County Metropolitan Transportation Authority Grant No. 3012-568

Project Title: A Greater LA: The Framework for Regional Climate Action and Sustainability

Signature line:_____(authorized representative)

All Grant Recipients:

(a) Grant recipients from all three Focus Areas shall be capable of presenting an overview of their project to the COUNCIL at the conclusion of the Grant Agreement. The overview shall include discussion of successes, barriers, and lessons learned from both the grant process and the grant-funded project.

Metro was funded to develop the Transit Supportive Planning Toolkit (the Toolkit). The Toolkit will aid local jurisdictions in developing and adopting land use regulatory changes supportive of transit and more sustainable forms of developments. The Toolkit includes an assessment of best practices related to land use, density, diversity of uses, parking, bicycle/pedestrian amenities and linkages, public facilities and infrastructure, sustainable neighborhood design, and community outreach. In addition, it includes an analysis of tools for assessing the economic and environmental benefits of transit supportive development.

In April 2017 Metro staff is taking to the Board of Directors (Board) a recommendation that the Board adopt the Transit Supportive Planning Toolkit (Toolkit) as a component of Metro's TOD Planning Grant Program Guidelines (Guidelines). The Guidelines establish the parameters for Metro's TOD Planning Grant Program (Program) which funds cities across the County to develop and adopt transit supportive regulatory documents. These activities include, but are not limited to, new or amended specific plans, ordinances, overlay zones or general plan amendments; transit village development districts; and environmental studies required for adopting new or amended regulatory documents. The Toolkit is now live as of January 2017 and is available at our website metro.net/projects/tod-toolkit/. If the Board approves the April board action, future Metro grantees will be required to use the Toolkit which will make a substantial difference in creating sustainable communities across LA County (the County).

As we roll out Round 5 of the Program with the Toolkit, local municipalities will apply using the resources of the Toolkit as part of their TOD planning grant application to ensure all 10 characteristics of transit-supportive planning are addressed in a holistic manner. Staff will routinely hold technical

assistance workshops on the Toolkit and update it as a living document. These technical assistance workshops will disseminate the Toolkit's information and tools to local jurisdictions throughout the County. Adopting transit-supportive regulations will position jurisdictions to pursue funds for sustainable development that improve access to our public transit system and reduce the impact to our environment.

FOCUS AREA 3 – REGIONAL COLLABORATIVE

(a) What local plans within their region reflect the goals and sustainability objectives outlined in the applicable regional planning documents?

Applicable regional planning documents, several of which were discussed in the first and second annual report but continue to be relevant today, include: Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Los Angeles County Metropolitan Transportation Authority (Metro) Countywide Sustainability Planning Policy, Metro Complete Streets Policy, Metro First Last Mile Strategic Plan, Metro Long Range Transportation Plan (LRTP), Metro Short Range Transportation Plan (SRTP), and the South Coast Air Quality Management District (SCAQMD) greenhouse gas emission reduction policies and regulations. In addition, new applicable regional planning documents are the Metro's Active Transportation Strategic Plan and the City of LA's pLAn.

Regional Planning Documents

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

For Los Angeles County, the Southern California Association of Governments (SCAG) is the regional planning organization responsible for creating a sustainable communities strategy. The **2016-2035 RTP/SCS** plan created by SCAG is expected to result in regional benefits to mobility, economy, health, and sustainability. It anticipates it will yield a reduction of per capita passenger vehicle emissions of 9% by 2020 and 18% by 2035. The SCS/RTP present a vision of projected job growth and housing growth in the region, along with projected land-use data from 2012 to 2035. The SCS specifically identifies active transportation and transit as critical components to living and working in more compact communities with fewer emissions.

Other anticipated outcomes from the 2012-2035 RTP/SCS include:

- Achieve overall attainment in the South Coast Air Basin for criteria pollutants (Ozone, PM10, $PM_{2.5}$, CO, and NO2).
- A two-thirds reduction of NOx emissions by 2023 and three-fourths by 2030.
- Reduction of VMT and congestion delays.
- Increase use of near-zero and zero-emission technologies for passenger vehicles.

The RTP/SCS includes actions and strategies that focus on four key areas:

- Land Use Actions and Strategies
- Transportation Network Actions and Strategies
- Transportation System Management Actions and Strategies
- Clean Vehicle Technology Actions and Strategies

All of Los Angeles County has opted to follow the SCAG 2016-2035 RTP/SCS except for the Gateway Cities Council of Governments (COG) (located in southeast Los Angeles County). The Gateway Cities COG elected to develop its own sub-regional sustainable communities strategy, with a memorandum of understanding to work with SCAG and meet the SCAG targets. The Gateway Cities COG SCS combines five bundles of strategies to meet estimated GHG reduction targets: transportation strategies, transportation demand management, land use strategies, regional transportation projects (through Metro), and interactive effects of land use and regional transit.

Metro and SCAG have entered into a Joint Work Program to implement the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). On April 4, 2012, the SCAG Regional Council unanimously adopted the 2012-2035 RTP and the region's first SCS. The adopted RTP/SCS includes land-use and transportation strategies that will support the region in meeting the established Greenhouse Gas (GHG) reduction targets of 8% per capita by 2020 and 13% per capita by 2035. While SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely driven by the respective actions of local governments and County Transportation Commissions (Metro) that program the majority of transportation funds flowing into the region. Metro recognized the benefits of being engaged in the implementation of the Plan in order for its benefits to be realized, as well as, to ensure the region continues to make progress that can be reflected in the 2016 RTP/SCS.

The Metro Countywide Sustainability Planning Policy is a complement to Metro's efforts to improve air quality and increase transportation choices that have been underway for more than two decades. It is a tool for better defining the agency's long-term, desired sustainability outcomes in order to facilitate greater coordination and collaboration across transportation modes, planning disciplines (land-use, housing, environment, economic development, health, utilities), and government agencies.

For the last two decades, as part of its efforts to reduce local air pollution, SCAQMD has promoted a number of programs to combat climate change. For instance, SCAQMD has promoted energy conservation, low-carbon fuel technologies (natural gas vehicles; electric-hybrids, hydraulic hybrids, and battery-electric vehicles), renewable energy vehicle miles traveled (VMT) reduction programs, and market incentive programs.

SCAQMD's first formal action to fight greenhouse gasses (GHG) occurred in 1991, with the issuance of its Policy on Global Warming and Stratospheric Ozone Depletion, targeting a transition away from chlorofluorocarbons (CFCs) as an industrial refrigerant and propellant in aerosol cans. In the early 1990s, SCAQMD adopted several regulations regarding ozone depleting compounds which served as models for state and federal agencies.

SCAQMD has adopted Regulation XXVII – Climate Change to create The Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the District. The District will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD has adopted the Air Quality-Related Energy Policy, which integrates air quality, energy, and climate change issues in a coordinated and consolidated manner. The policy document first presents an overall view of energy consumption within the Basin in 2008 and the related NOx, air toxics, and CO2 emissions contributed by energy type. Ten air quality-related energy policies to guide and coordinate SCAQMD efforts are presented, followed by ten actions to support the policies.

The Governor's Office of Planning and Research has prepared a list of plans and initiatives adopted by California Jurisdictions to address GHG emissions. These local plans include Climate Action Plans; General Plan policies; General Plan Implementation measures; GHG reduction Plans; Sustainability Plans; and, Ordinances. Of the 88 cities in LA County, 12 have adopted Climate Action Plans and another 18 are in progress; 10 have adopted General Plan policies, with another 17 in progress. 7 have adopted General Plan implementation measures, with another 9 in progress. 6 have adopted GHG Reduction Plans, with another 7 in progress; 12 have adopted Sustainability Plans, with another 6 in progress; and, 6 have adopted climate change related ordinances, with another 6 in progress. OPR's list was last updated in June 2014.

In addition to these regional efforts, two cities in Los Angeles County have demonstrated particular climate action leadership, Santa Monica and the City of Los Angeles. The respective climate action and sustainability plans of these cities inform The Framework.

Metro Countywide Sustainability Planning Policy

The Metro Countywide Sustainability Planning Policy, adopted in 2012, is a complement to Metro's efforts to improve air quality and increase transportation choices. It is a tool for better defining the agency's long-term, desired sustainability goals in order to facilitate greater coordination and collaboration across transportation modes, planning disciplines (land-use, housing, environment, economic development, health, utilities), and government agencies.

The following key concepts guide the policy framework:

- "Green Modes" or clean mobility options like active transportation, rideshare, transit, and clean-fueled vehicles.
- Integrated transportation and land use planning to increase opportunities for people to live and work in transit corridors and more compact communities.
- Multiple strategy approaches, or "bundling" complementary strategies together for maximum benefit, in order to derive the greatest return on major investments.
- Network Optimization, or technological improvements that increase connectivity.
- Regional and local focus on intermodal infrastructure investment to support long-term sustainable transportation demands.

The framework organizes policies according to location and accessibility, in terms of residential density and employment centrality, documenting the VMTs of individual trips. The framework guides the planning process, indicating the ways to achieve a more sustainable future such as a reduction in per capita VMTs through modal shifts, advancements in vehicle technology, improving traffic operations to smooth traffic and add auto capacity.

Metro Complete Streets Policy

Adopted in 2014, the Metro Complete Streets Policy advances the vision provided in Metro's Countywide Sustainability Planning Policy. The term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. A complete street may include: sidewalks, bike lanes, special bus lanes, frequent crossing opportunities, pedestrian signals, curb extensions, and narrower travel lanes. These infrastructure improvements are intended to reduce auto dependency and its negative environmental impacts by creating viable and safe alternatives to travel.

The Policy serves as a guidance tool for Metro to better coordinate within the various functions and departments of the agency and between partner organizations that have influence or jurisdiction over the public realm. It is intended to achieve the following goals:

- Maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users.
- Maximize multi-modal benefits and efficiencies.
- Improve safety for all users on the transportation network.
- Facilitate multi-jurisdictional coordination and leverage partnerships and incentive programs to achieve a "complete" and integrated transportation system that serves all users.

- Establish active transportation improvements as integral elements of the countywide transportation system.
- Foster healthy, equitable, and economically vibrant communities where all residents have greater mobility choices.

Metro First Last Mile Strategic Plan

Metro is developing a world-class rail system with stations that will be a short distance (three miles or less) from the homes of 7.8 million Los Angeles County residents. Over time, this number will continue to grow as cities modify their land-use plans to provide more housing and jobs near stations, consistent with market demand and regional goals for more sustainable communities. The Metro First Last Mile Strategic Plan, adopted in 2014, outlines a specific infrastructure improvement strategy designed to facilitate easy, safe, and efficient access to the Metro system. The toolbox within the plan identifies improvements for crossing enhancement/connections, signage/wayfinding, safety/comfort, allocation of street space, and plug-in components. The plan serves as a resource for Metro and the many public and private organizations throughout the region working to update programs, land-use plans, planning guidelines, business models, entitlement processes, and other tools that take advantage of LA County's significant investment in the public transportation network. The First Last Mile Strategic Plan goals include:

- Expand the reach of transit through infrastructure improvements.
- Maximize multi-modal benefits and efficiencies.
- Build on the RTP/SCS and Countywide Sustainable Planning Policy (multi-modal, green, equitable and smart).

By improving transit access and effectiveness, more people will likely opt into public transportation which in turn will reduce vehicle miles traveled (VMTs) and greenhouse gas emissions (GHGs), integrate physical activity into daily commute patterns, and improve economic vitality by connecting people to regional markets.

Metro Long Range Transportation Plan

Metro's LRTP was adopted in 2009 and lays out a 30-year strategy for improving mobility in Los Angeles County. This $300 billion LRTP and the projects within it are:

- Expanding and improving bus and rail service.
- Adding carpool lanes.
- Building freeway interchanges and carpool lane connectors.
- Funding arterial, signal synchronization, transportation demand management, bikeway, pedestrian, transit capital and transportation enhancements through the Call for Projects.

- Promoting rideshare and other Transportation Demand Management strategies that provide options to driving alone.

By 2040, the transit, bicycling, and carpool projects in the LRTP will reduce air pollution by an estimated six metric tons daily, daily VMT by three million, and daily GHG emissions by nearly 1,370 metric tons. Metro is currently working to update the LRTP and anticipates adopting the new LRTP in 2017.

Metro Short Range Transportation Plan

The 2014 SRTP is a ten-year action plan that guides Metro's programs and projects through 2024. The SRTP advances the long-term goals identified in the 2009 Long Range Transportation Plan, identifying those projects and programs that will be implemented over the next ten years in accordance with the project priorities and funding schedules of the LRTP. Approximately $88 billion has been committed over the next decade to implement these projects and programs which move Los Angeles County towards improved mobility, better air quality and increased transit access. Metro is investing most of these funds into projects that provide alternatives to the single-person car, thereby supporting the reduction of air pollution, VMT, and GHG emissions. Eighty-seven percent of the SRTP funds are for transportation alternatives including transit, carpool lanes, ridesharing programs, bikeways, and pedestrian linkages.

Metro Active Transportation Strategic Plan

The Active Transportation Strategic Plan (Plan) is Metro's countywide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The Plan's policy and infrastructure recommendations will require collaboration between Metro, local and regional agencies, and other stakeholders to ensure implementation. The Plan will focus on improving first and last mile access to transit and propose a regional network of active transportation facilities, including shared-use paths and on-street bikeways, and develop a funding strategy to get them built. Identify improvements that **increase access** to transit for people who walk and bike. The Active Transportation Strategic Plan was adopted by the Metro Board of Directors on May 26, 2016.

The objectives of the Active Transportation Strategic plan are to:

- Create a **regional active transportation network**.
- Develop **supporting programs and policies** related to education, encouragement, enforcement, and evaluation.
- Guide **future investments**.
- Develop a **funding strategy**

<u>Local Plans in Support of Regional Planning Documents</u>

The local plans described below were discussed in the previous annual report and continue to reflect the goals and sustainability objectives outlined in the regional planning documents discussed in both this

and last year's report, as well as the objectives of those new regional planning documents included in this report. When appropriate, the local plans descriptions have been updated.

Sustainable Community Strategies

As stated in the first annual report, all of Los Angeles County has opted to follow the SCAG 2012-2035 RTP/SCS except for the Gateway Cities Council of Governments (COG) (located in southeastern Los Angeles County). Although the Gateway Cities COG elected to develop its own sub-regional sustainable communities strategy, it agreed to work with SCAG to meet their targets. The Gateway Cities COG SCS focuses on five bundles of strategies for achieving GHG reduction targets: transportation strategies, transportation demand management strategies, land use, regional transportation projects (through Metro), and the interactive effects of land use and regional transit projects.

Climate Action and Sustainability Plans

Climate action plans take an inventory of emissions from building energy, land use and transportation, water consumption, and waste generation, etc. and set measures for reducing future emissions to achieve specific reduction targets. Of the 88 cities in Los Angeles County, 12 have adopted climate action plans and another 16 are in progress. These climate action plans vary in scope and intensity but are overall in support of the regional planning objectives. In addition to climate action plans, 12 cities have adopted sustainability plans, with 6 more in progress. Although less comprehensive then sustainability plans, several cities have adopted, or are working towards adopting, GHG reduction plans (6 adopted and 7 in progress). Furthermore, several local jurisdictions within the county have developed or are in the process of developing general plan policies (10 adopted and 17 in progress), general plan implementation measures (7 adopted and 9 in progress) and ordinances (6 adopted and 6 in progress) supportive of sustainability efforts consistent with all three regional policy documents.

Transit Supportive Planning

Several local jurisdictions are also developing transit supportive land use plans that reflect the goals and sustainability objectives outlined in the SCAG RTS/SCS, Metro Countywide Sustainability Planning Policy, Metro Complete Streets Policy, and Metro First Last Mile Strategic Plan, Metro LRTP, Metro SRTP and SCAQMD greenhouse gas emission reduction policies and regulations. Through Metro's TOD Planning Grant Program, 27 Los Angeles County local jurisdictions have or are amending and/or developing new transit-supportive specific plans, overlay zones, and/or general plan updates. These regulatory changes will reduce GHG emissions and per capita vehicle emissions, as well as increase transit ridership and energy efficiency by promoting compact development and non-automobile forms of transportation around transit stations. The regulatory changes will help focus future housing and job growth within high-quality transit areas.

Complete Streets

Of the 88 cities in Los Angeles County, 39 cities have adopted complete streets guidelines into their General Plan and 4 cities have adopted a complete streets policy. These policies support all regional planning documents by promoting clean mobility options such as active transportation and infrastructure investment that support long-term sustainable transportation demands. By promoting alternative methods of transportation to the car, complete streets reduce GHG emissions and VMT, therefore improving the region's air quality.

Active Transportation Strategic Plans

When it was adopted, the Board of Directors also passed a motion to implement first/last mile utilizing the data collected and analyzed in the ATSP. Metro is in the process of carrying out the implementation of the ATSP and the first/last mile implementation actions directed by the Board.

(b) What local plans do not yet reflect the regional planning objectives?

Of the 88 cities in LA County, 43 have not yet adopted, nor are in the process of drafting, policies and/or programs to address climate change and/or to reduce GHG emissions from their community and municipal activities.

(c) What are the issues/barriers that may have arisen to make it difficult to implement the sustainability goals at the local level? Indicate a plan to overcome those issues/barriers.

NOTE: There has not been any change to the issues and barriers in implementing sustainability goals at the local level for the Los Angeles region. Therefore, the following text remains significantly the same as in Annual Report #2.

Local practitioners and decision-makers continue to face the same barriers discussed in last year's annual report. These barriers include lack of staff technical expertise in the subject matter and capacity, as well as funds.

Most jurisdictions in the region lack staff capacity to research relevant information on climate change, resiliency planning, and implementation measures. Jurisdictions don't have the necessary human resource to create climate action policies and programs, therefore impeding the adoption of these plans by decision makers. This hampers local resiliency planning efforts and leaves potential program implementation funds untapped.

Lack of capacity and funds also make it difficult for local jurisdictions to implement sustainability goals with respect to land use and transportation. As previously stated, many jurisdictions have outdated land

use regulatory documents which promote a car-oriented environment. The recent recession and dissolution of community redevelopment agencies left local jurisdictions understaffed and pressed for funds to plan for more sustainable land use patterns and transportation options. Local jurisdictions lack the resources to update and/or create new regulatory documents that promote a mix of uses, higher density, lower parking requirements, use of transit, pedestrian-friendly design standards, and a more sustainable future.

The Transit Supportive Planning Toolkit will aid local jurisdictions in adopting land use regulatory changes supportive of transit and more sustainable forms of developments. Contingent on Metro Board approval, the Toolkit will become a resource to utilize with Metro's TOD Planning Grant Program which provides funds to local jurisdictions (including funds for staff labor) to develop and adopt transit supportive land use regulations.

(d) The progress to date on the goals measured by the indicators outlined in the grant application. The indicators can include process goals, such as numbers of meetings or the extent of outreach efforts, as well as specific metrics such as reduced VMT or additional miles of bike lanes. Any indicators that cannot be measured at the time the annual report is due (because the project has not matured to the point that the indicator is meaningful), should include a statement as to why a particular indicator is not yet measurable.

Task 1: Grant Administration

No indicators identified in the grant agreement.

Task 4: Local Implementation Measures/ TOD Model Ordinance

1) Number of literature, policies and best practices reviewed-

The consultant team reviewed an extensive amount of policies, plans, and reports to develop the draft Transit Supportive Planning Toolkit. With the number of tools and case studies that have been incorporated into the draft toolkit, well over 200 different policies, plans, and reports were reviewed. This research and review process led to the development of the 10 Characteristics of Transit Supportive Places identified in the toolkit, as well as the 37 planning and policies tools and 108 case studies.

2) Number of categories created for Matrix –

The Best Practices Matrix developed as part of Task 3.1 includes 10 characteristics that are commonly found in successful transit supportive places and planning documents. These 10 characteristics include:

- Compact Design: Compact design, or density, refers to the number of people, homes, or jobs per unit of area. Density, especially within a quarter or half -mile of a transit facility, can impact

travel behavior by reducing travel distances for daily activities, improving mobility options, and create environments for people to rely on non-automobile modes.

- Complete Neighborhoods: Complete neighborhoods refer to places where people have safe and convenient access to goods and services. Complete neighborhoods include a variety of housing options, retail and commercial services, and community services.

- Street and Network Connectivity: Connections for pedestrians, cyclists, and vehicles improve accessibility to adjacent areas and uses.

- Site Layout, Parking Layout, and Building Design: Placing building towards the edges of streets and public spaces help create walkable urban environments. Buildings placed near the edge of sidewalks help provide a sense of definition to streets and also emphasize the pedestrian access compared to locations where parking is located between the sidewalk and the building.

- Affordable Housing: Low-income residents, including seniors, often have some of the lowest rates of car ownership and highest rates of transit ridership. Adding new affordable housing near transit can improve access to employment, health care, and education opportunities and reduce commuting cost for low-income families while creating a more efficient transit system.

- Commercial Stabilization, Business Retention, and Expansion: Increasing property values near transit stations may increase cost pressures on existing businesses, attracting new retailers and jobs that compete with existing neighborhood businesses. Commercial stabilization measures can help protect and encourage existing small, local businesses that serve the needs of neighborhood residents.

- Transit Prioritization, Accessibility, and Area Design: Transit-first policies prioritize transit and other non-motorized transportation modes and can be used to support decision-making related to sustainable transportation.

- Parking Management: Parking management affects the relative supply, price, and regulation of parking facilities within an area. Efficient parking management can reduce the parking supply needed, allowing an increase in land use intensity, a mix of uses, wider sidewalks, and bike networks.

- Transportation Demand Management: Transportation Demand Management (TDM) refers to various strategies aimed at more efficient use of transportation systems.

- Pedestrian and Bicycle Circulation: Quality of pedestrian and bicycle circulation conditions affect travel activity including transit ridership.

3) Number of policies and strategies in Matrix –

The Transit Supportive Planning Toolkit includes 37 planning and policy tools, organized into the following categories:

- Land Use/Planning
- Transportation and Parking
- Urban Design
- Financing

4) Number of model ordinances, strategies offered –

The 37 Transit Supportive Planning and Policy Tools include 108 individual case studies that examine plans, programs, ordinances, and strategies adopted by other jurisdictions in Los Angeles County and throughout the United States. The case studies include direct links to the actual plan documents or ordinance language for review by local agency staff.

5) Number of manuals distributed/requested –

The Transit Supportive Planning Toolkit content has been published on Metro's website.

6) Number of training materials distributed/requested –

Metro staff held five workshops and provided training which included a presentation that provided an overview of the Transit Supportive Planning Toolkit, as well as a fact sheet handout that identified the primary components of the toolkit. The fact sheet was distributed to all attendees of the five workshops and the workshop presentation will be made available for download from the Toolkit website once the final version is live.

7) Number of workshops held –

Five training workshops were conducted on the following dates:

- Tuesday, July 26, 2016 – San Gabriel Valley
- Wednesday, July 27, 2016 – Gateway Cities
- Thursday, July 28, 2016 – Downtown Los Angeles
- Thursday, August 18, 2016 – Webinar
- Wednesday, August 24, 2016 – Downtown Los Angeles

8) Number of attendees at workshops –

The number of attendees at each workshop was:

- Tuesday, July 26, 2016 – San Gabriel Valley – 16 attendees
- Wednesday, July 27, 2016 – Gateway Cities – 20 attendees

- Thursday, July 28, 2016 – Downtown Los Angeles – 14 attendees
- Thursday, August 18, 2016 – Webinar – 27 attendees
- Wednesday, August 24, 2016 – Downtown Los Angeles – 12 attendees

The following indicators are not measurable as Metro does not have the ability to implement land use actions. Metro developed a resource that has been made available to cities in Los Angeles County to advance their planning work. Each metric description includes anticipated method(s) of measure (if feasible) that parties could establish if they have the capacity to implement as part of their grant funded regulatory planning document.

Increase Affordable Housing

- Adoption of model ordinance elements by municipalities – Metro does not have land use control. However, the Toolkit identifies Affordable Housing as one of the 10 characteristics of transit supportive places. As such, contingent on Board approval, Metro TOD Planning Grant Program grantees would be encouraged to consider affordable housing in their planning efforts.
- Metro could track the number of Metro-funded plans that incorporate affordable housing policies.
- Increase in affordable housing developments and density bonus recipients (where ordinance allows such bonus for the inclusion of affordable units) – This is beyond the scope of Metro Transit Supportive Planning Toolkit.
- Increase in affordable units in mixed-use and infill developments – Similar to the item above. Cities would need to track and provide data to Metro for compilation of county-wide data.

Promote Infill and Compact Development

- Municipalities participating in the development of the planning tools and Model Ordinance elements – Staff from the County and 32 different cities attended the Technical Assistance Workshops and participated in a review of the Transit Supportive Planning Toolkit. All attendees were asked to provide comments and feedback regarding the toolkit elements, including the tools, case studies, and other information.
- Adoption of Model Ordinance elements and related policies that encourage compact and mixed-use development –Metro may be able to track this metric through the number of Metro-funded plans that align with the Toolkit.
- Increase in the number of transit-oriented districts within the County that provide incentives for appropriate development – Metro would need to define what is a “transit-oriented district.” If a single definition is agreed to, this metric could be tracked.
- Decrease in the number of inappropriate or automobile-oriented uses within a ½ mile radius of major transit hubs – This metric may be difficult to track and would require defining inappropriate or automobile-oriented uses. This definition could change from city to city.

- Increase in the number of walkable public services, such as parks and community centers - This metric may be difficult to track. This definition could change from city to city.
- Increase in housing units within a predetermined distance of transit and professional centers – Metro can track the number of Metro-funded plans that increase potential housing units within the boundaries of Metro-funded plans.

Revitalize Urban and Community Centers

- Increase in the number of redeveloped lots within transit-oriented districts and other community centers – This is difficult to track. Metro does not have land use authority and funds local cities to develop regulatory documents, but not to implement parcel redevelopment.
- Increase in funds allocated toward infill and rehabilitation development as compared to Greenfield development – Not recommended for tracking as this metric may be difficult to isolate the proportion of impact resulting from transit supportive policies. It may also be difficult to obtain accurate information regarding project costs and fund allocation.
- Increase in the number of community uses of existing public buildings - Not recommended for tracking as this metric may be difficult to isolate the proportion of impact resulting from transit supportive policies.
- Increase in number of permits issued for redevelopment and rehabilitation projects – Metro does not have land use or permit authority in Los Angeles County, this is subject to local control- therefore this is not something Metro can track nor can we obligate local cities to track.
- Increase in the number of walkable public services, such as parks and community centers - This metric can be tracked by accounting for the number of Metro-funded plans that advance policies that create improved regulatory environments around increasing walkable public services.

Reduce Automobile Usage and Fuel Consumption

- Increase in transit ridership – Metro can track transit boardings at stations before and after the adoption of transit supportive plans and policies.
- Decreased per capita VMT – Metro cannot take on the responsibility of tracking this. This metric can be tracked on a regional basis and can be documented on a project-by-project basis once full adoption of SB 743 CEQA standards is completed. However, Metro can account for the number of Metro-funded plans that include the transit supportive planning principles.
- Decrease in congestion on local freeways – This metric may be difficult to isolate the proportion of impact resulting from transit supportive policies, when compared to other factors such as the economy, VMT, etc.
- Increased number of pedestrian and bicycle corridors – Can be tracked by monitoring the number of miles of new bicycle and pedestrian infrastructure. However, this metric may be

difficult to isolate the proportion of impact resulting from transit supportive policies and is not something that Metro has control over or can track.

- Increased number of alternative and efficient cars and trucks – Not recommended for tracking as this metric may be difficult to isolate the proportion of impact resulting from transit supportive policies.
- Reduction in the consumption of fossil fuels – Not recommended for tracking as this metric may be difficult to isolate the proportion of impact resulting from transit supportive policies.

Improve Infrastructure Systems

- Increase, in miles, of public transit ways (rail or dedicated bus) and bikeways – Metro can track public transit ways but cannot track local bikeways as Metro does not have any control over those infrastructure improvements and is not notified when they occur.
- Increase in retrofit plans and studies for sea walls, flood control, and fire protection in anticipation of climate impacts- This is beyond the scope of Metro Transit Supportive Planning Toolkit
- Increase in the number of retrofitted buildings for energy efficiency- This is beyond the scope of Metro Transit Supportive Planning Toolkit
- Increase in park acreage per capita countywide LA County- This is beyond the scope of Metro Transit Supportive Planning Toolkit

Promote Equity

- Adoption of model ordinances and strategies that are targeted to cities with median income levels less than the countywide average – Metro staff is recommending that the Board adopt amendment Guidelines for the Planning Grant Program. The amended Guidelines include equity considerations. Contingent on Board approval, Metro can track the number of plans that are advanced.
- Increase in public transportation availability in cities with median income levels less than the countywide average – Metro can track through awards of project funding and completion of projects through TOD Planning Grant Program.
- Decrease in energy and water costs/consumption rates- Utility companies already have such programs in place.

Strengthen the Economy

- Increase in green job training programs and curriculums in the local community colleges and universities- This is beyond the scope of Metro Transit Supportive Planning Toolkit

- Increase in number of green jobs - This is beyond the scope of Metro Transit Supportive Planning Toolkit
- Increase in number of public transit-oriented jobs- This is beyond the scope of Metro Transit Supportive Planning Toolkit
- Increase in revenue from public transportation sector – Metro can track transit farebox amounts.

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

File #: 2017-0086, **File Type:** Program **Agenda Number:** 15.

FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 19, 2017
PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2017

SUBJECT: METRO BIKE SHARE PROGRAM

ACTION: APPROVE RECOMMENDATIONS FOR METRO BIKE SHARE PHASE II EXPANSION

RECOMMENDATION

CONSIDER:

A. ADOPTING the **Phase II Metro Bike Share Expansion** (Phase II Expansion) Environmental Analysis findings that the expansion qualifies for a Categorical Exemption under Section 15303 (Class 3) New Construction or Conversion of Small Structures (Attachment A);

B. AUTHORIZING staff to file the Notice of Exemption for the Phase II Expansion;

C. ADOPTING the Phase II Expansion Title VI and Environmental Justice Analysis findings that there is no Disparate Impact and no Disproportionate Burden associated with the expansion (Attachment B); and

D. AUGMENTING the Life of Project budget for Phase II Expansion by $1,713,000 to $4,499,000 to include previously Board approved pre-launch related costs.

ISSUE

At the October 2016 meeting, the Board authorized the CEO to exercise options within the Bicycle Transit Systems (BTS) contract for provision of the equipment, installation, and operations and maintenance (O&M) of the Phase II Expansion to Venice, Pasadena, and the Port of Los Angeles (Attachment C).

Environmental Analysis

An Environmental Analysis has been completed in compliance with the California Environmental Quality Act (CEQA). Metro serves as the CEQA Lead Agency and has final approval of all plans and environmental documents. Board adoption of the findings of the Environmental Analysis and Board

authorization to file the Notice of Exemption for the Phase II Expansion to Venice, Pasadena, and the Port of Los Angeles is being requested.

Title VI and Environmental Justice Analysis

A Title VI and Environmental Justice equity evaluation has been completed consistent with the requirements set forth in Executive Order 12890 and 49CFR Section 21.5. While thresholds have not been established for non-transit programs, such as bike share, this equity evaluation seeks to determine whether or not there is reason to believe that the siting of bike share facilities might cause a Disparate Impact or Disproportionate Burden. Board adoption of the Title VI Analysis for the Phase II Expansion to Venice, Pasadena, and the Port of Los Angeles is being requested. The analyses found that there is no Disparate Impact and no Disproportionate Burden associated with the expansion

Bike Share Phase II Life of Project (LOP)

At the October 2016 Board Meeting, the Board approved the expansion of the Bike Share program including $4.499 million project cost in FY2017. It includes $2.751 million one-time capital cost, $1.713 million for pre-launch O&M cost and $35K for bicycle GPS regional modeling. Life of Project (LOP) budget for Phase II Expansion was then established for $2.786 million, excluding pre-launch O&M cost of $1.713 million. Pre-launch costs were envisioned as an operations expense. Subsequently, the project team met with Accounting Department and OMB to discuss pre-launch O&M expenses, and both departments requested to include the pre-launch cost as part of the LOP in order to comply with the Metro capital project policy. This is a reallocation of costs from operating to capital and does not represent an increase to the total Phase II Expansion project cost.

DISCUSSION

Metro launched the Countywide Bike Share Program in July 2016, serving the Downtown Los Angeles area and currently operating 61 stations. The Phase II Expansion will add up to 15 stations in Venice, 34 stations in Pasadena, and 11 stations in the Port of Los Angeles by summer 2017. Stations will be installed in accordance with local regulations and considerations regarding locations of fire hydrants, crosswalks, driveways, standpipes, street furniture, bus stops/shelters and impact on sight lines.

While a preliminary list of bike share station locations was used to perform the Environmental Analysis and the Title VI and Environmental Justice Analysis, final locations will be determined based on several factors including space availability, accessibility, and safety.

Environmental Analysis Findings

The expansion qualifies for a CEQA Categorical Exemption under the *Section 15303 (Class 3) New Construction or Conversion of Small Structures* exemption because it involves a limited number of new, small structures. The Phase II Expansion in Venice, Pasadena, and the Port of Los Angeles will add up to 60 stations with limited disturbance since the station has a weighted base and most

stations will be placed on existing paved rights-of-way such as sidewalks and streets. Small concrete pads and electrical connection work may be installed/performed on up to 5 stations.

None of the exceptions to Categorical Exemptions apply to this project. The project area does not contain important farmland, wetlands, wild and scenic rivers, floodplains or critical habitats. Stations will be located near historic structures but they are congruent with the existing urban fabric and as such would not impact any archeological or paleontological sites. The project sites will not be located on sites identified as containing hazardous materials.

Title VI and Environmental Justice Analysis Findings

A Title VI and Environmental Justice equity evaluation has been completed consistent with the requirements set forth in Executive Order 12890 and 49CFR Section 21.5. While thresholds have not been established for non-transit programs such as bike share, this equity evaluation seeks to determine whether or not there is reason to believe that the siting of bike share facilities might cause a Disparate Impact or Disproportional Burden. Two separate analyses were performed: one taking into consideration the minority population share, the other taking into consideration the poverty population share within one-half mile area around the existing and proposed stations and comparing both demographic characteristics with that of the Los Angeles County population.

The analyses found that there is no Disparate Impact and no Disproportionate Burden associated with the expansion. Although the minority share of the population benefitting from the proposed program is less than for the County as a whole, the difference is less than 5% and presumed to be no Disparate Impact. The poverty share of the proposed program is greater than for the County as a whole and therefore has no Disproportionate Burden.

DETERMINATION OF SAFETY IMPACT

Adoption of the findings of the Environmental Analysis for the Phase II Expansion, authorization for staff to file the Notice of Exemption for the Phase II Expansion, adoption of the findings of the Title VI and Environmental Justice Analysis, and the increase of Life of Project will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

Upon approval of recommendation 4, the life of project budget will be augmented to $4,499,000 for project number 210118 - Metro Bike Share Project Phase II Expansion. The FY17 budget will also include $2,964,000 for expansion efforts in Cost Center 4320. Since this is a multi-year project, the cost center manager and the Chief Planning Officer will be responsible for budgeting the cost in future years, including any phase(s) the Board authorized to be exercised.

There is no financial impact for the LOP increase as it is a reallocation of pre-launch cost from operating to capital funds. There is no change in the total project cost for Phase II Expansion approved by the Board in October 2016.

Impact to Budget

The sources of funds are a Call for Projects grant, cities' reimbursements, and other eligible and available local funds or general funds. No other fund impacts will occur with the LOP adjustment to this project.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the findings of the Environmental Analysis for the Phase II Expansion, not to authorize staff to file the Notice of Exemption for the Phase II Expansion, not to adopt the findings of the Title VI and Environmental Justice Analysis for the Phase II Expansion, and not augment the LOP for Phase II Expansion by $1.713 million which was the Board-approved pre-launch cost. This alternative is not recommended as it is not in line with previous Board direction.

NEXT STEPS

Upon Board adoption and authorization, the Notice of Exemption for the Phase II Expansion will be filed.

ATTACHMENTS

Attachment A - Categorical Exemption Analysis
Attachment B - Equity Analysis Methodology & Results
Attachment C - October 2016 Board Report

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CATEGORICAL EXEMPTION ANALYSIS

PROJECT DESCRIPTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing to implement a Countywide Bike Share system. Phase II of the proposed system would expand the bike share network outside of downtown Los Angeles and add approximately 60 new stations in Los Angeles (Port of Los Angeles and Venice) and Pasadena. Metro would own and manage the system's equipment and would contribute up to 50 percent of the system's capital costs.

The project includes the following actions: site plan approval by the City of Los Angeles Department of Transportation; site plan approval by the City of Pasadena Department of Transportation; approval by the Port of Los Angeles Engineering Division, approval of a Coastal Development Permit for the Port of Los Angeles and Venice locations; environmental compliance under the California Environmental Quality Act (CEQA); and placement of bike sharing stations.

Metro serves as the CEQA lead agency and would have final approval of all plans and environmental documents. The project includes up to 60 locations in the Port of Los Angeles, the community of Venice, and the City of Pasadena. While the locations listed below in Tables 1, 2, and 3 represent the general locations of each bike share station, in each city, final locations would be determined during the construction phase. Specific kiosk locations, such as intersection corners, nearby intersections, or midblock locations, would be determined based on factors like visibility and safety.

Although different bike share equipment and technologies are available, the project would include Third Generation–type equipment, with the option to upgrade equipment and technology as needed. For a Third Generation configuration, docks are wired together via plates or a top bar, and a cell/satellite connection is placed at each station kiosk. The bikes would be locked at each dock and solar power would be located at the kiosk to enable bike share operations. There are different types of configurations, and the exact configuration of each docking station would be selected during construction to best accommodate space and accessibility needs. Considerations, as outlined in the Regional Bike Share Implementation Plan, include space, safety, access, visibility, property ownership, solar access, route planning, bike share network, and street design and guidelines. Docking stations would be installed in accordance with local regulations regarding fire hydrants, crosswalks, driveways, standpipes, doorways, sidewalk widths, and effective widths.

Table 1
Potential Phase II Project Station Locations in Port of Los Angeles

Station Intersection/Point of Interest	Station Intersection/Point of Interest
Fanfare Fountain Cruise Terminal: Swinford & N. Front Street	Catalina Express site
USS Iowa	Downtown Harbor: 6th Street & Sampson
Crafted & E. 22nd Street	Ports O'Call & Nagoya Way
Doubletree Hotel: Via Cabrillo-Marina & Doubletree driveway	Cabrillo Beach
Wilmington Waterfront Park (West): Harry Bridges Blvd./John S. Gibson Blvd.	Wilmington Waterfront Park (East)
Banning Landing: S Avalon Blvd. & Water Street	

Source: Metro 2017

Table 2
Potential Phase II Project Station Locations in Venice

Station Intersection	Station Intersection
N. Venice Blvd. & Abbot Kinney Blvd.	Abbot Kinney Blvd. & Cadiz Street
N. Venice Blvd. & Pisani Place	Washington Blvd. & Pacific Avenue
Abbot Kinney Blvd. & California Avenue	Washington Blvd. & Dell Avenue
Abbot Kinney Blvd. & Westminster Avenue	S. Venice Blvd. & Walgrove Avenue
Washington Blvd. & Strongs Avenue	California Avenue & Lincoln Blvd.
Washington Blvd. & Abbot Kinney Blvd.	Rose Avenue & Rennie Avenue
N. Venice Blvd. & Lincoln Blvd.	Ocean Front Walk & N. Venice Blvd.
Rose Avenue & 7th Avenue	Windward Avenue & Windward Circle
Rose Avenue & Main Street	7th Avenue & San Juan Avenue
17th Street/SMC Expo Station	Downtown/4th Street Expo Station
N. Venice Avenue & Pacific Avenue	Ocean Front Walk & N. Venice Blvd.
Main Street & Windward Circle	Windward Avenue & Windward Circle
Ocean Front Walk & Navy Street	

Source: Metro 2017

Table 3
Potential Phase II Project Station Locations in Pasadena

Station Intersection	Station Intersection
Huntington Hospital	Marengo Avenue & Green Street (southeast side along Marengo Avenue)
Colorado Blvd. & Garfield Avenue (Paseo Colorado) (south side of E. Colorado Blvd, opposite Garfield Avenue)	Garfield Avenue & Holly Street (northwest corner along Holly Street)
Pasadena Library & E. Walnut (Walnut north side)	Euclid Avenue & Villa Street (north side along Villa Street)
Orange Grove Blvd. & Walnut Street (south side along Walnut Street)	Fair Oaks Avenue & Peoria Street (northeast corner along Peoria Street)
E. Union Street & N. Lake Avenue (north side of E. Union Avenue, just east of Lake Avenue)	S. Lake Avenue & E. Del Mar Blvd. (southwest corner along Del Mar Blvd.)

Station Intersection	Station Intersection
S. Lake Avenue & E California Blvd. (west side of S. Lake Avenue, south of E California Blvd.)	S. Chester Avenue & Cordova Avenue (south side along Cordova Avenue)
E. Colorado Avenue & Bonnie Avenue (south side of E. Colorado Blvd., west of Bonnie Avenue)	S. Raymond Avenue & Fillmore Street (northeast side)
MTA Right-of-Way – City Maintenance (Holly Street)	N. Lake Avenue & E. Maple Avenue (southbound Foothill Transit 690 stop – west side of N. Lake Avenue, south of E. Maple Street)
Allen Avenue & Corson Street (west side of Allen Avenue, north of Corson Street)	S. Raymond Avenue & E. Del Mar Blvd. (west side of S. Raymond Avenue, opposite Del Mar Metro Station)
E. Green Street & S. Hill Avenue (north side of E. Green, west of S. Hill Avenue)	S. Pasadena Avenue & W. Dayton Street (east side of S Pasadena Avenue, north of W. Dayton Street)
S. Oakland Avenue & E. Union Street (southwest corner)	N. Lake Avenue & Merrett Drive (east side of N. Lake Avenue, opposite Merrett Drive)
N. Madison Avenue & E. Green Street (Playhouse lot)	S. Wilson Avenue & San Pasqual Street (northeast corner along Wilson Avenue)
S. Oak Knoll Avenue & E. Colorado Blvd. (northeast corner on Oak Knoll Avenue)	Wilson Avenue & Colorado Blvd. (north side)
MTA Right-of-Way – City Maintenance (Colorado Blvd.)	Fair Oaks Avenue & Mountain Street (Jackie Robinson Community Center)
S. Lake Avenue & Cordova Street (south side on Cordova Street)	Mercantile Alley (south side next to the parking structure)
E. Bellevue Drive at S. Arroyo Pkwy. (northeast corner)	Cordova & S. Los Robles (northwest corner)
Rose Bowl (near bus stop)	Caltech East (north side of street)

Source: Metro 2017

CITY OF LOS ANGELES (VENICE AND PORT OF LOS ANGELES)

ENVIRONMENTAL SETTING

The City of Los Angeles General Plan land use designation where the docking stations would be located is Open Space/Commercial/Industrial/Multifamily Residential in both the Port of Los Angeles and the community of Venice. Project sites are located in urban areas adjacent to surface parking lots and paved rights-of-way. The project sites are typically surrounded by commercial sites, with high foot traffic and served by public transit. The majority of docking sites would be located on paved rights-of-way such as sidewalks and parking lots, in areas that do not contain native vegetation and are characterized by an urban type visual character. One docking site in the Port of Los Angeles is located on what is currently turf, and would require a concrete pad to be poured. The project sites both in the Port of Los Angeles and the community of Venice are located within the Coastal Zones, which is subject to the provisions of the Coastal Act of 1976.

Per Figure CR 4 in the City of Los Angeles General Plan Draft Environmental Impact Report (EIR), the project area in the Port of Los Angeles contains historic cultural monuments, while the project area in Venice does not contain historic cultural monuments (Los Angeles 1995). Docking stations would be located near historic cultural monuments, but the stations would be on sidewalks and be congruent with the existing urban fabric. The City of Los Angeles General Plan identifies the project area as largely devoid of any natural habitat that could contain any protected or endangered species (Los Angeles 1995).

Project components are described in Table 4.

Table 4
LA Metro Bike Share Project Components

Component	Description
Construction of Docking Station	Docking stations would be dropped into place. Docking stations would be held down with a weighted base, avoiding the need for bolting. One station would require the pouring of a concrete base.
Construction Equipment	Lift gate, pallet jack, trucks.
Construction Duration	Installation of docking station would take approximately four hours.
Project Operation	Docking stations would be operated by users with a pass card or a single-use permit. Bikes would be used and exchanged between stations. Solar stations would power all docking and payment stations in Venice and Port of Los Angeles.
Source: Metro 2015	

A. EXEMPT STATUS

The LA Metro Countywide Bike Share system project qualifies for a CEQA Categorical Exemption under CEQA Guidelines Section 15303, New Construction or Conversion of Small Structures (Class 3).

B. REASON WHY THE PROJECT IS EXEMPT

Article 19 (Categorical Exemptions) of the CEQA Guidelines lists classes of projects that are exempt from the requirements of CEQA. This section analyzes why this project meets the conditions for a Class 3 – New Construction or Conversion of Small Structures exemption and includes the reasons why none of the possible exceptions to Categorical Exemptions, found in Section 15300.2, Exceptions, apply to this project. The statutory language of each condition and possible exception is printed in bold italics below, followed by the project-related analysis for each condition and exception.

Categorical Exemption Analysis

15303 New Construction or Conversion of Small Structures

Class 3 consists of construction and location or limited numbers of new, small facilities or structures, installation of small new equipment and facilities in small structures…

The proposed project meets this condition. The proposed project is categorically exempt from environmental review under CEQA because the project involves the installation of a limited number of new small structures. The project would install up to 26 bike share stations in the city of Los Angeles (up to 15 in Venice and up to 11 in or near the Port of Los Angeles), as shown in Tables 1 and 2. The new structures would contain Third Generation bike docking stations, as stated above in the project description, and each docking station would be sized based on ridership expectations as outlined in the Regional Bike Share Implementation Plan. Most docking station installation would not require digging or pavement disturbance, as the stations would have a weighted base. They would be placed on existing paved surfaces, such as parking lots, or in existing rights-of-way, such as sidewalks. One docking station in Port of Los Angeles

would require that a concrete pad be poured over existing turf. Nonetheless, this disturbance would be minimal and as analyzed below would not impact environmental resources.

Conclusion

As outlined above, the proposed project qualifies for the Section 15303, New Construction or Conversion of Small Structures (Class 3), exemption category under CEQA.

C. EXCEPTIONS TO CATEGORICAL EXEMPTION ANALYSIS

The analysis is based on the City of Los Angeles General Plan Draft EIR, published on January 19, 1995.

15300.2 Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception does not apply to the proposed project. The project area contains no important farmland, wetlands, wild and scenic rivers, floodplains, or critical habitat (Los Angeles 1995). The project would require a small patch of turf removal to install one docking station ion the Port of Los Angeles, but no important farmland, wetlands, wild and scenic rivers, floodplains, or critical habitat would be impacted. Ground disturbance would be minimal and would not impact sensitive resources. The project sites are located in the Coastal Zones for both the Port of Los Angeles and the community of Venice. Nonetheless, the project would comply with policies included in the Venice Local Coastal Program (2001) and the Port of Los Angles Master Plan (2014). For example, the project would comply with polices aimed at protecting scenic qualities (Section 30251) and enhancing public access to the coast (Section 30252) in the City of Venice Local Coastal Program. As such, the project would not impact resources in the Coastal Zones and exception (a) would not apply to the proposed project.

Docking stations would be located near historic structures, but the stations would be congruent with the existing urban fabric and as such would not impact historic resources.

The project would involve only minimal ground disturbance, in areas previously disturbed for turf installation and maintenance. As such, the project would not impact any archaeological or paleontological sites.

The project would not be located on sites identified as containing hazardous materials (DTSC 2017a, 2017b).

<u>Natural Habitat and Endangered Species</u>

The proposed project area is located in a developed urban area that does not contain substantial areas of natural habitat for plants and animals (Los Angeles 1995). Project installation would require a small amount of ground disturbance for the installation of one concrete pad for one docking station. No natural habitat or

endangered species would be impacted. No other docking stations would require any ground disturbance. The project area has no native wild vegetation, and existing vegetation is ornamental. As such, the project would not impact sensitive environments and this exception would not apply to the proposed project.

Historic Resources

Los Angeles contains numerous historic buildings and historic districts as shown in Figure CR 4 in the City of Los Angeles General Plan Draft EIR (Los Angeles 1995). Docking stations would be located in the vicinity of historic places and structures such as the Los Angeles Maritime Museum. Nonetheless, the stations would be visually congruent with the historic structures' existing urban setting and would not damage the quality of historic structures. The docking stations would not create new visual barriers that would change the historic character of an area or break up the continuity of a historic district. They would be placed on existing sidewalks, in existing parking spaces, or in parking lots and would not constitute a substantial visual change in the character of an area or contribute to a decline in a resource's importance. Further, due to their location in pre-established urban areas and their size, the docking stations would not impact the historic resources' integrity. As such, the project would not impact historic resources.

Hazardous Site

See item (e) below.

Conclusion

The project site is not located on a hazardous site that is included on any list compiled pursuant to Section 65962.5 of the Government Code. There are no wetlands, endangered species, wildlife habitats, and cultural, historical, and archaeological resources on the site; therefore, this exception is not applicable.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

This exception does not apply to the proposed project. The project would construct new small structures. The project would require a small amount of ground disturbance to remove a small patch of turf to pour in a pad of concrete for the installation of one docking station in the Port of Los Angeles. No other docking station would require any ground disturbance activities or vegetation removal. Because ground disturbance would be minimal, the project would not result in any significant impacts and therefore would not contribute to any cumulative biological or cultural resources impacts. Therefore, this exception would not apply to the proposed project.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

This exception does not apply to the proposed project. There are no unusual circumstances at the project sites or planned project operations that would create a reasonable possibility of significant effects to the environment. The project would not have a significant effect on any biological or cultural resources. In addition, project implementation would follow all City of Los Angeles regulations as they relate to the installation of new small structures. The project would be compatible with the areas' land use and would

not change their functions. Therefore, there would be no potential for significant effects and this exception does not apply to the proposed project.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

This exception does not apply to the proposed project. There are no designated scenic highways in the project area. As such, the project would not impact any scenic resources within an officially designated state scenic highway.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

This exception does not apply to the proposed project. A search of the GeoTracker and EnviroStor environmental databases was conducted. The records review showed that the project would not be located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code in Los Angeles (DTSC 2017a, 2017b; SWRCB 2017).

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

This exception does not apply to the proposed project. The project would involve a small amount of ground-disturbing activities to remove a patch of turf and pour in a concrete pad for one docking station. All other docking stations would be placed on previously disturbed paved areas via lift gate or pallet jack, and they would be held down by a weighted base. Because ground disturbance would be minimal the project would not impact any archaeological or paleontological resources. As discussed above, historical buildings are located throughout the project area and some docking stations would be located on adjacent corner streets. Nonetheless, the docking stations would not modify the historical resources, nor would they modify the structures' integrity or eligibility. Therefore, there would be no impact on cultural resources and this exception would not apply.

CITY OF PASADENA

ENVIRONMENTAL SETTING

The City of Pasadena General Plan land use plan designations where the docking stations would be located is Open Space/Commercial/Industrial/Multifamily Residential. All project sites are located in urban areas adjacent to surface parking lots and paved rights-of-way. The project sites are typically surrounded by commercial sites, with high foot traffic and served by public transit. The docking sites would be located on paved rights-of-way such as sidewalks and parking lots, areas that do not contain native vegetation and with a low degree of visual character. Per Figure 5.4-1 of the Pasadena General Plan Draft EIR, the project area contains several historic resources. Docking stations would be located near historic cultural monuments, but they would be on sidewalks and would be congruent with the existing urban fabric. Cultural and historic resources sites are protected under federal, state, and local regulations, depending on their listing status.

The City of Pasadena Draft EIR identifies the project area as largely devoid of any natural habitat that could contain any protected or endangered species (Pasadena 2015).

Project components are described in Table 5.

Table 5
LA Metro Bike Share Project Components

Component	Description
Construction of Docking Station	Docking stations would be dropped into place. Docking stations would be held down with a weighted base, avoiding the need for bolting. Minimal ground disturbance would take place at two stations.
Construction Equipment	Lift gate, pallet jack, trucks.
Construction Duration	Installation of docking station would take approximately four hours.
Project Operation	Docking stations would be operated by users with a pass card or a single-use permit. Bikes would be used and exchanged between stations. Solar stations would power most docking and payment stations. Up to 2 docking stations will be hardwired with electricity that is not solar in origin in Pasadena.
Source: Metro 2015	

A. EXEMPT STATUS

The LA Metro Countywide Bike Share system project qualifies for a CEQA Categorical Exemption under CEQA Guidelines Section 15303, New Construction or Conversion of Small Structures (Class 3).

B. REASON WHY THE PROJECT IS EXEMPT

Article 19 (Categorical Exemptions) of the CEQA Guidelines lists classes of projects that are exempt from the requirements of CEQA. This section analyzes why this project meets the conditions for a Class 3 – New Construction or Conversion of Small Structures exemption and includes the reasons why none of the possible exceptions to Categorical Exemptions, found in Section 15300.2, Exceptions, apply to this project. The statutory language of each condition and possible exception is printed in bold italics below, followed by the project-related analysis for each condition and exception.

Categorical Exemption Analysis

15303 New Construction or Conversion of Small Structures

Class 3 consists of construction and location or limited numbers of new, small facilities or structures, installation of small new equipment and facilities in small structures…

The proposed project meets this condition. The proposed project is categorically exempt from environmental review under CEQA because the project involves the installation of a limited number of new small structures. The project would install 34 bike share stations in Pasadena, as shown in Table 3 above. The new structures would contain Third Generation bike docking stations, as stated above in the project description, and each docking station would be sized based on ridership expectations as outlined in the Regional Bike Share Implementation Plan. Docking station installation would require a small amount of digging and pouring of concrete for up to two docking stations that will be located on what is existing turf. Other docking stations will not require digging or pavement disturbance, as the stations would have a weighted base. They would be placed on existing paved surfaces, such as parking lots, or in existing rights-of-way, such as sidewalks.

Conclusion

As outlined above, the proposed project qualifies for the Section 15303, New Construction or Conversion of Small Structures (Class 3), exemption category under CEQA.

C. EXCEPTIONS TO CATEGORICAL EXEMPTION ANALYSIS

The analysis is based on the City of Pasadena's General Plan EIR, published on January 14, 2015.

15300.2 Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception does not apply to the proposed project. The project area contains no important farmland, wetlands, wild and scenic rivers, floodplains, or critical habitat (Pasadena 2015). The project would involve minor ground disturbance for a small amount of turf removal at up to two docking stations. As such, vegetation removal and ground disturbance would be minimal.

Docking stations would be located near historic structures, but the stations would be congruent with the existing urban fabric and as such would not impact historic resources. Because ground disturbance would be minimal and the station would be congruent with surrounding areas, the project would not impact any archaeological or paleontological sites. The project sites are not identified as containing hazardous materials (DTSC 2017a, 2017b).

Natural Habitat and Endangered Species

The proposed project area is located in a developed urban area that does not contain substantial areas of natural habitat for plants and animals (Pasadena 2015). Project installation would require a small amount of ground disturbance for the installation of concrete pads for up to two docking station. Because the two stations are located on existing turf in previously disturbed areas natural habitat or endangered species would not be impacted. No other docking stations will require any ground disturbance. The project area has no native wild vegetation, and existing vegetation is ornamental. As such, the project would not impact sensitive environments and this exception would not apply to the proposed project.

Historic Resources

Pasadena contains numerous historic buildings and historic districts as shown in Figure 5.4-1 of the Pasadena General Plan Draft EIR (Pasadena 2015). Docking stations would be located in the vicinity of historic places and structures like the Rose Bowl. Nonetheless, the stations would be visually congruent with the historic structures' existing urban setting and would not damage the quality of historic structures. The docking stations would not create new visual barriers that would change the historic character of an area or break up the continuity of a historic district. They would be placed on existing sidewalks, in existing parking spaces, or in parking lots and would not constitute a substantial visual change in the character of an area or contribute to a decline in a resource's importance. Further, due to their location in pre-established urban areas and their size, the docking stations would not impact the historic resources' integrity. As such, the project would not impact historic resources.

Hazardous Site

See item (e) below.

Conclusion

The project site is not located on a hazardous site that is included on any list compiled pursuant to Section 65962.5 of the Government Code. There are no wetlands, endangered species, wildlife habitats, and cultural, historical, and archaeological resources on the site; therefore, this exception is not applicable.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

This exception does not apply to the proposed project. The project would construct new small structures. The project would require a small amount of ground disturbance and turf removal for up to 2 docking stations. The project would not result in any significant impacts and therefore would not contribute to any cumulative biological or cultural resources impacts. Therefore, this exception would not apply to the proposed project.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

This exception does not apply to the proposed project. There are no unusual circumstances at the project sites or planned project operations that would create a reasonable possibility of significant effects to the

environment. The project would not have a significant effect on any biological or cultural resources. In addition, project implementation would follow all City of Pasadena regulations as they relate to the installation of new small structures. The project would be compatible with the current usage of the project areas and would not change current project site functions. Therefore, there would be no potential for significant effects and this exception does not apply to the proposed project.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

This exception does not apply to the proposed project. Although Highway 110 has a small segment in Pasadena that is an eligible state scenic highway, no bike stations are proposed on this stretch of highway. As such, the project would not impact scenic resources within an officially designated state scenic highway.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

This exception does not apply to the proposed project. A search of the GeoTracker and EnviroStor environmental databases was conducted. The records review showed that the project would not be located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code in (DTSC 2017a, 2017b; SWRCB 2017).

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

This exception does not apply to the proposed project. The project would involve a small amount of ground-disturbing activities to remove turf and pour in a concrete pad for up to two docking stations. All other docking stations would be placed on previously disturbed paved areas via lift gate or pallet jack, and they would be held down by a weighted base. Because ground disturbance would be minimal, the project would not impact any archaeological or paleontological resources. As discussed above, historical buildings are located throughout the project area and some docking stations would be located on adjacent corner streets. Nonetheless, the docking stations would not modify the historical resources, nor would they modify the structures' integrity or eligibility. Therefore, there would be no impact on cultural resources and this exception would not apply.

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Equity Analysis
Methodology & Results

Proposed Bike Share Expansion Program
Siting of Program Locations
February 2017

Service Planning and Scheduling
Office of Civil Rights

Contents

1. PROPOSAL OVERVIEW

Metro's countywide bike share program is being expanded into Pasadena, Port of Los Angeles and Venice. Participants would be able to rent and return a bicycle from any of the program's self service locations. This equity evaluation considers the expansion program that would establish rental locations in and around these expansion areas. Only the siting of these locations is being evaluated.

2. METHODOLOGICAL APPROACH

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals on the basis of race, color or national origin, either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them. This prohibition applies to intentional discrimination as well as to procedures, criteria or methods of administration that appear neutral but have a discriminatory effect on individuals because of their race, color, or national origin.

If policies and practices have a potential discriminatory effect a recipient must modify the proposed changes in order to avoid, minimize, or mitigate potential disparate impacts, and then reanalyze the proposed changes in order to determine whether the modifications actually removed the potential disparate impacts. If the recipient chooses not to alter the proposed policy or practice despite the potential disparate impact, they may implement the policy or practice if they can show that it was necessary to achieve a substantial legitimate objective and that there were no alternatives that would have a less disparate impact on minority populations.

Additionally, Persons with limited English proficiency must be afforded a meaningful opportunity to participate in programs that receive Federal funds. Policies and practices may not deny or have the effect of denying persons with limited English proficiency equal access to Federally-funded programs for which such persons qualify. This aspect of Title VI is not evaluated with regard to the placement of program facilities.

Environmental justice was first identified as a national policy in 1994 when President Clinton signed Executive Order 12898 (E.O. 12898), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. This order requires that each federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations. E.O. 12898 thus applies to a wider population than Title VI, which does not cover low-income populations.

A Title VI and Environmental Justice equity evaluation has been completed consistent with the requirements set forth in Executive Order 12890 and 49CFR Section 21.5. One

of the primary purposes of a bike share network is to provide first and last mile connectivity for the transit system. As such a bike share system can be considered as a transit amenity and a similar methodology can be used to determine the Title VI and Environmental Justice Impacts. This equity evaluation is based on the analysis of this amenity in the context of the entire system and uses the same thresholds that are applied to other transit amenities. *-

The basic approach to this analysis is to compare the demographics of the population within one-half mile of the proposed bicycle share facilities to the demographics of Los Angeles County. This distance was chosen on the presumption that the vast majority of bike share users would walk to/from the facilities. Since the availability of a bike share facility is considered a benefit, then the benefiting population should not be significantly less minority or significantly less poor than the county population. If this is so, then there is a presumption of no Disparate Impact on minorities and no Disproportionate Burden on poverty level persons.

Data Sources

Data on the ethnicity and household income levels of the population of Los Angeles County was obtained from the 2010 US Census. Population ethnicity is available at the block group level. The poverty classification of households, and therefore members of those households, was obtained from the 2006-2010 American Community Survey (another US Census data product) and is available at the census tract level.

Step By Step Methodology

A list of the existing and proposed demonstration bicycle share facility locations was obtained and linked to a geographic database containing census data (Tables 1 and 2). Two separate analyses were performed: (1) the minority and total populations of all block groups within one-half mile of the combined bicycle share facilities were aggregated with the resulting minority population shares being compared to the minority share of the Los Angeles county population, and (2) the poverty and total populations of all census tracts within one-half mile of the combined bicycle share facilities were aggregated with the resulting poverty population shares being compared to the poverty share of the Los Angeles county population.

Table 1
Existing Bicycle Shared Facility Locations

11th St. at Maple Ave.
11th St. at Santee St.
12th St. at Hill St.
18th St. at Figueroa St.
18th St. at San Pedro St.
1st St. at Judge John Aiso
2nd St. at Figueroa St.
2nd St. at Hill St.
3rd St. at San Pedro St.
3rd St. at Santa Fe Ave.
5th St. at Grand Ave.
5th St. at Hewitt St.
7th St. at Bixel St.
7th St. at Broadway
7th St. at Main St.
7th St. at Spring St.
8th St. at Wall St.
9th St. at Los Angeles St.
Broadway at 3rd St.
Broadway at 9th St.
Factory Place at Alameda
Figueroa St. at 8th St.
Figueroa St. at 9th St.
Figueroa St. at Chavez Ave.
Figueroa St. at Pico Bl.
Flower St. at 7th St.
Grand Ave at 14th St.
Grand Ave at 3rd St.
Grand Ave at 7th St.
Grand Ave at Olympic Bl.
Grand Ave at Temple St.
Grand Ave at Washington Bl.
Hill St. at College St.
Hill St. at Washington Bl.
Hope St. at 11th St.
Hope St. at 1st St.
Hope St. at 6th St.
Hope St. at Olympic Bl.
Imperial at 7th St.
Industrial St at Mateo St.
Los Angeles at Temple St.
Main St. at 1st
Main St. at 4th St.
Main St. at 5th St.
Main St. at 6th St.
Main St. at 9th St.
New High St. at Ord St.
Olive St. at 5th
Olive St. at 8th
Pico Bl. at Flower St.
Pico Bl. at Maple St.
San Julian St. at 12th St.
Spring St. at 3rd St.
Spring St. at College St.
Stanford St.at 12th St.
Temple St. at Vignes St.
Traction Ave. at Rose St.
Union Station West Portal
Willow St. at Mateo St.
Wilshire Bl. at Witmer St.

Table 2

Proposed Bicycle Shared Facility Locations

Pasadena (Proposed)
Huntington Hospital
Marengo Ave at Green St
Colorado Bl. at Garfield Ave (Paseo Colorado)
Garfield Ave at Holly St
Pasadena Library at Walnut
Orange Grove Blvd at Walnut St
Fair Oaks Ave at Peoria St
E Union St at Lake Ave
Lake Ave at Del Mar Bl.
Lake Ave at California Bl.
Chester Ave at Cordova Ave
Colorado Bl. at Bonnie Ave
Raymond Ave at Fillmore St
MTA ROW at Holly St.
Lake Ave at Maple Ave
Allen Ave at Corson St
Raymond Ave at Del Mar Bl.
Green St at Hill Ave
Pasadena Ave at Dayton St
Oakland Ave at Union St
Lake Ave at Merrett Dr
Madison Ave at Green St
Wilson Ave at San Pasqual St
Oak Knoll Ave at Colorado Bl.
Wilson Ave at Colorado Bl.
MTA ROW at Colorado Bl.
Fair Oaks Ave at Mountain St
Lake Ave at Cordova St
Mercantile Alley
Bellevue at Arroyo Parkway
Cordova at Los Robles
Rose Bowl
Caltech East

Port of Los Angeles (Proposed)
Swinford and N Front Street
Catalina Express site
USS Iowa
6th street and Sampson
Crafted at 22nd St.
Ports O'Call at Nagoya Way
Cabrillo-Marina/ Doubletree driveway
Cabrillo Beach
Wilmington Waterfront Park (West)
Wilmington Waterfront Park (East)
S Avalon Blvd and Water Street
Venice (Proposed)
Venice Blvd at Abbott Kinney Bl.
Venice Blvd at Pisani Pl.
Abott Kinney Bl. at California Ave.
Abott Kinney Bl. at Cadiz Ct.
Abott Kinney Bl. at Westminister Ave.
Washington Bl. at Pacific Ave.
Washington Bl. at Strongs Ave.
Washington Bl. at Dell Ave.
Washington Bl. at Abbot Kinney Bl.
Venice Bl. At Walgrove Ave.
Venice Bl. At Lincoln Bl.
California Ave at Lincoln Bl.
Rose Ave at 7th Ave.
Rose Ave at Rennie Ave.
Rose Ave at Main St.
Main St at Rose Ave.
Ocean Front Walk at N Venice Bl.
N Venice Bl. at Pacific Ave.
Windward Ave at Windward Circle
Main St at Winward Circle
7th Ave at San Juan Ave.
Ocean Front Walk at Navy St.

3. RESULTS

The comparison of minority shares of the Los Angeles county population and those within block groups within one-half mile of proposed bike share facilities is depicted in Table 3.

Table 3
Minority Population Shares

	Total Population	Minority Population	Minority Share
LA County Population	**9,181,605**	**6,869,996**	**70.0%**
Within 1/2 mile of combined Bicycle Share Facilities	**387,303**	**255,199**	**65.9%**

Similarly, the comparison of poverty shares of the Los Angeles county population and those within census tracts within one-half mile of proposed bike share facilities is depicted in Table 4.

Table 4
Poverty Population Shares

	Total Population	Minority Population	Minority Share
LA County Population	**9,604,871**	**1,508,618**	**15.7%**
Within 1/2 mile of combined Bicycle Share Facilities	**404,310**	**98,452**	**24.4%**

The minority share of the population benefitting from the proposed wexpanded program is greater than that of the County, so there is no Disparate Impact from the expanded program.

The proposed expanded bike share program will not cause a Disproportionate Burden on poverty populations as the poverty share of impacted persons is greater than the County's poverty share.

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

File #:2016-0614, **File Type:**Contract Agenda Number:10.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016

SUBJECT: METRO COUNTYWIDE BIKE SHARE

ACTION: AUTHORIZE CONTRACT OPTIONS TO EXPAND BIKE SHARE

RECOMMENDATIONS

APPROVE:

A. EXTENDING the Downtown Los Angeles Pilot for a period of 5 years.

B. AUTHORIZING the Chief Executive Officer (CEO) to exercise options and execute Modification No. 4 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. to account for an accelerated schedule for the implementation and operation of the **Metro Countywide Bike Share expansion in Downtown Los Angeles** for an additional 5 years and in Venice, Pasadena, and the Port of Los Angeles for 6 years in the firm fixed amount of $42,618,583, increasing the total contract value from $11,174,329 to $53,792,912 as follows:

   1. Extending Downtown Los Angeles Pilot in the amount of $19,658,911
   2. Expansion to Venice in the amount of $5,069,606
   3. Expansion to Pasadena in the amount of $12,908,510 (inclusive of an initial two-year pilot for $4,731,689 plus options for four additional years)
   4. Expansion to the Port of Los Angeles in the amount of $4,907,529
   5. Implementing GPS equipment in bicycles to support Countywide modeling efforts in the amount of $74,027

C. AUTHORIZING the Life of Project budget (LOP) including the following capital costs:
   1. $2.072M for Pasadena
   2. $670K for Port of LA
   3. $10K for Venice

D. CHANGING the project sponsor for Call for Project Grant Number F9515 (Pasadena Bike Share Start Up Capital Costs) from Pasadena to Metro in order to utilize funding toward Metro Bike Share implementation in Pasadena.

E. AUTHORIZING the CEO to take the following actions to expand the Metro Countywide Bike

Share program:

1. Negotiating and executing an amendment to the MOU between City of Los Angeles and Metro to expand bike share to Venice and extend DTLA MOU timeframe;
2. Negotiating and executing a Memorandum of Understanding (MOU) between Pasadena and Metro to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (Attachment C); and
3. Negotiating and executing a Memorandum of Understanding (MOU) between the Port of Los Angeles and Metro to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (Attachment C).

ISSUE

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for the provision of the equipment, installation, maintenance and operation of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot). The contract includes phases for expanding bike share to other cities throughout the county, to be exercised upon Board authorization. Board authorization is needed to exercise phases within the contract to expand bike share to the communities of Pasadena, the Port of Los Angeles (POLA) and Venice, to modify the contract in order to allow for an accelerated expansion of the system, and to extend the operation period of DTLA.

DISCUSSION

DTLA Pilot

Metro, in partnership with the City of Los Angeles, launched the Countywide Bike Share program in DTLA on July 7, 2016. On August 1, 2016, the system opened to walk up users. The first months of the Metro Bike Share program have shown steady growth and success. September 30, 2016 will mark the end of the first quarter of Metro Bike Share operations. In the first quarter, the program surpassed 50,000 total rides and 2,000 annual flex or monthly pass-holders. As another measure of performance, we also track number of rides per bike per day. The system goal is to reach two rides per bike per day by the 12 month mark of operations. We are at one ride per bike per day and showing steady growth in this metric. The Metro Bike Share program continues to work towards increasing program awareness, growing ridership and increasing pass sales.

In tandem with our outreach efforts and per the Board's direction, we are also working with the City of Los Angeles and community partners Los Angeles Bicycle Coalition (LACBC) and Multicultural Communities for Mobility (MCM) to make the bike share program equitable and accessible to all. This work is being funded through a grant provided by the Better Bike Share Partnership. We will continue to report on this work and the outcomes of the grant funded outreach.

Extending the DTLA period of performance will allow us to continue to grow and strengthen bike share as a first and last mile solution to access Metro rail and bus stops and encourage bicycling as a mode of transportation for short trips.

Bike Share Expansion

The current contract with BTS allows for a regional bike share system with up to five phases including approximately nine different bike share ready communities in Los Angeles County, as identified in the Implementation Plan. The scope was tailored to be inclusive of all the regional needs for bike share since the best way to ensure regional interoperability is to use one vendor for all of Los Angeles County.

Since the award of contract, staff has continued to meet with the Bike Share Working Group and provided presentations at each of the Council of Governments, sharing updates on the DTLA Pilot, and providing information that would better inform potential participation in Metro's Bike Share program. Through this effort, three communities have confirmed that they are ready to have bike share launched within their jurisdiction: Pasadena, POLA and Venice within the City of Los Angeles.

City of Los Angeles Expansion to Venice

Expansion to the community of Venice was identified through the 2015 Board adopted Implementation Plan as phase five of the Metro Countywide Bike Share program. Indicators for success such as density, existing bikeway network, and support have contributed to moving up the Venice expansion. In line with Board direction and in an effort to address system interoperability, the Venice expansion will also explore siting station within the City of Santa Monica.

The City of Los Angeles and City of Santa Monica have an established MOU allowing for up to five bike share station locations to be located in the other's right-of-way in order to facilitate inter-jurisdictional trips. Five Hulu stations are already located in the City of Los Angeles' Venice neighborhood. The two cities and Metro will collaborate in efforts to work toward interoperability and user-friendliness. Per Metro's MOU with the City of Los Angeles, locations within the City of Santa Monica be delivered by the City of Los Angeles ready for station installation.

An accelerated launch to Venice is being accomplished by exercising a portion of Phase III in BTS' contract. Expansion to Venice and the Santa Monica area would include up to 15 stations with a summer 2017 launch date. Due to economies of scale, 82 stations were purchased as part of the DTLA Pilot, with 65 implemented and 17 stations available for expansion in other areas of the City of Los Angeles. The City of Los Angeles has indicated they would like to allocate 15 of these stations to Venice and Santa Monica. The summer 2017 launch date reflects a two-year acceleration of a portion of Phase III in BTS's contract. The costs of the Venice expansion will be shared between Metro and the City of Los Angeles as directed by the Board in the January 2014 Motion 58 (Attachment E) and Received and Filed by the Board in January 2015 (Attachment C). Attachment D reflects each agency's financial responsibility.

Pasadena Expansion

The City of Pasadena was identified through the 2015 Board adopted Implementation Plan as Phase II of the Metro Countywide Bike Share program. Expansion to Pasadena would include approximately 34 stations with a scheduled launch for summer 2017. This launch date reflects a one-year acceleration over what was included in BTS's contract. The cost of the Pasadena expansion will be shared between Metro and the City of Pasadena as directed by the Board in the January 2014 Motion 58 (Attachment E) and Received and Filed by the Board in January 2015 (Attachment C).

Attachment D reflects each agency's financial responsibility.

In anticipation of launching bike share, the City of Pasadena applied for and was awarded Call for Project funding in 2015 for the Pasadena Bike Share Capital Cost. As Metro is the lead agency in implementing the Countywide Bike Share program, the City of Pasadena has requested that sponsorship of the Call for Project (F9515) be transferred to Metro. The grant award amount shall be applied towards the City's 50% contribution of capital cost. The City of Pasadena shall fulfill its financial commitment of the 50% local match, with a minimum 20% hard match and minimum 30% in-kind match towards the grant amount.

Port of Los Angeles Expansion

POLA has expressed interest in joining Metro's Countywide Bike Share program to provide visitors and residents with improved connectivity between key waterfront attractions. Expansion to POLA would include approximately 11 stations with a scheduled launch for summer 2017. The cost of POLA expansion will be shared between Metro and POLA as directed by the Board in the January 2014 Motion 58 (Attachment E) and Received and Filed by the Board in January 2015 (Attachment C). Attachment D reflects each agency's financial responsibility.

Memorandum of Understanding

The execution of an MOU between Metro and each expansion jurisdiction is necessary to implement a bike share system where Metro is acting as the lead agency administering the contract to install bike share stations on each jurisdiction's right-of-way. The MOUs set terms of fiscal and administrative responsibility for the expansions. The financial participation is set at 50/50 split for capital and 35/65 split for operating and maintenance (O&M) per the direction of Metro Board Motion 58 (Attachment E) and the Receive and File report in January 2015 (Attachment C). The agreement outlines the roles and responsibilities of Metro and each jurisdiction by setting the procedures for reimbursement of the capital and O&M costs, the rights of advertisement/sponsorship, and the delivery of bike share station locations.

Based on lessons learned from the DTLA Pilot and input from the expansion cities, the MOU will also address early termination provisions, cost overruns and revenue reconciliation splits between cities. Included is a provision to offer the participating city first right of refusal to take ownership of the equipment should the program be terminated. The MOUs also clarify that any cost overruns incurred due to the participating city's inability to deliver station locations on a timely manner, will be borne by the city.

DETERMINATION OF SAFETY IMPACT

The Metro Countywide Bike Share expansion will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The proposed FY17 project cost is $4.499M. Of this, $2.751M is a one-time capital cost, $1.713M for pre-launch O&M costs and $35K for bicycle GPS for regional modelling. Since the expansions will be

launched at the end of FY17, the majority of the costs for the fiscal year will be capital. Attachment D reflects the funding plan for the continuation of the DTLA pilot and the proposed expansion phases.

The FY17 budget only includes $2.7M for expansion phases' capital costs in Cost Center 4320 (Bike Programs), under Project 200015 (Metro Bike Share Phase II Implementation in Pasadena) and no pre-launch O&M costs have been included. The proposed action will require an additional $51K for capital and $1.713M for pre-launch O&M for a total of $1.764M to Cost Center 4320 under Project 405305 (Bikeshare Prelaunch and Plan), for expansion phases to be redistributed to the appropriate newly developed project numbers upon the Board approval. The $35K needed for bicycle GPS for all cities are included in the FY17 budget under Cost Center 4320, Project 405302 (Complete Streets).

Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting the cost in future years, including any phase(s) the Board authorized to be exercised.

Impact to Budget

For contracting purposes, $2.735M is already included in the FY17 budget. Countywide Planning and OMB staff will identify available and eligible funding in the mid-year budget process to cover the additional $1.764M capital and pre-launch costs. This funding will be partially or wholly restored (depending on revenues) to the general funds with cities' reimbursements and 2015 Call for Projects fund assignment to ensure revenue neutrality and no impact to other programs supported through the general fund. Anticipated cities' reimbursements and Metro contributions are outlined in Attachment D.

ALTERNATIVES CONSIDERED

The Board may choose not to exercise the contract options or modify the contract to allow for an accelerated expansion. This alternative is not recommended, as it is not in line with previous Board direction.

NEXT STEPS

Bike Share Marketing and Outreach
Since the DTLA Pilot launch, Metro has continued to conduct outreach and marketing activities with an emphasis on educating the public about bike share, increasing bike share sales passes, and encouraging ridership. The Bike Metro program has participated in over a dozen community events, hosted bike share pass sales, and provided briefings to community-based organizations and elected officials.

In coordination with Metro, the City of Los Angeles has hosted and organized over a dozen bike share rides. They have also continued to keep the Business Improvement Districts informed of bike share activities.

As a new mode of transportation for the DTLA area, employers and hotels have inquired about how bike share can be offered as a benefit to their employees and guests. In response to this interest

and as part of our ongoing outreach, marketing and bike share education efforts, we will be launching a pilot Bulk Pass and Single Ride program. Outreach for the program will be a coordinated effort led by the Active Transportation group and will include Metro's Communications Department and the Shared Use Mobility and Implementation group, the City of Los Angeles, and Bicycle Transit Systems.

Bike Share Title Sponsor
We continue to work with BTS and Comcast Spectator in securing a title sponsor. We have had several meetings with prospective sponsors and continue to reach out to others. We will continue to keep the Board apprised of progress.

Feasibility Study and Preliminary Station Siting
In response to the July 2015 Board Motion 22.1 (Attachment F) directing staff to conduct additional feasibility studies and preliminary station siting for potential expansion communities, staff issued a request for proposals (RFP) on June 13, 2016. Proposals are currently under review.

Upon approval by the Board, staff will execute Modification No. 4 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - January 2015 Bike Share Program Receive and File
Attachment D - Bike Share Funding/Expenditure Plan
Attachment E - January 2014 Metro Board Motion 58
Attachment F - July 2015 Metro Board Motion 22.1
Attachment G - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

File #: 2017-0144, **File Type:** Agreement **Agenda Number:** 37

REGULAR BOARD MEETING
MAY 25, 2017

SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT PROJECT

ACTION: AUTHORIZE EXECUTION OF EXCLUSIVE NEGOTIATIONS AND PLANNING AGREEMENT FOR NORTH HOLLYWOOD JOINT DEVELOPMENT PROJECT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an Exclusive Negotiations and Planning Agreement (ENA) with Trammell Crow Company and Greenland USA (Developer) for the **properties at North Hollywood Station** (Site), for 24 months with the option to extend up to 30 months.

ISSUE

On June 24, 2016, Metro and the Developer entered into a 6-month Short Term ENA for the North Hollywood Joint Development Project (Project). Both parties executed a 3-month administrative extension of the Short Term ENA on December 24, 2016, and the Metro Board of Directors authorized an additional 3-month extension on February 23, 2017. These extensions were made to allow additional time for Metro and the Developer to 1) confirm feasibility of transit infrastructure requirements for project shaping; 2) ensure that the proposed development does not physically preclude relevant transit projects funded by the approval of Measure M; and 3) conduct further public outreach to share the results of these feasibility studies and site programming and gather further community feedback.

In the Short Term ENA period, the Developer worked in good faith with Metro staff and performed pursuant to the requirements of the agreement. Staff is now in a position to recommend entering into an ENA, which will enable more advanced negotiations around development of the Site and will allow processing the required entitlements including environmental approvals.

DISCUSSION

The North Hollywood Station is a regional, multi-modal transportation hub that includes the termini of the Metro Red and Orange Lines, a local bus layover facility, and a Metro park-and-ride lot. The Site is comprised of four parcels, one easterly and three westerly of Lankershim Boulevard, with potential transit connections available via underground access panels. The Site has arterial and freeway access and extensive public transportation access. Attachment A includes a map of the Metro properties for joint development and their approximate acreages. In total, the Site comprises 15.6

acres situated at the heart of North Hollywood Arts District, and is part of Metro's Transit Oriented Communities (TOC) Demonstration Program.

Proposed Development Program and Design

In the fall of 2015, Metro conducted a robust community outreach process to create a Guide for Development for the Site. Input from this process included the community's desire for a high-density, iconic development that is balanced with well-designed open space and celebrates the eclectic, artistic character of the North Hollywood Arts District. The Board approved the Guide for Development in December 2015.

The Developer's site plan and development program, provided in Attachment B, meet the vision laid out in the community-driven Guide for Development. The proposed 1.9 million square foot development includes two high-rise residential towers, four podium residential buildings, of which two are affordable housing, a 300,000 square foot mid-rise office building, a varied 140,000 square foot retail program that potentially includes specialty grocery uses, neighborhood-serving restaurants and retail goods and services; low-rise office space; common area amenities; and pedestrian improvements. In addition to providing these amenities, the proposed development features strong urban design characteristics that will engage the activity generated by the Metro station and activate the streets and open spaces surrounding the new buildings.

A key component of the project is the consolidation of transit facilities at a new multi-modal transit center that will integrate local bus service and Metro Orange Line service on the west side of Lankershim. The consolidated facility will make transfers from Red and Orange Line to local buses more convenient and comfortable. The proposed transit center also includes a dedicated, underground garage, replacing the existing transit parking spaces. Additional parking for transit patrons will be shared with other uses on the Site.

Potential Use of Adjacent Metro-owned Property

Metro owns a 1.15 acre parcel immediately west of the Site. This parcel could provide the opportunity to provide either up to 200 additional parking spaces or up to 225 additional affordable housing units. This parcel will need to be studied further to determine the final parking or affordable housing that could be added. The 200 parking stalls could increase the overall parking count to provide additional parking if actual parking demand exceeds Metro's estimate. Transit parking demand will be reassessed with the implementation of Metro's Parking Management Pilot Program, which will be in place by summer 2017, as well as the Parking Guidance System. The parking management system will both charge for daily parking and affirmatively restrict parking to transit riders. Determination of the most appropriate use for this parcel will be further explored to incorporate feedback from the community as well as data from the new parking demand management systems.

Coordination with Metro Departments/Transit Facility Configuration

Throughout the Short Term ENA phase, Metro Joint Development staff coordinated with Bus and Rail Operations, Systemwide Planning, Program Management, and Parking Management to ensure that the conceptual Project will meet Metro's broader needs. The resulting concept will:

1. accommodate continuous transit operations at the Site during construction;
2. be constructed without damaging Metro infrastructure;
3. replace all required transit infrastructure currently at the Site;

4. provide sufficient parking to meet the Station's transit parking demand; and,
5. allow future construction and operation of transit infrastructure at and around the Site including electrification of the Orange Line, conversion of the Orange Line to light rail, and incorporation of the North Hollywood to Pasadena BRT.

If the ENA is executed, Joint Development staff will continue internal coordination to vet the project with all affected departments and divisions within Metro to ensure that the project does not limit Metro's current or future infrastructure or operational needs.

Financial Feasibility

Metro retained Maxima Group, an experienced financial consultant (Consultant), to review the materials received during the Short Term ENA period. The Consultant found that the Developer has laid out a Program that appears to be financially feasible in its conceptual form. The Consultant observed that the proposed development program and site plan demonstrate that the key objectives laid out in the Guide for Development can be met, and that, taken as a whole, the Developer's preliminary assumptions about development costs and potential income are achievable. The ENA period will allow further market research and review of financial assumptions to inform ground lease negotiations and to further refine infrastructure costs and funding.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Metro's operations staff will continue to review and comment on the proposed development to ensure that the proposals have no adverse impact on the station, portal and public areas on Metro's property.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA and the proposed project is included in the FY18 budget in Cost Center 2210, Project 401011. In addition, the ENA will require a non-refundable fee of $50,000 as well as a $50,000 deposit to cover third-party expenses during the negotiation.

Impact to Budget

Metro project planning activities and related costs will be funded from General Fund local right-of-way lease revenues and any deposits secured from the Developers, as appropriate. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses. Execution of the ENA will not impact ongoing bus and rail operating and capital budget, Proposition A and C and TDA administration budget or Measure R administration budget.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an ENA with the Developer, (b) continue communications regarding refinement of the project with the Developer within the existing Short Term ENA, or (c) not proceed with the proposed project and seek new development options via a new competitive process.

Staff does not recommend proceeding with these alternatives because the recommended action will ensure additional input from the community and other public sector stakeholders and appropriately builds upon the significant community input and procurement process that has transpired thus far. A new RFP process would delay the development of the Site and Metro may fail to take advantage of currently favorable conditions in the real estate market. Further, if the outcome of the discussion during the ENA period does not create a project proposal suitable to the community or the Board, other options could still be considered.

NEXT STEPS

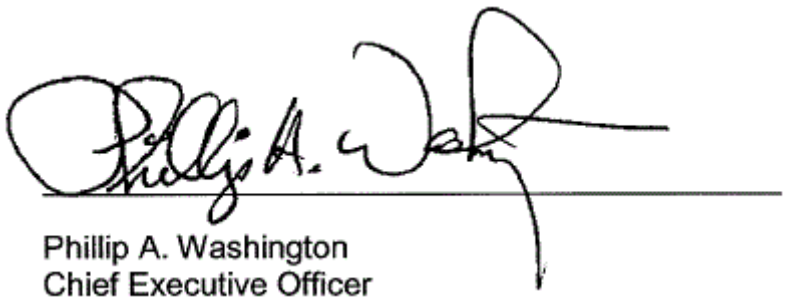
Upon approval of the recommended action, Metro will enter into an ENA with Trammell Crow Company/Greenland USA. The Developer team, together with the joint development staff, will refine transit facility requirements and the overall project concept, explore options for funding, and continue the outreach and community engagement process. The Developer will further design and begin the environmental clearance process. After the initial 18 months of the ENA process, staff will update the Board on the status of the project.

ATTACHMENTS

Attachment A - North Hollywood Joint Development Site
Attachment B - Proposed North Hollywood Site Plan and Program Summary

Prepared by: Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-2563
Jenna Hornstock, Deputy Executive Officer, Countywide Planning & Development (213) 922-7437
Cal Hollis, Senior Executive Officer, Countywide Planning & Development (213) 922-7319

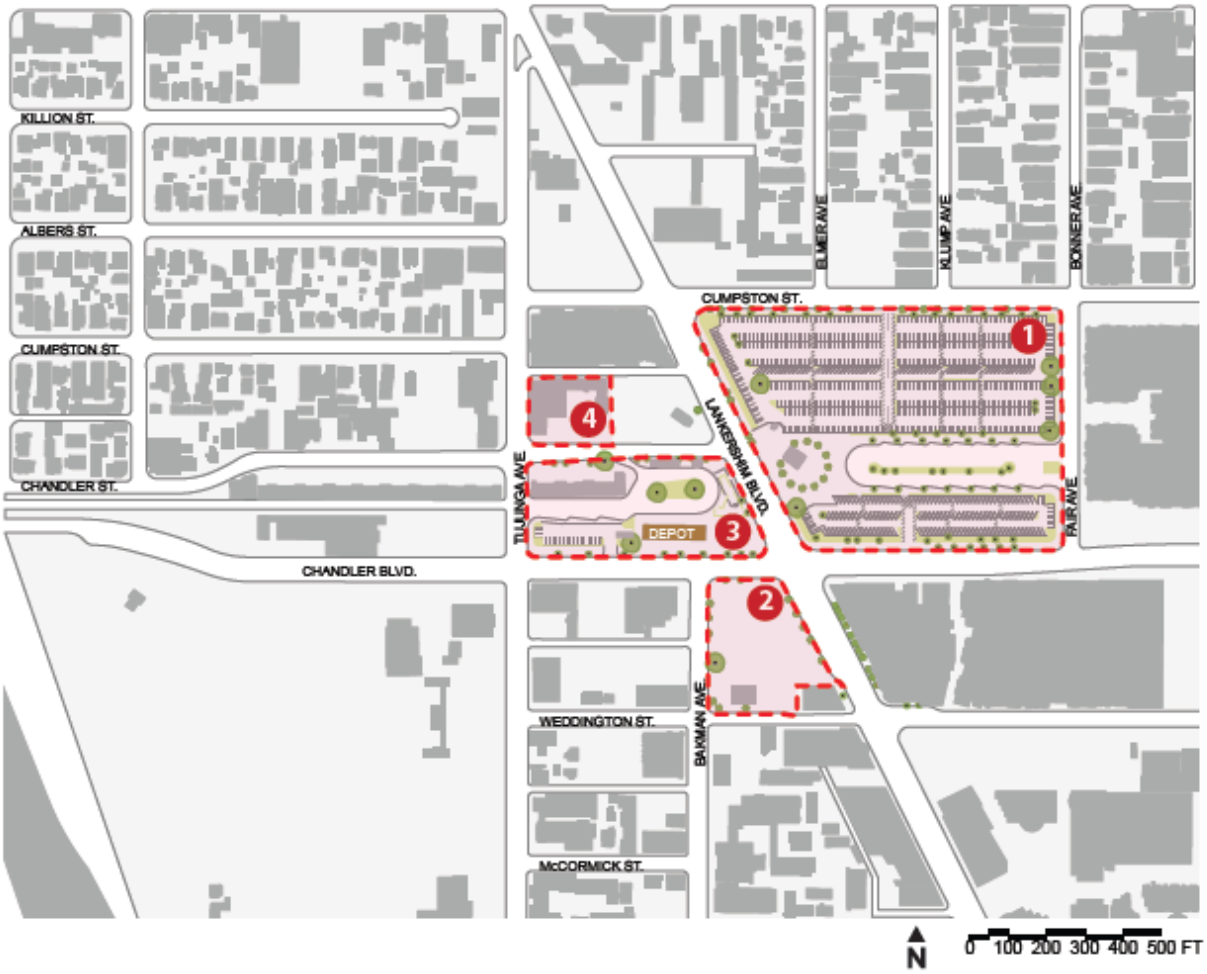
Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

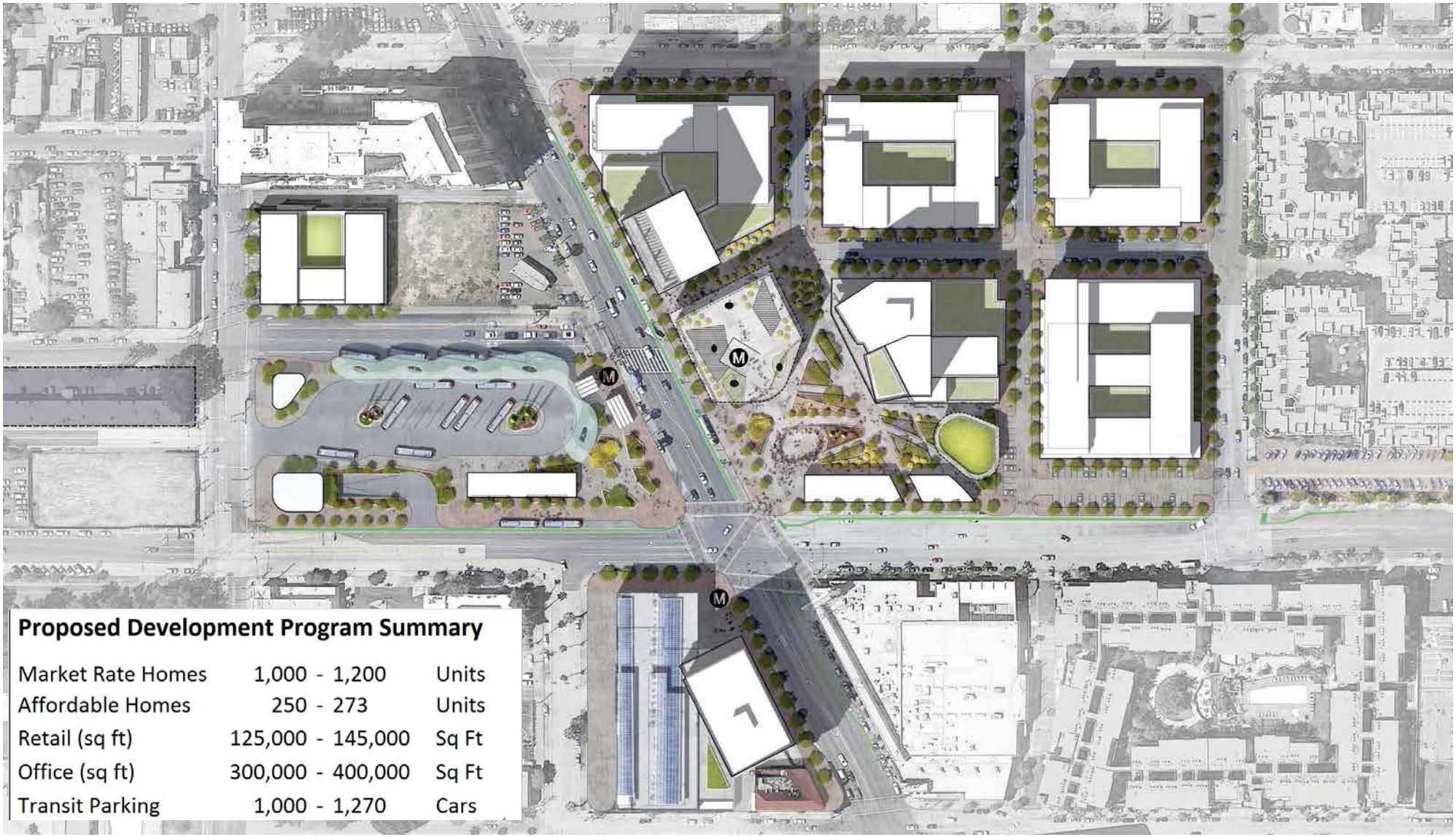
North Hollywood Joint Development Site



1. Station | Parking | Bus Layover Area (10.5 Acres)
2. Weddington Property (1.8 Acres)
3. Metro Orange Line Terminus (2.6 Acres) Excludes Historic Train Depot
4. Currently Short-term Leased to Costume Shop And Plumbing Supply Store (.66 Acres)

ATTACHMENT B

Proposed North Hollywood Development Site Plan and Program Summary



Development Illustrative Plan

Trammell Crow Company · GREENLAND USA · MELÉNDREZ · Gensler

NORTH HOLLYWOOD JOINT DEVELOPMENT

Planning and Programming Committee Meeting: April 2017

Metro

SITE OVERVIEW

JOINT DEVELOPMENT PROCESS

Metro Joint Development Process

STAGE	Initial Community Outreach	Developer Solicitation/ Selection***	Project Refinement, Joint Development Agreement Ground Lease Negotiations	Permitting and Construction
ACTIONS				
	>Community meetings >Creation of Development Guidelines*	>Issue Request for Information and Qualifications (RFIQ) and/or Request for Proposals (RFP) >Evaluate proposals >Community update	>Developers progress architectural design >Community outreach and input - several iterations >Entitlements and CEQA process*** >Negotiation of financial terms	>City engineering >Construction documents >City building permits >Seek concurrence from FTA (for properties with federal interest) >City-related approvals >On-site construction >Occupancy
RESULT	Metro Board approves Development Guidelines	Metro Board authorizes Exclusive Negotiation Agreement (ENA) with recommended developer(s)	Metro Board approves Joint Development Agreement and Ground Lease Agreement	Completed project

WE ARE HERE

Metro

OUTREACH PROCESS

> 3 focus group meetings with community organizations, residents, and businesses, totaling ~45 participants

> Community Workshop with ~65 participants

> Open House with ~50 participants

> Received comments both online and via email

Metro

WHAT WE HEARD

> Preserve artistic, historic, eclectic character of NoHo Arts District

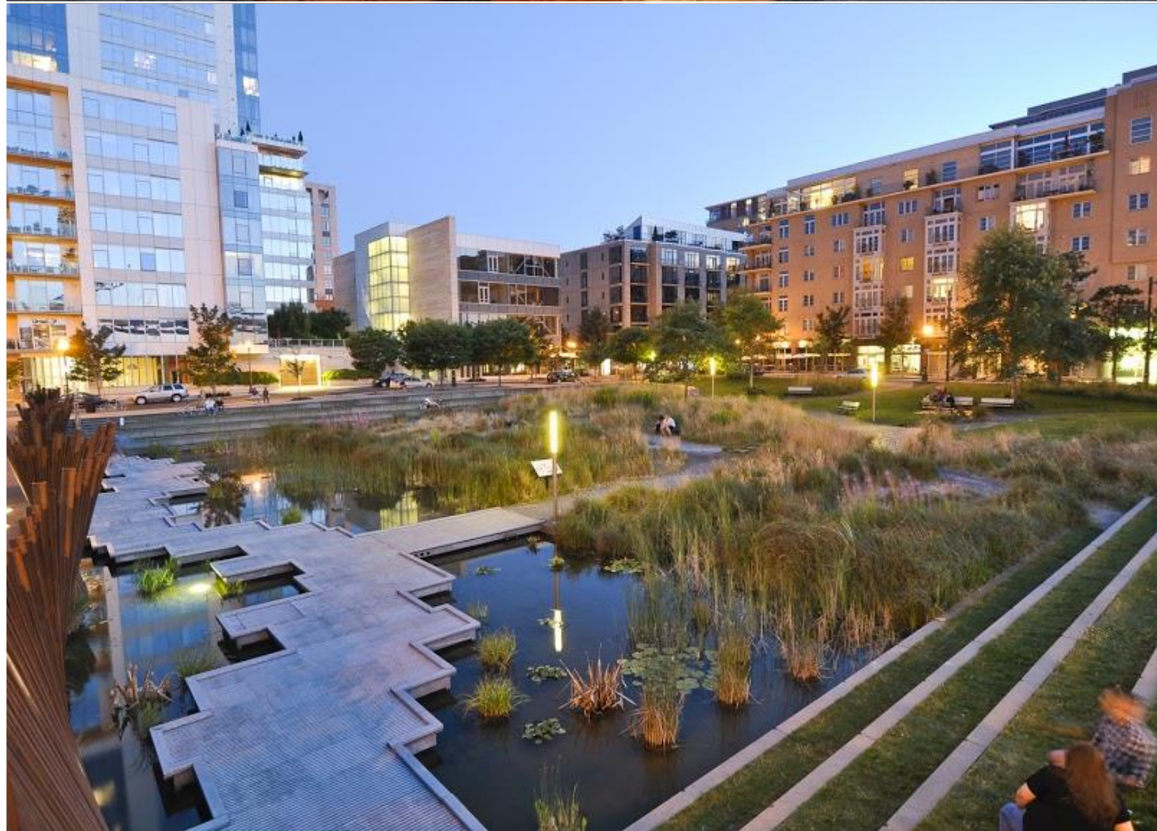
> Balance density and height with a comfortable human-scaled environment

> Bring pedestrian activity further north on Lankershim

> Include quality central open space near the Station that encourages activity, gathering, and street life

> Prioritize safety for a family-friendly environment and promote safety through design

Metro



DEVELOPER SELECTION

Trammell Crow Company

GREENLAND USA

Cesar Chavez Foundation

Gensler

RELM

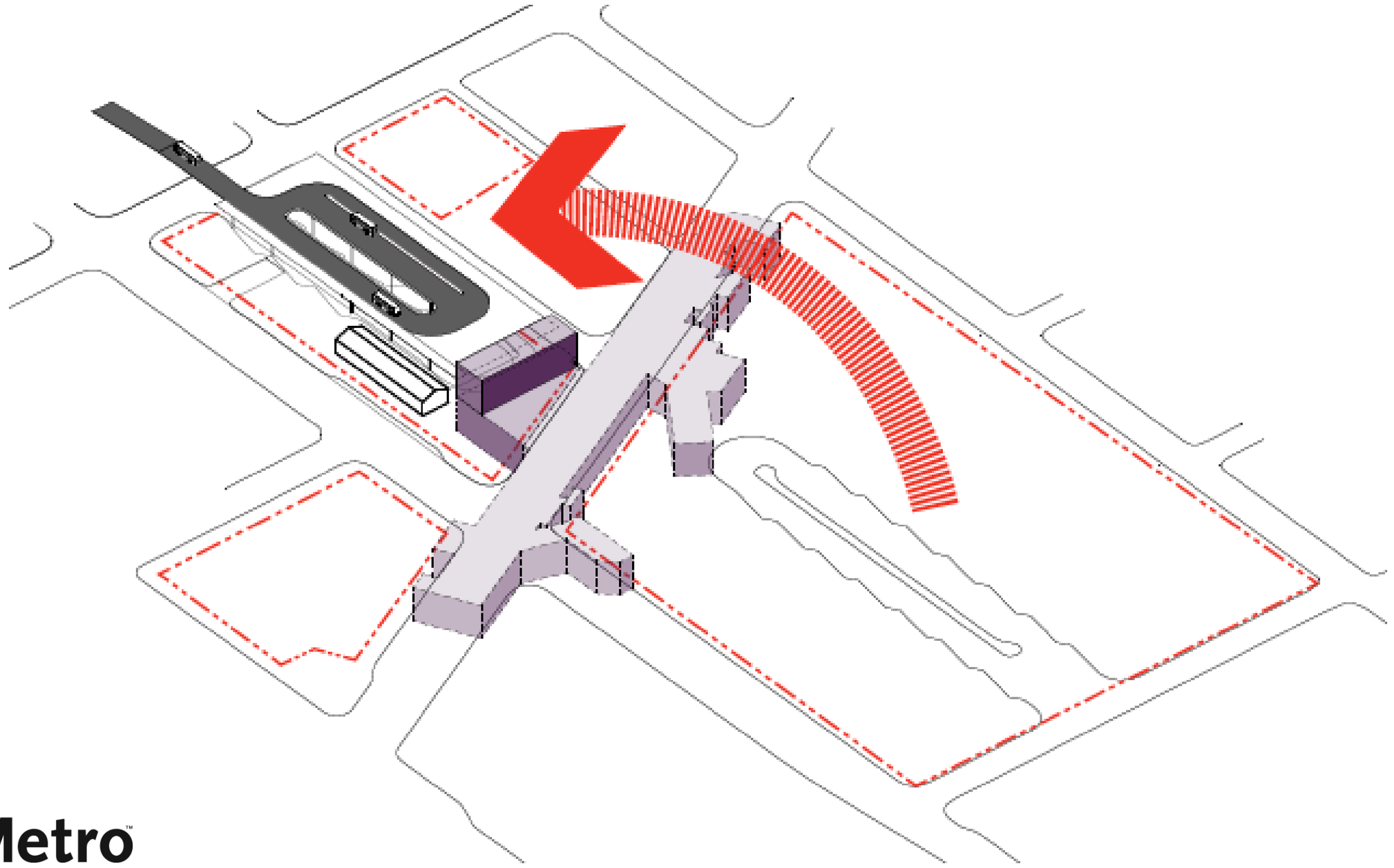
Metro

SHORT TERM ENA

- ✓ Preliminary Site Planning
- ✓ Optimized Transit Facility
- ✓ Parking Evaluation
- ✓ Outreach – 80 open house attendees

Metro™

PROPOSED TRANSIT FACILITY

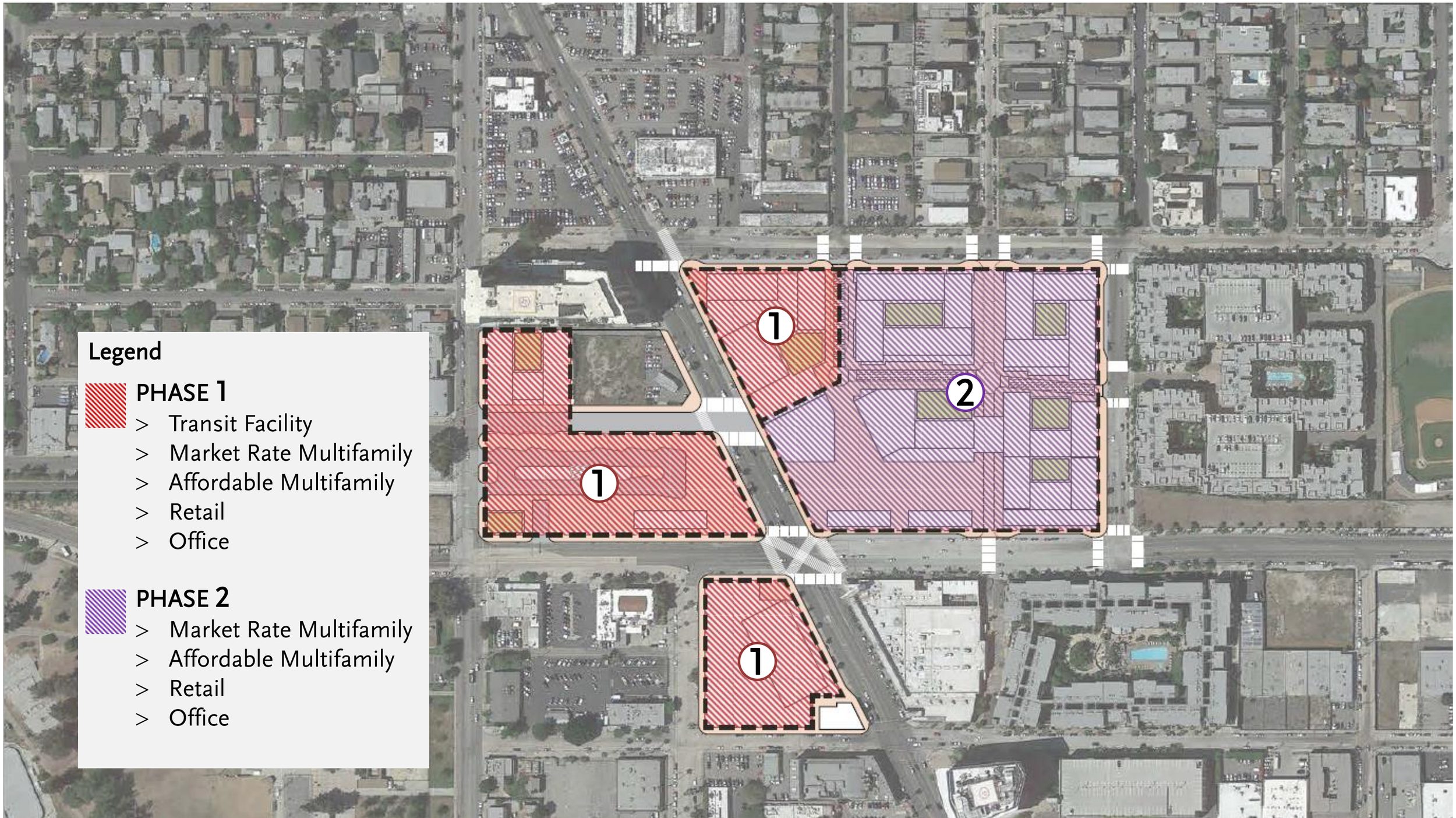


WHAT WE'VE BEEN UP TO

CONCEPTUAL SITE PLAN

WHAT WE'VE BEEN UP TO

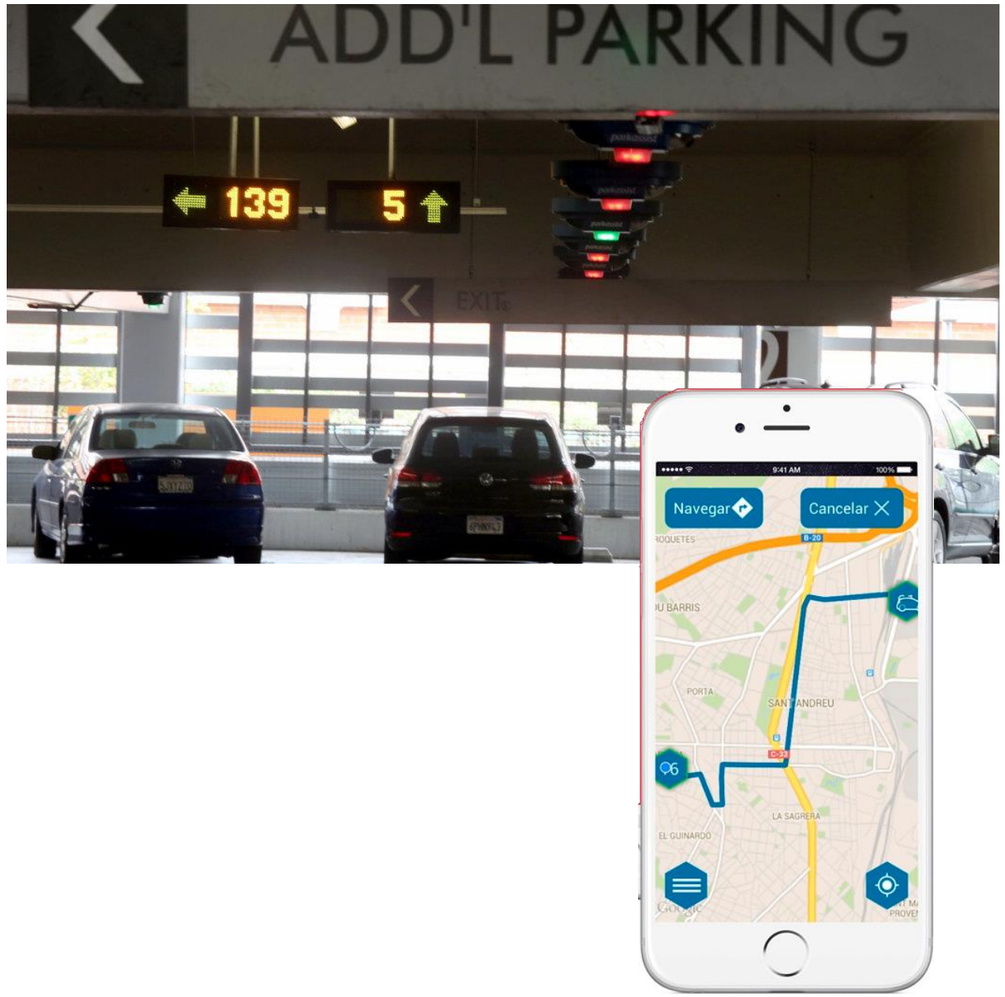
PHASING PLAN



WHAT WE'VE BEEN UP TO:

PARKING MANAGEMENT

- Systemwide parking evaluation
- Implementing:
  - Parking Guidance System
  - Paid parking in high demand locations
- Results will shape parking design at NoHo
- Additional Study
  - Industry trends
  - Evolving parking and driving technology
  - Shared parking opportunities
  - Policy implications



WHERE WE'VE BEEN:

NEXT STEPS

Metro Joint Development Process

STAGE	Initial Community Outreach	Developer Solicitation/ Selection***	Project Refinement, Joint Development Agreement Ground Lease Negotiations	Permitting and Construction
ACTIONS				
	>Community meetings >Creation of Development Guidelines*	>Issue Request for Information and Qualifications (RFIQ) and/or Request for Proposals (RFP) >Evaluate proposals >Community update	>Developers progress architectural design >Community outreach and input - several iterations >Entitlements and CEQA process*** >Negotiation of financial terms	>City engineering >Construction documents >City building permits >Seek concurrence from FTA (for properties with federal interest) >City-related approvals >On-site construction >Occupancy
RESULT	Metro Board approves Development Guidelines	Metro Board authorizes Exclusive Negotiation Agreement (ENA) with recommended developer(s)	Metro Board approves Joint Development Agreement and Ground Lease Agreement	Completed project

WE ARE HERE

Metro

CONCEPTUAL PROJECT RENDERING

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

File #: 2017-0152, **File Type:** Project **Agenda Number:** 23.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2017

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR

ACTION: INITIATE DRAFT ENVIRONMENTAL PROCESS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. APPROVE Project Definition for Environmental Scoping including four Northern Alignment Options; and

B. RECEIVE AND FILE the **West Santa Ana Branch (WSAB) Transit Corridor Northern Alignment Options Screening Report**.

ISSUE

In February 2013, the Southern California Association of Governments (SCAG) approved the WSAB Alternative Analysis (AA) Study for the 34-mile corridor from the Los Angeles Union Station (LAUS) to the City of Santa Ana in Orange County. The Los Angeles County portion of the corridor extends 20 miles from the LAUS to the City of Artesia. The AA Study recommended Light Rail Transit (LRT) alignment as the preferred transit mode. The AA Study also recommended two northern alignment alternatives for further consideration: 1) West Bank 3 along the west bank of the Los Angeles (LA) River, and 2) East Bank along east bank of the LA River.

Based upon the West Bank 3 alternative, four new northern alignment options were identified as part of the Technical Refinement Study (TRS) that was completed and received by the Metro Board in September 2015. Prior to initiation of the Environmental Scoping, a screening evaluation was conducted to further refine the recommendations from the TRS and recommended four highest performing northern alignment options be carried into Environmental Scoping. Subsequently, the Northern Alignment Options Screening Report has been finalized. Attachment A contains the Executive Summary. The full report can be accessed at www.metro.net/wsab <http://www.metro.net/wsab>.

In addition to the four northern alignment options, the TRS also focused on the following key challenges identified by the SCAG AA Study: 1) Southern Terminus, 2) New Green Line Station; 3) Huntington Park Alignment & Stations; and 4) Access into LAUS. Since the TRS was only based

upon a 5% level of design, the findings from the TRS will form the basis of the Project Definition to be further analyzed and carried forward into Environmental Scoping. Based on public comments received during Scoping, additional options may also be included for further evaluation in the environmental study. Attachment B contains the WSAB Transit Corridor Project Definition map proposed for use in upcoming Scoping meetings.

DISCUSSION

Background

The WSAB Transit Corridor Study Area traverses densely populated, low-income and heavily transit dependent communities. The Study Area is approximately 98 square miles and covers 20 individual cities as well as portions of unincorporated Los Angeles County.

In September 2016, the Board awarded professional services contracts to complete the environmental clearance study for the WSAB Transit Corridor. The base contract is to complete the Draft Environmental Impact Report (EIR) pursuant to California Environmental Quality Act (CEQA) requirements. With the passage of Measure M, Metro is working to secure FTA approval to complete the Draft Environmental Impact Statement (EIS) pursuant to National Environmental Policy Act (NEPA) requirements concurrently with the EIR.

Project Definition

The WSAB Transit Corridor stretches 20 miles from LAUS to the City of Artesia. A single alignment has been identified south of the City of Huntington Park which follows the San Pedro Subdivision Branch (owned by Port of Los Angeles and Long Beach), to the eight-mile Metro owned abandoned Pacific Electric Right-of-Way (ROW) to the southern terminus in the City of Artesia. The Project Definition for Environmental Scoping includes the recommendations from the SCAG AA Study along with the refinement and findings described below from the TRS and further evaluation from the finalized Northern Alignment Options Screening Report, north of the City of Huntington Park.

New Southern Terminus Station in the City of Artesia
The SCAG AA Study originally included a station at Bloomfield Avenue in the City of Cerritos as the last station within Los Angeles County. At the City of Cerritos' request, SCAG removed this station from further consideration. The next station to the north was Pioneer Station in the City of Artesia which is accessed by way of traversing through the City of Cerritos. In the TRS, Pioneer Station was analyzed and deemed feasible as the new southern terminus.

In the event that the line should be extended to Orange County in the future, the environmental analysis will include evaluation of a potential station at Bloomfield for which the support of the City of Cerritos would be sought. Metro will continue to meet with staff from both the cities of Artesia and Cerritos regarding the terminus station in Artesia and future extension options.

New Metro Green Line Station
Analysis was conducted to determine the feasibility and challenges associated with a new Metro Green Line Station within the median of the I-105 Freeway east of the I-105/I-710 Interchange. This

station would provide a direct transfer to the WSAB project aerial station proposed immediately above it. Based on the conceptual plans, a new Metro Green Line station can feasibly be built within the existing I-105 Freeway and ROW. This station concept will be further advanced, including coordination with the ExpressLanes project and more detailed planning and design evaluations with Caltrans.

City of Huntington Park Station Locations
At the conclusion of the SCAG AA Study, the City of Huntington Park proposed alternate station locations to the ones proposed in the SCAG AA. The proposed alternate locations include a station on Randolph St. east of Pacific Blvd. and a station south of Florence Ave. in the center of Salt Lake Ave. Both alternate station locations were deemed feasible and can be carried forward to replace the previous locations identified in the SCAG AA study.

Northern Terminus at Los Angeles Union Station
Analysis was conducted to determine placement of a new light rail platform to serve as the northern terminus within LAUS. In coordination with other in-process projects such as the Union Station Master Plan, Link Union Station (Link US) and California High Speed Rail, the environmental analysis will evaluate station options above or adjacent to the existing Metro Gold Line station.

Northern Alignment Analysis
As part of the TRS, four new northern alignment options were developed and recommended for further analysis:

1) Pacific/Alameda
2) Pacific/Vignes
3) Alameda
4) Alameda/Vignes

The two Pacific Boulevard alignment options (1 & 2) use Pacific Boulevard in the Cities of Vernon and Huntington Park for the light rail tracks within the street, while the Alameda Street alignment options (3 &4) utilizes the existing Metro Blue Line ROW for separate light rail tracks. All four alignment options have a northern terminus at LAUS.

Northern Alignment Options Screening Report

A screening evaluation process was conducted to further refine the recommendations in the TRS. Specifically, the six northern alignment options were evaluated to determine how well these met the goals and objectives of the project. Specifically, the five project goals included:

- Goal 1: Provide Mobility Improvements
- Goal 2: Support Local and Regional Land Use Plans and Policies
- Goal 3: Minimize Environmental Impacts
- Goal 4: Ensure Cost Effectiveness and Financial Feasibility
- Goal 5: Ensure Equity

For each goal, a list of evaluation criteria was established. Each of the six northern alignment options was assessed and a score was given based on its potential performance in meeting the

criteria. An overall rating of “high”, “medium”, or “low” was assigned based on each alignment option’s ability to achieve the objectives and criteria of the goals.

Based on the results of the screening analysis, the four northern alignment options: 1) Pacific/Alameda, 2) Pacific/Vignes, 3) Alameda, and 4) Alameda/Vignes were the highest performing and recommended to be carried forward into environmental analysis. All four provide a direct connection into Union Station, the greatest overall mobility improvement benefits, compatibility with existing land uses, environmental benefits for disadvantaged communities, cost-effectiveness with the fewest engineering challenges and support community needs. The East Bank and West Bank 3 northern alignment options previously recommended by SCAG AA Study do not meet the purpose and need of the project as effectively as the other four northern alignment options and are not recommended for advancement.

Metro Board Blue Line Motion

On February 23, 2017, the Metro Board approved a Motion (Item #37) which called for the study of several Metro Blue Line and Metro Expo Line improvements. An Amendment to the Motion (Garcetti) specifically called for the WSAB (Eco-Rapid Transit Line) to incorporate a potential Metro Blue Line Express train concept that could ultimately run directly to Union Station. This concept could potentially be feasible if one of the WSAB Northern Alignment options (Alameda Alignment or Alameda/Vignes Alignment) is selected as the preferred alternative. The WSAB project will evaluate the feasibility of interlining Metro Blue Line trains with WSAB trains as a part of the environmental study going forward.

Outreach

Since the award of the environmental clearance contracts, the WSAB Project Team has conducted numerous briefings and presentations to Eco-Rapid Transit JPA, corridor cities, area elected officials and key stakeholders throughout the study area to provide project background information and updates, as well as receive valuable input for use in the environmental study process. The Project Team also initiated a Technical Advisory Committee in March, and conducted a Legislative Update meeting with state and federal elected officials’ staff along the corridor in April.

Scoping Process

To initiate the Draft EIR process, Metro will be conducting five Scoping meetings - one agency Scoping meeting and four community meetings within the project area. The Scoping meetings are expected to be held between May - June 2017.

Metro will also post the Notice of Preparation (NOP) with the State Clearinghouse. Metro Community Relations Manager is also working with the outreach contractor on updating the project webpage, fact sheet and other materials in preparation for the Scoping meetings. Pending approval from FTA of a concurrent EIR/EIS process, Metro may also initiate the Notice of Intent (NOI) with the Federal Register.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY 2016-17 budget includes $1,000,000 in Cost Center 4370, Project 460201 (WSAB Transit Corridor). Since these are multi-year contracts, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget
The funding for this project is from Measure R 35%. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

ALTERNATIVES CONSIDERED

The Board could consider deferring initiation of the Scoping period. This alternative is not recommended as this would impact the project schedule and would not be consistent with prior Board direction to advance completion of the project.

NEXT STEPS

Upon Board approval, staff will initiate the Scoping period in late spring which will include Agency and Public Scoping Meetings along the corridor to present project information and gather inputs. At the completion of the Scoping Period, we will return to the Board later this year with the Scoping Summary Report.

ATTACHMENTS

Attachment A - Northern Alignment Options Screening Report Executive Summary
Attachment B - West Santa Ana Branch Transit Corridor Project Definition Map

Prepared by: Teresa Wong, Senior Manager, (213) 922-2854
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David Mieger, Interim Senior Executive Officer, (213) 922-3040

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Final
Northern Alignment Options Screening Report
Executive Summary

Los Angeles County
Metropolitan Transportation Authority

Metro

TABLE OF CONTENTS

Tables

Figures

ACRONYMS AND ABBREVIATIONS

AA	Alternatives Analysis
EJ	Environmental Justice
Environmental Study	West Santa Ana Branch Transit Corridor Environmental Study
LA County	Los Angeles County
LRT	light rail transit
Metro	Los Angeles County Metropolitan Transportation Authority
PEROW/WSAB	Pacific Electric Right-of-Way/West Santa Ana Branch
Project	West Santa Ana Branch Transit Corridor
ROW	right-of-way
SCAG	Southern California Association of Governments
Study Area	West Santa Ana Branch Transit Corridor Study Area
TOD	transit-oriented development
TRS	Technical Refinement Study
VMT	vehicle miles traveled
WSAB	West Santa Ana Branch

EXECUTIVE SUMMARY

The West Santa Ana Branch (WSAB) Transit Corridor (the Project) is a proposed light rail transit (LRT) line that would extend approximately 20 miles from downtown Los Angeles through southeast Los Angeles County (LA County), traversing densely populated, low-income, and heavily transit-dependent communities. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity for historically underserved transit-dependent and environmental justice (EJ) communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project is one of the many transit projects funded by Measure R (approved in November 2008) and Measure M (approved in November 2016). The Project is identified in the Los Angeles County Metropolitan Transportation Authority's (Metro) 2009 Long-Range Transportation Plan.

In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study in coordination with the relevant cities, the Orangeline Development Authority (now known as Eco-Rapid Transit), the Gateway Cities Council of Governments, Metro, the Orange County Transportation Authority, and the owners of the right-of-way (ROW). The AA Study evaluated a wide variety of transit connections and modes for the 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB AA Study and recommended LRT with two northern alternatives for further study: the East Bank and the West Bank Option 3 (West Bank 3).

In January 2014, following the completion of the AA Study, Metro initiated a Technical Refinement Study (TRS) of the WSAB Transit Corridor, focusing on five key issue areas along the 20-mile portion of the corridor within LA County:

- Access to Union Station
- Northern Alignment Options
- Huntington Park Alignment and Stations
- New Green Line Station
- Southern Terminus at Pioneer Station

In addition to the East Bank and West Bank 3 alignments recommended in the PEROW/WSAB AA Study, the TRS identified and recommended four variations of the West Bank 3 alignment between the City of Huntington Park and downtown Los Angeles: 1) the Pacific/Alameda and Pacific/Vignes alignment options that followed Pacific Boulevard through the cities of Huntington Park and Vernon, and 2) the Alameda and Alameda/Vignes alignment options that followed the existing Metro Blue Line ROW from Slauson Avenue to Washington Boulevard and headed north along Alameda Street (see Section ES.4 for Northern Alignment Option maps). The TRS concluded with the recommendation that the East Bank and West Bank 3 alternatives be dropped from further consideration and that the other four alignment options undergo additional study during the next phase of work.

In September 2016, Metro initiated the WSAB Transit Corridor Environmental Study (Environmental Study) with the goal of environmentally clearing the Project under the California Environmental Quality Act and the National Environmental Policy Act. The purpose of this Northern Alignment Options Screening Report is to screen the Project's northern alignment options that were analyzed in the TRS, which are defined as the alignment between downtown Los Angeles and the City of Huntington Park, and to identify the Project alternative(s) to be carried forward into scoping for the environmental process.

ES.1 WSAB Transit Corridor Study Area Overview

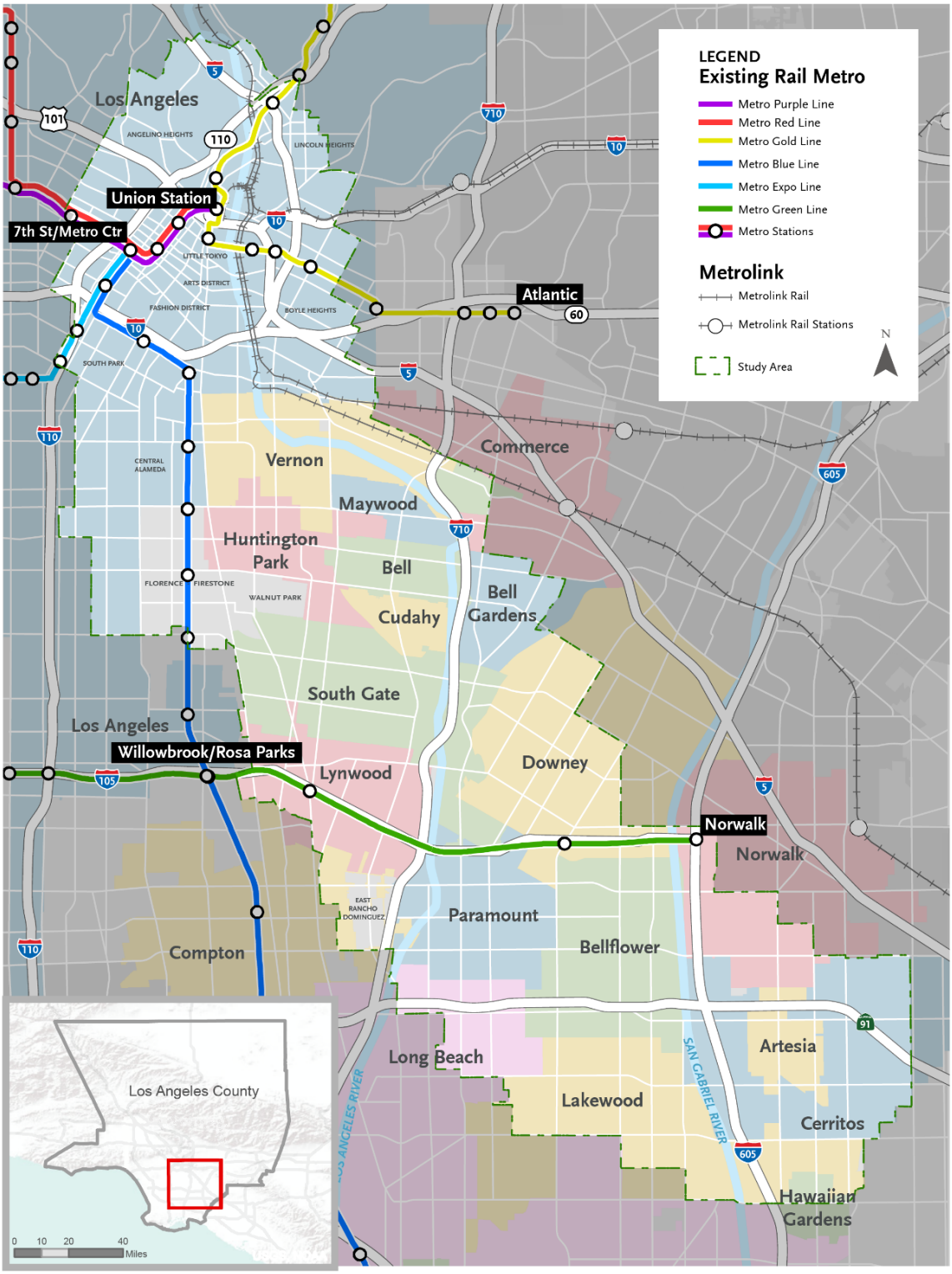
Stretching over 20 miles from Elysian Park on the north to the Los Angeles/Orange County line on the south, the WSAB Transit Corridor Study Area (Study Area) encompasses downtown Los Angeles, southeast Los Angeles, and much of the Gateway Cities subregion (Figure ES-1). The Study Area is approximately 98 square miles and incorporates 20 individual cities—the Cities of Los Angeles, Vernon, Maywood, Huntington Park, Commerce, Bell, Cudahy, Bell Gardens, South Gate, Lynwood, Compton, Downey, Paramount, Bellflower, Long Beach, Lakewood, Norwalk, Artesia, Cerritos and Hawaiian Gardens—as well as portions of unincorporated LA County. The Study Area traverses some of LA County's most densely developed and low-income residential neighborhoods and encompasses major regional employment centers, including the industrial and manufacturing backbone of the County.

The Study Area is currently home to 1.2 million residents and 584,000 jobs, which equates to 12 percent of the residents and 14 percent of the jobs in LA County. The Study Area's population and employment are both projected to increase by 2040—with population increasing by 25 percent to 1.5 million persons and employment increasing by 14 percent to 670,000 jobs. Many of the Study Area communities are characterized by heavily transit-dependent populations that currently lack access to a reliable transit network. The Study Area is also comprised of EJ communities. EJ communities are commonly identified as communities with a high combination of minority populations and/or low-income populations.

The Study Area is served by seven major freeways and a grid of north-south and east-west arterials. Much of this network is currently operating at level-of-service E or F during peak periods, indicating that the roadway network is already at or beyond capacity. Roadway congestion affects travel time and speed for all vehicles using the roadway, including buses. As a result of these reoccurring congestion levels, drivers encounter an increase in travel times associated with the low travel speeds. Exacerbating the issue is the low degree of travel time reliability, as travel speeds and travel times have significant daily variation.

Most of the transit service in the Study Area is provided by local and limited/express buses operating on the congested roadway network. While there are many bus routes serving the Study Area, most do not serve the predominant north-south direction of travel. In addition, traveling through the length of the Study Area requires several transfers between transit routes. Current regional commuter rail service is largely peripheral to the Study Area with Metrolink stations located at the edge of the Study Area (Union Station at the north end, Commerce to the east, and Norwalk to the south). Within the Study Area, there are six Metro Rail Lines (Red, Gold, Blue, Expo, Green, and Purple Lines); five of the six lines have stations in downtown Los Angeles (only the Green Line does not have a station downtown).

Figure ES-1. WSAB Transit Corridor Study Area



Source: WSP | Parsons Brinckerhoff (2016)

However, south of downtown Los Angeles, only two Metro Rail Lines (Blue and Green) have stations located within the communities that comprise the Study Area. The Metro Green Line service runs east-west through the Study Area, primarily along the I-105 freeway (from the Redondo Beach Station to the Norwalk Station). The Metro Blue Line service runs north-south through the Study Area along Flower Street, Washington Boulevard, and Long Beach Avenue (from Union Station to Long Beach Station). Although the Metro Green Line provides regional rail connections in the east-west direction and the Metro Blue Line in the north-south direction, both serve a limited portion of the Study Area.

The freeway, roadway, and rail network within the Study Area is also instrumental in supporting goods movement. The Study Area is home to the Alameda Corridor and intermodal rail yards, truck depots, warehouses, and distribution centers. Although these facilities that are used to move goods provide significant economic benefits within the Study Area, they also result in significant community and regional impacts from truck and train activity, such as historically poor air quality and congestion on arterials and freeways.

As population and employment continue to increase within the Study Area, daily travel also will increase. Under current (2012) conditions, the Study Area has 6.45 million daily person trips. Of these trips, 32 percent are within the Study Area; 31 percent are from the Study Area to destinations outside the Study Area; and 37 percent are into the Study Area from points outside the Study Area. By the year 2040, the Study Area's total daily person trips are projected to increase by 19 percent to approximately 7.67 million daily person trips. Of the 2040 daily person trips, 34 percent are trips within the Study Area; 30 percent are trips from the Study Area to destinations outside the Study Area; and 36 percent are trips into the Study Area from points outside the Study Area.

This increase of 1.22 million daily person trips between 2012 and 2040 in the Study Area will further burden the existing transportation network. Although auto travel is the predominant travel mode (with 78 percent of home-based work trips made by automobile), there is significant transit demand given the high proportion of transit-dependent populations. Overall, around 12 percent of the home-based work trips made by Study Area residents are currently made by transit, which is twice as high as the transit mode share of LA County as a whole.

ES.2 Purpose and Need Statement

As population and employment in the WSAB Transit Corridor Study Area continues to grow, the already congested roadway network will become even more congested. This congestion effects not only automobiles but also the travel time, speeds, and reliability of the buses that operate in mixed-flow traffic. As the Study Area is home to communities that are heavily reliant on transit as their primary mode of travel to access jobs and other key destinations, this increasingly unreliable bus network will be insufficient to meet their mobility needs. Rail transit that operates in a dedicated ROW provides greater reliability and faster travel times during peak periods than buses because this service is not as affected by roadway congestion. However, the existing rail network only provides service along the periphery of the Study Area, thereby requiring transfers to reach the rail stations.

The purpose of the Project is to provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within the Study Area, which includes downtown Los Angeles, parts of southeast Los Angeles, and portions of the Gateway Cities

subregion. This new transit service will increase mobility and connectivity for historically underserved transit-dependent and EJ communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

More specifically, the Project's purpose is as follows:

- Establish a reliable transit service that will enhance the connectivity of the existing transit network and reduce transit travel times to local and regional destinations
- Accommodate future travel demand, including the high number of transit trips made by Study Area residents
- Improve access for the densely populated neighborhoods, major employment centers, and other key regional destinations where future growth is forecasted to occur within the Study Area
- Address mobility and access constraints faced by transit-dependent communities, thereby improving transit equity

ES.3 Goals, Objectives, and Evaluation Criteria

Based on the purpose and need statement, a set of goals and objectives were established to guide development of the Project. During the development of the AA Study, goals and objectives were identified through a 24-month period of public meetings and work sessions with elected officials, stakeholders, advisory committee members, and communities. In 2015, as part of the TRS Report, goals of the project were further confirmed through technical meetings with key stakeholders, including Eco-Rapid Transit, corridor cities, and the California Department of Transportation.

The development and evaluation of the Project alternatives generally followed a six-step process. Figure ES-2 presents a flow chart of the evaluation process for the Project. Table ES-1 provides a list of the evaluation criteria established for each goal and set of objectives.

Figure ES-2. Evaluation Process

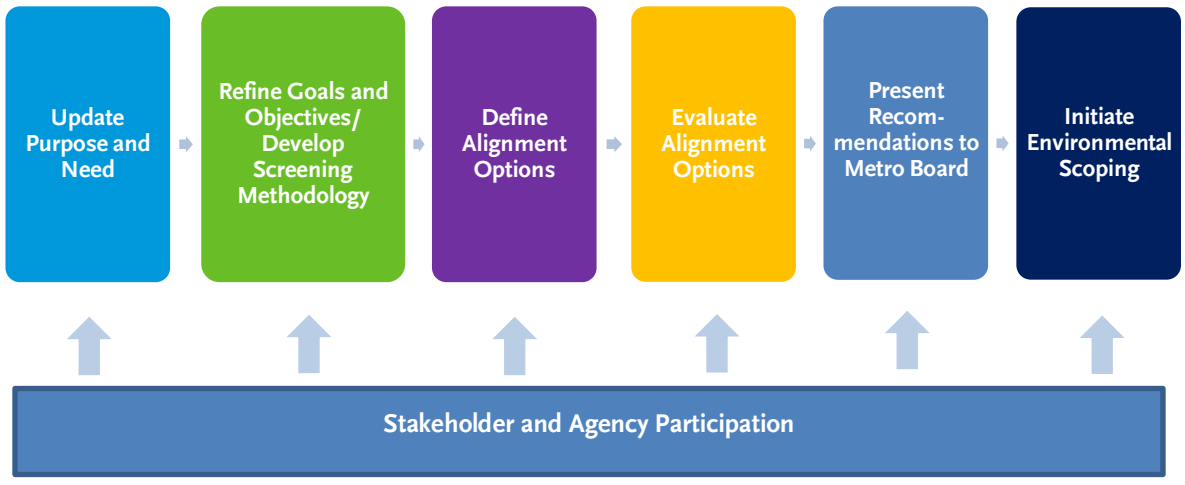


Table ES-1. Goals, Objectives, and Evaluation Criteria

#	Goals	Objectives	Evaluation Criteria
1	Provide Mobility Improvements	▪ Improves travel speeds and reduces travel times	▪ Daily hours of user benefits
		▪ Relieves high use (overcrowded) transit systems along the corridor	▪ Decrease in boardings on North-South Line (current Metro Blue Line)
		▪ Connects with the transit network	▪ Number of connections to other Metro Rail Lines ▪ Provides direct access to regional rail
		▪ Provides an alternative to a congested freeway and arterial network. Serves local and regional trips	▪ Number of daily boardings ▪ Number of new transit trips
		▪ Supports active transportation and first/last mile connections	▪ Number of connections to bicycle facilities
2	Support Local and Regional Land Use Plans and Policies	▪ Serves major employment centers and high-density residential neighborhoods	▪ 2040 population density within ½ mile of stations ▪ 2040 employment density within ½ mile of stations
		▪ Supports local economic development, projects, plans, and jobs	▪ Plans and policies supporting Transit-Oriented Development around stations
		▪ Serves affordable housing developments	▪ Number of existing affordable housing units within ½ mile of stations
		▪ Supports and is consistent with local plans	▪ Supported by existing local plans and programs
3	Minimize Environmental Impacts	▪ Minimizes environmental and community impacts	▪ Reduction in regional vehicle miles traveled
		▪ Minimizes impacts to the transportation network	▪ Impacts to roadway lanes, parking, and truck movement ▪ Minimal disruption to existing rail ROW
4	Ensure Cost Effectiveness and Financial Feasibility	▪ Costs are financially feasible	▪ Rough order of magnitude capital costs
		▪ Provides cost-effective project	▪ Cost/benefit (capital costs/boarding)
		▪ Minimizes risk of cost increase	▪ Engineering challenges ▪ Number of property acquisitions
5	Ensure Equity	▪ Provides benefits to transit-dependent and minority populations	▪ Percentage of transit-dependent persons within ½ mile of stations ▪ Percentage of station areas that qualify as EJ communities ▪ Provision of new reliable fixed service to underserved communities

Source: WSP | Parsons Brinckerhoff/TransLink Consulting. 2017

ES.4 Northern Alignment Options

The Project would provide light rail service for approximately 20 miles from downtown Los Angeles to the City of Artesia (Figure ES-3). The Project would be primarily at-grade with grade-separated (i.e., aerial or underground) portions in areas of constraint. Six alignment options for the northern portion of the Project (Union Station to the Florence/Salt Lake Station[1]) were identified through the initial alternative development documented in the AA Study and further studied in the TRS. These six northern alignment options are summarized in Table ES-2 and described as follows:

- **East Bank**: Extends approximately 7.7 miles between Union Station and the Florence/Salt Lake Station along the east side of the LA River (Figure ES-4). This alignment option would provide three stations north of Florence/Salt Lake: Union Station, Soto, and Leonis/District. The East Bank alignment option was originally developed as part of the AA Study.
- **West Bank 3**: Extends approximately 6.9 miles between the Little Tokyo Station and the Florence/Salt Lake Station along the west side of the LA River (Figure ES-5). This alignment option would provide four stations north of Florence/Salt Lake: Little Tokyo, 7th/Alameda, Pacific/Vernon, and Pacific/Randolph. The West Bank 3 alignment option was originally developed as part of the AA Study.
- **Pacific/Alameda:** Extends approximately 7.4 miles between Union Station and Florence/Salt Lake Station (Figure ES-6). This alignment option uses Alameda Street, Santa Fe Avenue, and Pacific Boulevard and would provide five stations north of Florence/Salt Lake: Union Station, Little Tokyo, Arts District, Pacific/Vernon, and Pacific/Randolph. The Pacific/Alameda alignment option was developed during the TRS as a variation of the West Bank 3 alignment option but with a direct connection to Union Station on the north.
- **Pacific/Vignes**: Extends approximately 7.2 miles between Union Station and the Florence/Salt Lake Station (Figure ES-7). This alignment option uses Vignes Street, Santa Fe Avenue, and Pacific Boulevard and would provide four stations north of Florence/Salt Lake: Union Station, Arts District, Pacific/Vernon, and Pacific/Randolph. The Pacific/Vignes alignment option was developed during the TRS as a variation of the West Bank 3 alignment option but with a direct connection to Union Station on the north.
- **Alameda**: Extends approximately 8.0 miles between Union Station and the Florence/Salt Lake Station along Alameda Street and the Metro Blue Line ROW (Figure ES-8). This alignment option would provide seven stations north of Florence/Salt Lake: Union Station, Little Tokyo, 7th/Alameda, Washington, Vernon, Slauson, and Pacific/Randolph. This alignment option was developed during the TRS.
- **Alameda/Vignes**: Extends approximately 8.1 miles between Union Station and the Florence/Salt Lake Station along Vignes Street, Alameda Street, and Metro Blue Line ROW (Figure ES-9). This alignment option would provide seven stations north of the Florence/Salt Lake Station: Union Station, Arts District, 7th/Alameda, Washington, Vernon, Slauson, and Pacific/Randolph. This alignment option was developed during the TRS.

South of the Florence/Salt Lake Station, all six northern alignment options converge and follow a single alternative 11 miles from the City of Huntington Park to the City of Artesia (Figure ES-3). The alternative would use the San Pedro Subdivision Branch, owned by the Ports of Long Beach and Los

[1] The TRS recommended shifting the Florence/Gage Station identified in the SCAG AA Study south to the Florence/Salt Lake intersection.

Angeles. Along this portion, three stations are proposed at Firestone Boulevard, Gardendale Street, and I-105/Metro Green Line. The I-105/Metro Green Line Station would provide transfers and connections between the Project and the Metro Green Line[2]. South of the I-105/Metro Green Line Station, the alternative would transition to the Metro owned PEROW. Along this southern portion, four stations are proposed at Paramount/Rosecrans, Bellflower, Gridley/183rd, and Pioneer[3].

Table ES-2. Characteristics of the Northern Alignment Options

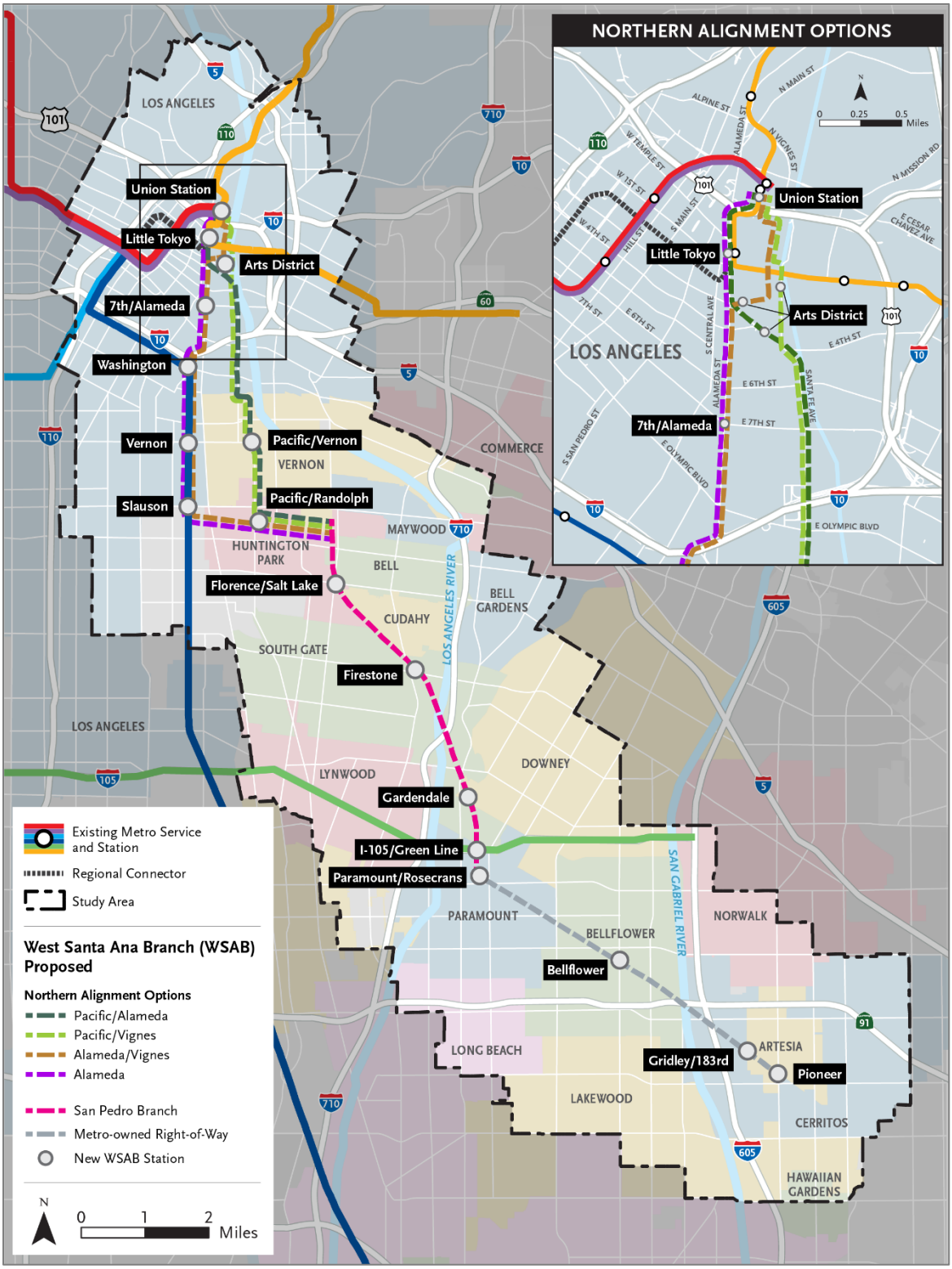
Alignment Option	Length (Northern Terminus to Florence/Salt Lake Station)	Preliminary Proposed Configuration (Northern Terminus to Florence/Salt Lake Station)	# of Proposed Stations (Northern Terminus to Florence/Salt Lake Station)
East Bank	7.7 miles	3.7 miles aerial; 4.0 miles at-grade	3
West Bank 3	6.9 miles	1.9 miles aerial; 3.3 miles at-grade; 1.7 miles underground	4
Pacific/Alameda	7.4 miles	2.7 miles aerial; 3.3 miles at-grade; 1.4 miles underground	5
Pacific/Vignes	7.2 miles	2.4 miles aerial; 3.2 miles at-grade; 1.6 miles underground	4
Alameda	8.0 miles	6.0 miles aerial; 2.0 miles at-grade	7
Alameda/Vignes	8.1 miles	5.5 miles aerial; 1.9 miles at-grade; 0.7 miles underground	7

Source: TRS Report, 2015

[2] Building from the SCAG AA Study, the feasibility of the I-105/Metro Green Line Station was assessed during the TRS, which concluded that siting a station in the I-105 median was feasible and recommended.

[3] The TRS analyzed the potential new terminus at the Pioneer Station in the City of Artesia in lieu of the Bloomfield Station in the City of Cerritos, which was part of the SCAG AA Study. The TRS concluded that the Pioneer Station terminus is feasible and recommended.

Figure ES-3. WSAB Transit Corridor



Source: West Santa Ana Branch Technical Refinement Study (Metro 2015)

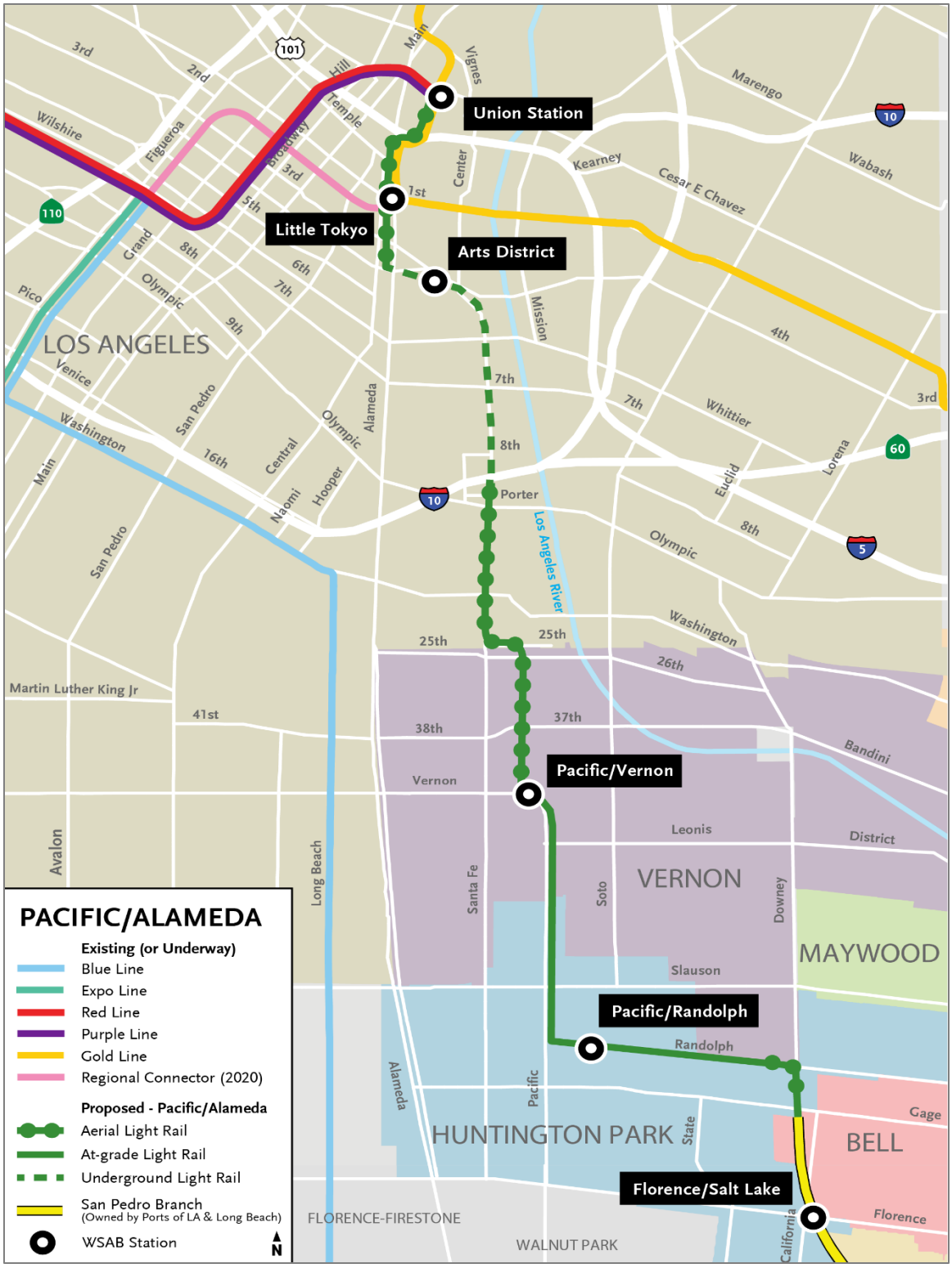
Figure ES-4. East Bank Alignment Option

Source: West Santa Ana Branch Technical Refinement Study (Metro 2015)

Figure ES-5. West Bank 3 Alignment Option

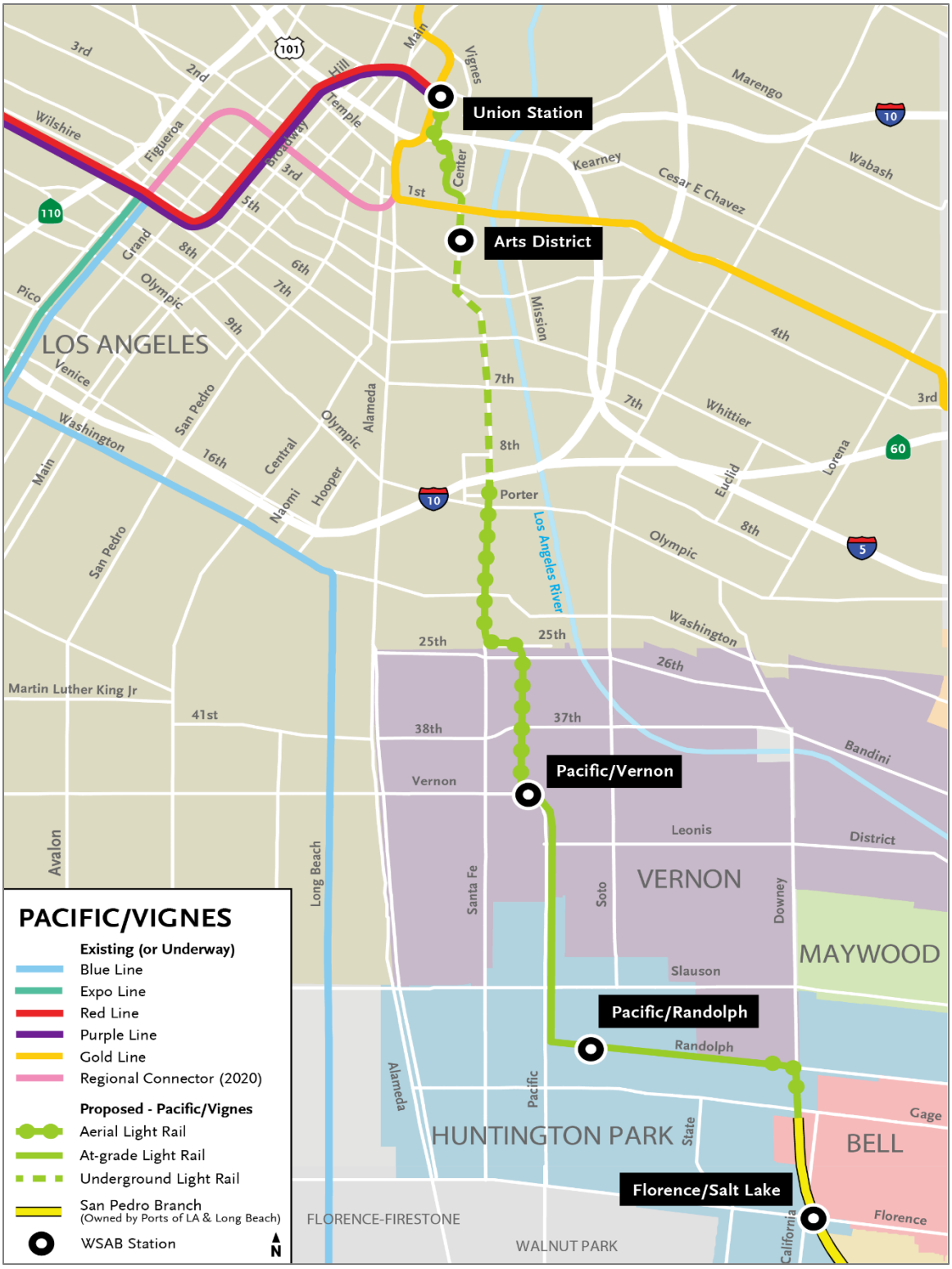
Source: West Santa Ana Branch Technical Refinement Study (Metro 2015)

Figure ES-6. Pacific/Alameda Alignment Option



Source: West Santa Ana Branch Technical Refinement Study (Metro 2015)

Figure ES-7. Pacific/Vignes Alignment Option



Source: West Santa Ana Branch Technical Refinement Study (Metro 2015)

Figure ES-8. Alameda Alignment Option

Source: West Santa Ana Branch Technical Refinement Study (Metro 2015)

Figure ES-9. Alameda/Vignes Alignment Option

Source: West Santa Ana Branch Technical Refinement Study (Metro 2015)

ES.5 Screening Evaluation

The screening evaluation was conducted to determine how well each of the six northern alignment options met the goals and objectives of the Project, as summarized in Table ES-1. The five project goals are as follows:

- Goal 1: Provide Mobility Improvements
- Goal 2: Support Local and Regional Land Use Plans and Policies
- Goal 3: Minimize Environmental Impacts
- Goal 4: Ensure Cost Effectiveness and Financial Feasibility
- Goal 5: Ensure Equity

For each goal, a set of criteria was evaluated and a score was given based on how well the alignment option meets the criteria. The northern alignment options were assessed against each evaluation criterion on their performance in qualitative and quantitative measures. A high, medium, or low rating was assigned based on the alignment option's ability to meet the stated objective. Table ES-3 presents the typical scoring methodology for each criterion.

Table ES-3. Scoring Methodology

Score		Description
●	High	A high score indicates the alternative highly supports and satisfies the criterion, or has a low potential for negative impacts.
◑	Medium	A medium score indicates the alternative moderately supports the criterion, or has a moderate potential for negative impacts.
○	Low	Low scores indicates that an alternative does not support or conflicts with the criterion, or has a high potential for negative impacts.

The comparison of northern alignment options presented in the following sections demonstrates the performance of the northern alignment options based on the goals and objectives of the Project. It also highlights the trade-offs among the northern alignment options to develop a recommendation of which alignment option(s) to carry forward into scoping for the environmental analysis.

Goal 1: Provide Mobility Improvements

Based on the criterion analyzed, the Pacific/Alameda, Pacific/Vignes, and Alameda alignment options would provide the greatest overall mobility improvement benefits (Table ES-4). These northern alignment options connect directly to Union Station and serve high-density residential and employment corridors, resulting in greater user benefits (overall time savings to the passenger) and higher daily boardings (each time a passenger boards a transit vehicle) than the other northern alignment options. These northern alignment options also directly serve numerous existing and planned Metro rail lines and bicycle facilities, which enhances the connectivity of the transit network. Furthermore, the Pacific/Alameda and Pacific/Vignes alignment options provide the greatest relief to overcrowded conditions on the North-South Line (current Metro Blue Line).

The East Bank and Alameda/Vignes alignment options provide overall average mobility improvements. The West Bank 3 alignment option would provide the fewest mobility improvement benefits primarily because this alignment option does not have a direct connection to the regional mobility hub of Union Station. By terminating at Little Tokyo instead of Union Station, this alignment option provides little relief to the overcrowded North-South Line and results in the least amount of user benefits and daily boardings.

Table ES-4. Goal 1: Provide Mobility Improvements

Evaluation Criteria	Northern Alignment Options					
	East Bank	West Bank 3	Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
Estimated daily hours of user benefits	● 17,240 hours	○ 14,320 hours	● 18,580 hours	● 17,000 hours	◑ 15,380 hours	○ 14,770 hours
Decrease in boardings on North-South Line (current Metro Blue Line)	◑ 5% to 9% relief	○ Less than 5% relief	● Higher than 10% relief	● Higher than 10% relief	◑ 5% to 9% relief	◑ 5% to 9% relief
Number of connections to other Metro Rail Lines	◑ 3 connections	◑ 2 connections	● 4 connections	◑ 3 connections	● 4 connections	● 4 connections
Provides direct access to regional rail	● Yes	○ No	● Yes	● Yes	● Yes	● Yes
Number of daily boardings	◑ 50,760 daily boardings	○ 43,390 daily boardings	◑ 59,660 daily boardings	◑ 52,550 daily boardings	● 75,310 daily boardings	◑ 61,770 daily boardings
Number of new transit trips	● 16,560 new trips	○ 13,450 new trips	● 17,480 new trips	● 16,150 new trips	◑ 14,640 new trips	◑ 14,250 new trips
Number of connections to bicycle facilities	○ 5 connections	○ 3 connections	◑ 6 connections	○ 3 connections	● 10 connections	◑ 7 connections
Overall Rankings and Scores	**Medium 4.5**	**Low 0.5**	**High 6.0**	**High 5.0**	**High 5.5**	**Medium 4.0**

Goal 2: Support Local and Regional Land Use Plans and Policies

Overall, the Pacific/Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes alignment options provide the greatest compatibility with existing and planned land uses (Table ES-5). The West Bank 3, Pacific/Alameda, and Pacific/Vignes alignment options serve a corridor with high employment density through the City of Vernon, while the Alameda and Alameda/Vignes alignment options would operate along a densely populated corridor bordering southeast Los Angeles. The northern alignment options with stations that serve the core of downtown Los Angeles (Union Station and Little Tokyo) have higher average population and employment densities than the northern alignment options that do not.

These downtown station areas, along with the Arts District Station, are also areas primed for future transit-oriented development (TOD) with policies already in place to encourage mixed-use, high-density development. The proposed stations along the Alameda and Alameda/Vignes alignment options overlap with the existing Metro Blue Line stations, which also have TOD plans and policies already in place to encourage transit-friendly development. The northern alignment options along Pacific Boulevard provide little opportunity for future TOD due to the industrial nature of the corridor. Likewise, the East Bank alignment option passes through primarily industrial areas with limited TOD plans and policies in place. While the West Bank 3 alignment option is similar to the Pacific/Alameda alignment option, it does not connect to Union Station, which is a major planned TOD center. Most of the existing affordable housing units are concentrated along the Alameda and Alameda/Vignes alignment options, as well as in downtown Los Angeles, with an especially high number within a half-mile of the Little Tokyo Station. The northern alignment options that serve more industrial areas have fewer affordable housing units around the station areas.

All of the northern alignment options meet the goals and objectives set forth in adopted plans and polices of the local jurisdictions. However, due to the lack of connection into Union Station or the Metro Blue Line, West Bank 3 only meets the goals set forth in the City of Vernon General Plan.

Table ES-5. Goal 2: Support Local and Regional Land Use Plans and Policies

Evaluation Criteria	Northern Alignment Option					
	East Bank	West Bank 3	Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
2040 population densities within ½ mile of stations	◑ 10,580 persons/ square mile	○ 8,880 persons/ square mile	● 13,570 persons/ square mile	◑ 12,310 persons/ square mile	● 14,140 persons/ square mile	● 13,400 persons/ square mile
2040 employment densities within ½ mile of stations	◑ 14,970 jobs/ square mile	◑ 14,830 jobs/ square mile	● 15,250 jobs/ square mile	● 15,370 jobs/ square mile	○ 13,800 jobs/ square mile	○ 13,280 jobs/ square mile
Plans and policies supporting TOD around stations	○ Stations located in primarily industrial station areas	◑ One downtown LA station, and stations in commercial and industrial areas	● Three downtown LA stations, and stations in commercial and industrial areas	● Two downtown LA stations, and stations in commercial and industrial areas	● Three downtown LA stations and adopted TOD station areas along the Metro Blue Line	● Three downtown LA stations and adopted TOD station areas along the Metro Blue Line
Number of existing affordable housing units within ½ mile of stations	○ 954 affordable housing units	◑ 1,713 affordable housing units	● 2,107 affordable housing units	◑ 1,659 affordable housing units	● 2,825 affordable housing units	● 2,798 affordable housing units
Supported by existing local plans and programs	● Effectively meets local plans	◑ Moderately meets local plans	● Effectively meets local plans	● Effectively meets local plans	● Effectively meets local plans	● Effectively meets local plans
Overall Rankings and Scores	**Low 2.0**	**Low 2.0**	**High 5.0**	**High 4.0**	**High 4.0**	**High 4.0**

Goal 3: Minimize Environmental Impacts

The Pacific/Alameda alignment option provides the greatest overall potential to minimize environmental impacts during both construction and operations (Table ES-6). The Pacific/Alameda, Pacific/Vignes, and East Bank alignment options result in the largest reduction in vehicle miles traveled during operation, resulting in improved air quality and other associated health and environmental benefits. With the exception of the East Bank alignment option, all northern alignment options may result in some impacts to the roadway network by either requiring the removal of parking or traffic lanes. These impacts are most likely to occur where the alignment is aerial or transitioning from aerial to underground. While the East Bank alignment option would not affect the roadway network, over a third of the alignment would overlap with active freight routes, which would potentially disrupt service.

Table ES-6. Goal 3: Minimize Environmental Impacts during Construction and Operation

Evaluation Criteria	Northern Alignment Options					
	East Bank	West Bank 3	Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
Reduction in vehicle miles traveled (VMT)	● 289,960 VMT reduced	○ 162,510 VMT reduced	● 312,150 VMT reduced	● 283,710 VMT reduced	◑ 214,930 VMT reduced	◑ 216,820 VMT reduced
Impacts to roadway lanes, parking, and truck movement	● No removal of parking or traffic lanes and minimal impacts to truck movement	◑ Minimal removal of parking or traffic lanes and minimal impacts to truck movement	◑ Minimal removal of parking or traffic lanes and minimal impacts to truck movement	○ Moderate removal of parking or traffic lanes and minimal impacts to truck movement	◑ Minimal removal of parking or traffic lanes and minimal impacts to truck movement	◑ Minimal removal of parking or traffic lanes and minimal impacts to truck movement
Minimal disruption to existing rail ROW (% of miles overlap with existing rail ROW)	○ 38%	● 11%	● 11%	● 11%	◑ 25%	◑ 25%
Overall Rankings and Scores	**Medium 2.0**	**Low 1.5**	**High 2.5**	**Medium 2.0**	**Low 1.5**	**Low 1.5**

Goal 4: Ensure Cost Effectiveness and Financial Feasibility

Overall, the Alameda alignment option would be the most cost-effective and poses the smallest risk to cost with the fewest engineering challenges (Table ES-7). In part, this is due to the aerial and at-grade configurations, which reduce costs when compared to the costs for an underground alignment. The East Bank alignment option presents the greatest engineering challenges with the need to address crossing existing LA River bridges, ROW constraints from adjacent established properties and utilities, and securing third-party agreements with Union Pacific Railroad and Metrolink to share the ROW. These engineering challenges result in significant risks, which could decrease the cost-effectiveness of this alignment option even further. In addition, when comparing the northern alignment options that require tunneling, the West Bank 3 alignment option has the highest risk due to the longest length of tunneling required.

Table ES-7. Goal 4: Ensure Cost Effectiveness and Financial Feasibility

Evaluation Criteria	Northern Alignment Option					
	East Bank	West Bank 3	Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
Capital cost (rough order of magnitude in millions $2015)	◑ $3,796.3 [4]	◑ $4,315.5	◑ $4,420.5	◑ $4,416.2	◑ $4,309.4	○ $4,624.4
Cost/benefit (capital costs per boarding)	◑ $75	○ $99	◑ $74	◑ $84	● $59	◑ $75
Engineering challenges	○ Extensive potential conflicts with infrastructure and requires numerous third-party approvals	◑ Risk associated with tunneling	◑ Risk associated with tunneling	◑ Risk associated with tunneling	● Minimal risk as entirely aerial or at-grade	● Minimal risk associated with shortest tunneling segment
Number of property acquisitions (initial estimate)	○ Significant ROW constraints	● Sufficient ROW	◑ Limited ROW	◑ Limited ROW	● Sufficient ROW	● Sufficient ROW
Overall Rankings and Scores	**Low 1.0**	**Medium 2.0**	**Medium 2.0**	**Medium 2.0**	**High 3.5**	**Medium 2.5**

[4] ROW costs were not factored during the TRS Capital Cost estimates. The substantial length of the East Bank alignment requires obtaining easements or purchasing the ROW.

Goal 5: Ensure Equity

All of the northern alignment options meet the goal of ensuring equity in the provision of new transit service by serving highly transit-dependent and EJ communities. The proportion of transit-dependent households is slightly higher along the Alameda and Alameda/Vignes alignment options because of the corridor's proximity to southeast Los Angeles. However, these communities are already served by the Metro Blue Line; therefore, the Alameda and Alameda/Vignes alignment options would not provide new service to an underserved community. All station areas surpass the LA County averages of 17 percent of people living below poverty and 57 percent of the population being minorities and therefore would be considered EJ communities.

Table ES-8. Goal 5: Ensures Equity

Evaluation Criteria	Northern Alignment Options					
	East Bank	West Bank 3	Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
Percentage of transit-dependent persons within ½ mile of stations	◑ 15% to 19%	◑ 15% to 19%	◑ 15% to 19%	◑ 15% to 19%	● Over 20%	● Over 20%
Percentage of station areas that qualify as EJ communities	● 100% of station areas	● 100% of station areas	● 100% of station areas	● 100% of station areas	● 100% of station areas	● 100% of station areas
Provision of new reliable fixed service to underserved communities	● New service	● New service	● New service	● New service	◑ Overlaps with existing Metro Blue Line and existing Metro Gold Line Little Tokyo Station	● Overlaps with existing Metro Blue Line and provides new Arts District Station
Overall Rankings and Scores	**High 2.5**	**High 2.5**	**High 2.5**	**High 2.5**	**High 2.5**	**High 3.0**

ES.6 Summary and Recommendations

Each of the northern alignment options provides a unique set of benefits that must be considered against the potential costs and challenges. Table ES-9 presents the results for each alignment option considered, and the following bullets summarize the key findings for each alignment option:

- **East Bank:** Because of its direct connection into Union Station, the East Bank alignment option provides substantial mobility benefits; however, the stations along this alignment serve predominantly industrial areas with lower population and employment densities and limited opportunities for future TOD. Most importantly, this alignment option presents significant engineering challenges because of the constrained ROW from adjacent established properties and utilities, conflicts with existing infrastructure (such as LA River bridges), and requires securing third-party agreements with rail agencies. Combined, these are likely to result in higher costs.
- **West Bank 3:** This alignment option provides limited mobility benefits because of its northern terminus in Little Tokyo instead of Union Station. The lack of connection to Union Station also limits TOD opportunities and connections to a major population and employment center. Furthermore, while the benefits of West Bank 3 are substantially lower than the other northern alignment options, the associated costs and engineering challenges are not significantly lower and thus do not offset the lack of connection into Union Station.
- **Pacific/Alameda**: By serving both an Arts District and a Little Tokyo Station, this alignment option provides significant mobility benefits, presents numerous TOD opportunities, and meets the needs of the local communities and stakeholders. By serving Pacific Boulevard, this alignment option introduces new transit service to a currently underserved area while also providing congestion relief along the Metro Blue Line (North-South Line). However, by serving Santa Fe Avenue and Pacific Boulevard, this alignment option provides service to a primarily industrial area rather than enhancing transit service along the Metro Blue Line, which is heavily residential and presents promising TOD opportunities in the future.
- **Pacific/Vignes:** The Pacific/Vignes alignment option provides many of the same benefits as the Pacific/Alameda alignment option. However, by not connecting to the Little Tokyo Station, this alignment option misses a key connection to the East-West Line (the future Regional Connector) thereby limiting mobility benefits and a heavily populated area with numerous TOD opportunities. Furthermore, the estimated capital cost is not significantly lower than the Pacific/Alameda alignment option, but the benefits are lower.
- **Alameda:** The Alameda alignment option provides connections to the Union Station, Little Tokyo, and Metro Blue Line (North-South Line), resulting in significant mobility benefits. By following the Metro Blue Line, this alignment option serves low-income and densely populated areas that would benefit from additional transit service and helps to address overcrowding on the Metro Blue Line. By avoiding tunneling, this alignment option is also estimated to be one of the lower cost options. However, this alignment option does not minimize environmental impacts as effectively as other alignment options because of a moderate reduction in VMT and an exclusively

aerial alignment, which could result in conflict with existing roadway or rail (Metro Blue Line) networks.

- **Alameda/Vignes:** As with the Alameda alignment option, this alignment option provides new transit service to a transit-dependent community along the Metro Blue Line (North-South Line) and results in substantial mobility benefits. While this alignment option does provide a station in the Arts District with significant potential for future growth, it does not include a station at Little Tokyo, limiting the connection to the East-West Line (the future Regional Connector). This alignment option is also estimated to be the most expensive because of the required tunneling.

Table ES-9. Summary of Results

Evaluation Criteria	Northern Alignment Options					
	East Bank	West Bank 3	Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
Provide Mobility Improvements	Medium	Low	High	High	High	Medium
Support Local and Regional Land Use Compatibility	Low	Low	High	High	High	High
Minimize Environmental Impacts	Medium	Low	High	Medium	Low	Low
Ensure Cost Effectiveness and Financial Feasibility	Low	Medium	Medium	Medium	High	Medium
Ensure Equity	High	High	High	High	High	High
Overall Rankings	**Low**	**Low**	**High**	**High**	**High**	**Medium**

ES.7 Recommendations and Next Steps

Based on the results of the northern alignment options screening analysis, it is recommended that the East Bank and West Bank 3 alignment options be dropped from further consideration and the Pacific/Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes alignment options be carried forward into scoping for the environmental analysis. The East Bank and West Bank 3 alignment options were developed during the SCAG AA phase and do not meet the purpose and need of the project as effectively as the Pacific/Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes alignment options.

In particular, the East Bank alignment option serves a primarily industrial area with limited opportunities for future TOD and poses significant engineering challenges that present higher risk and cost. The West Bank 3 alignment option does not connect directly into Union Station, forcing passengers to transfer to reach this major transportation hub, thus limiting the mobility improvements. The Pacific/Alameda and Pacific/Vignes alignment options

follow the general alignment of the West Bank 3, but provide the valuable direct connection to Union Station.

By providing a direct connection into Union Station, the Pacific/Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes alignment options provide a reliable transit service that connects southeastern LA County to the regional transportation network. The Pacific/ Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes alignment options increase mobility and connectivity for historically underserved transit-dependent and EJ communities; reduce travel times on local and regional transportation networks; and accommodate substantial future population and employment growth. Therefore, it is recommended that the Pacific/ Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes alignment options be carried into scoping for the environmental analysis.

ATTACHMENT B

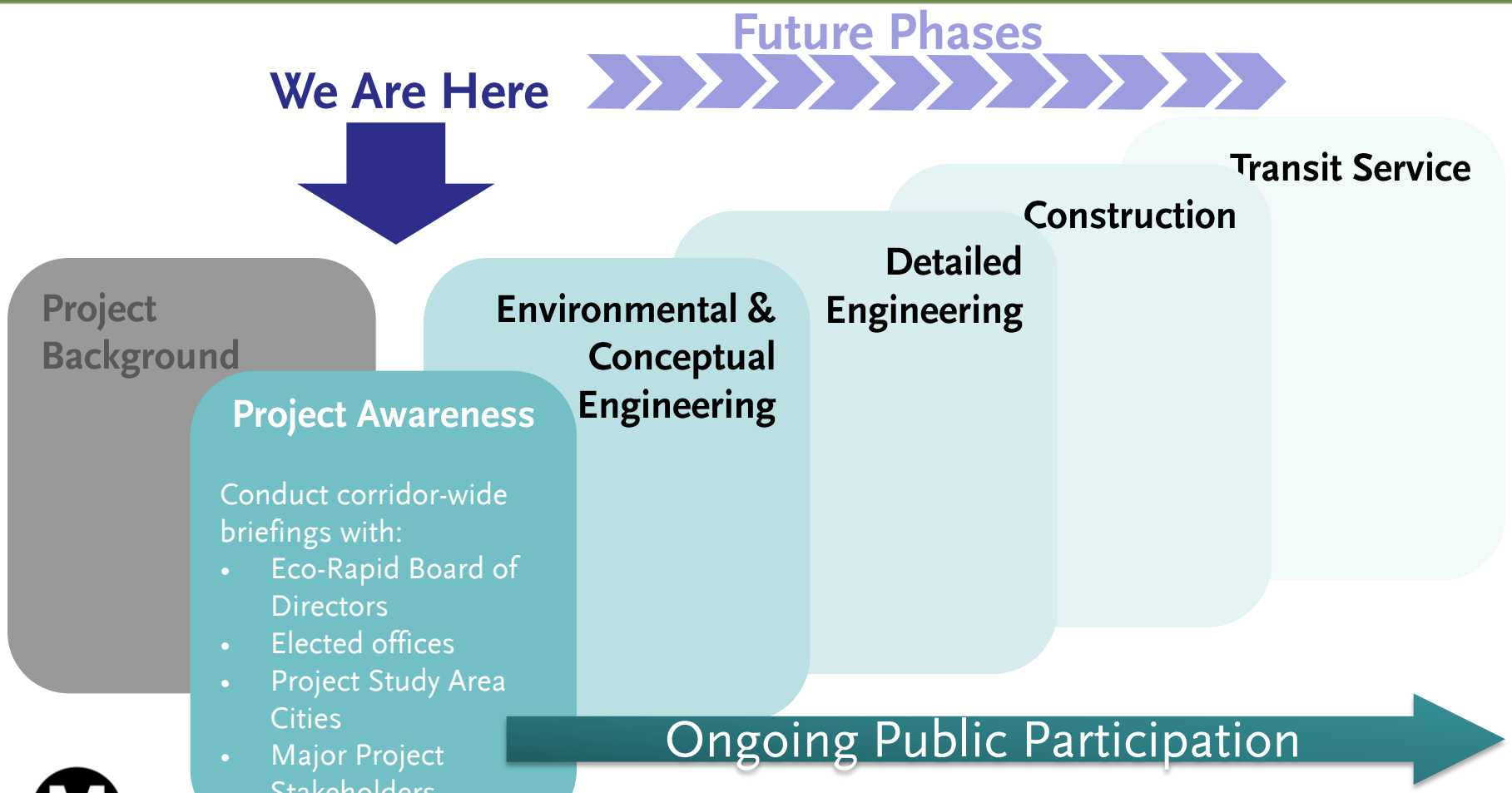
West Santa Ana Branch Transit Corridor Project Definition Map

Item #23

West Santa Ana Branch Transit Corridor

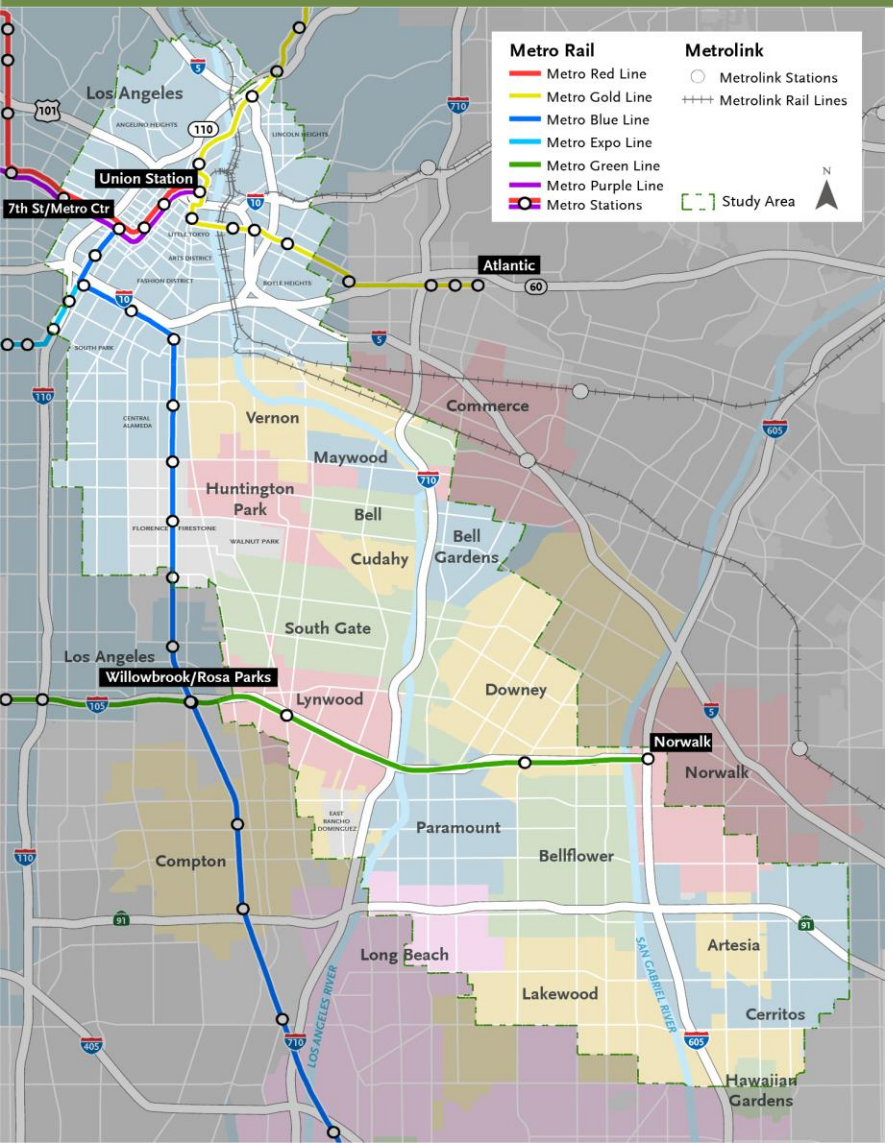
Planning and Programming Committee – April 19, 2017

Project Development Process



Metro

Project Study Area



- 98 square miles
- 20 individual cities plus unincorporated LA County
- 1.2 million people currently reside in the Study Area, with 1.5 million residents projected in 2040
- 584,000 jobs are currently located in the Study Area, 670,000 jobs projected in 2040
- Population and employment densities are five times higher than LA County

SCAG Alternatives Analysis Recommendations

- Light Rail Transit (LRT)
- Stations identified
- Two northern alternatives:
  - East Bank
  - West Bank 3

Technical Refinement Study (TRS) Overview

1. Southern Terminus
   - City of Artesia Pioneer Station as new terminus
2. New Green Line Station
   - Constructing station in active freeway and rail line
3. Huntington Park Alignment & Stations
   - Shift alignment from Pacific Blvd. to Santa Fe Ave.
   - Relocate SCAG AA station locations to:
     - Salt Lake Ave./Florence Ave.
     - Randolph St. east of Pacific Blvd.
4. Northern Alignment Options
5. Access to Union Station

TRS - Northern Alignment Options

- SCAG Alignments:
  - East Bank
  - West Bank 3
- Pacific Blvd. Corridor Options:
  - Pacific/Alameda
  - Pacific/Vignes
- Metro Blue Line/Alameda St. Corridor Options:
  - Alameda
  - Alameda/Vignes

TRS - Northern Alignment Options Key Findings

	East Bank	West Bank 3	Pacific Blvd Corridor		Metro Blue Line/ Alameda St Corridor	
			Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
Number of Stations	11	12	13	12	15	15
Length (miles)	18.5	17.8	18.3	18.1	19	19.1
Travel Time (minutes)	34.4	32.4	33	33.2	33.2	34.3
Estimated Daily Boardings (2040)	50,760	43,390*	59,660	52,550	75,300	61,770
Preliminary Cost Estimate (in billions, 2015$)	$3.8	$4.3	$4.3	$4.3	$4.3	$4.6

* Forced Transfers

Higher Performing Alternatives

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Project Definition - Four Northern Alignment Options

- Recommend to be carried into Environmental Scoping:
  - Pacific Blvd. Corridor Options:
    - Pacific/Alameda
    - Pacific/Vignes
  - Metro Blue Line/Alameda St. Corridor Options:
    - Alameda
    - Alameda/Vignes

Environmental Process Timeline

Ongoing Public Participation

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Public Outreach

- **Public Scoping Comment Period & Meetings (with Live Webcast) - Spring 2017**

- Project Update Community Meetings (2 Rounds)
- City and Elected Briefings
- TAC Meetings
- Community Events / Pop-ups
- Extended Outreach

- **Draft EIR/Public Comment Period & Hearings (with Live Webcast)**

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Next Steps

- May/June 2017, Public Scoping Comment Period & Meetings (with Live Webcast)
- Technical meetings with corridor cities/agencies
- Continuing public outreach

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

File #: 2017-0191, **File Type:** Project **Agenda Number:** 24.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2017

SUBJECT: WESTSIDE PURPLE LINE SECTION 3 MEASURE R COMMITMENT

ACTION: APPROVE COMMITMENT OF ACCELERATED MEASURE R FUNDS TO WSPLE 3

RECOMMENDATION

APPROVE the formal commitment of ~~$905~~ $899.9 million of accelerated **Measure R funds to Westside Purple Line Extension Section 3** (WSPLE3) to fulfill the Federal Transit Administration's financial rating requirements for Metro's New Starts project request of ~~$1.175~~ $1.3 billion.

ISSUE

This report includes the formal commitment of ~~$905~~ $899.9 million of accelerated Measure R funds to WSPLE 3 to fulfill the Federal Transit Administration (FTA) financial rating requirements for Metro's New Starts project request of ~~$1.175~~ $1.3 billion. To support the schedule outlined in the January 26, 2017 Board Report (File # 2016-0828) on WSPLE3 delivery, Metro is formally requesting FTA approval to enter engineering on this project. A commitment of the Measure R funds will greatly improve the likelihood of success in the financial capacity evaluation to be performed by FTA late this spring.

DISCUSSION

In February 2016, the Metro Board of Directors approved taking the necessary steps to advance the WSPLE3 project as part of a larger package including other Measure R projects. Coupled with that February 2016 action was a contract modification in the amount of $28 million for advanced preliminary engineering and other design and support services for the WSPLE 3 project. In June 2016, the Metro Board of Directors approved the Measure M Expenditure Plan which proposed that the voters accelerate the WSPLE3 project from FY 2036 to as early as FY 2024 (as the first year of a three-year range for the opening date). Measure M and its Expenditure Plan were approved by the voters in November 2016. In January 2017, the Metro Board of Directors approved the amendment of Measure M into the Regional Transportation Plan and further approved certain design-build and contracting delivery approaches for the WSPLE 3 project.

Consistent with the now accelerated schedule for WSPLE3 project, Metro is seeking to formally advance the project into the New Starts program's engineering phase, a key step in the acceleration

plan. As of this writing, Metro staff will be submitting a required Financial Plan in support of the entry into engineering request in mid-April 2017. Entry into engineering approval by FTA requires, in part, that the Financial Plan show that Metro can construct, operate, and maintain the project in the context of all its other regional transportation system commitments, including the construction, operation, and maintenance of all other projects in the Regional Transportation Plan.

Metro's pre-Measure M Strategic Financial Plan had scheduled the Measure R funds consistent with opening WSPLE3 in FY 2036. In order to deliver WSPLE3 as early as FY 2024, Metro needs to meet the federal process requirements and timelines for the New Starts funding process. FTA's New Starts process requires a viable Financial Plan to enter engineering and acceptance of Metro's Financial Plan assumptions, including the recommended formal action by the Metro Board of Directors to commit Measure R funds earlier than previously indicated. This Measure R commitment is consistent with the Measure R funding profile identified in the Measure R Expenditure Plan for the "Westside Subway Extension." As a result of this commitment, no other Measure R projects will be delayed.

WSPLE3 has a mix of federal and local funds in Metro's financial model, including a New Starts project request of ~~$1.175~~ $1.3 billion; $994 million of Measure M; and a Measure R commitment of ~~$905~~ $899.9 million. This report seeks to confirm the commitment of ~~$905~~ $899.9 million (including $120.6 million for bond interest) of accelerated Measure R funds to WSPLE3. A full summary of the projects cash flow plan, including sources and uses for WSPLE 3, can be found in Attachment A.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY17 budget includes the $30.4 million commitment as outlined in Attachment A. Since this is a multiple year project, the project manager and the Chief Program Management Officer will be accountable for budgeting the required commitments in future years.

Impact to Budget
The source of accelerated funding is Measure R 35% which is not eligible for bus and rail operating expenditures.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the commitment of Measure R funds for the WSPLE3 project. Staff does not recommend this alternative as the recommendation allows the project to be formally accepted into the engineering phase by FTA to meet its goal of opening to the public as early as 2024, in time for the potential 2024 Los Angeles Olympics. Any delay in approving this action results in further FTA application delays that would likely affect the construction timeline of this project and put the proposed opening date of 2024 in jeopardy.

NEXT STEPS

With Board approval, Planning staff will notify FTA of the Board's Measure R commitment for WSPLE3. Going forward, staff will complete work on the Financial Model in support of the LRTP update commencing in FY 2018, which will include this and other updates. Any future changes to FTA regulations or funding levels, including the New Starts budget affecting Metro projects, will be reported to the Board as information becomes available.

ATTACHMENTS

Attachment A - Financial plan for the WSPLE3 FTA submittal.

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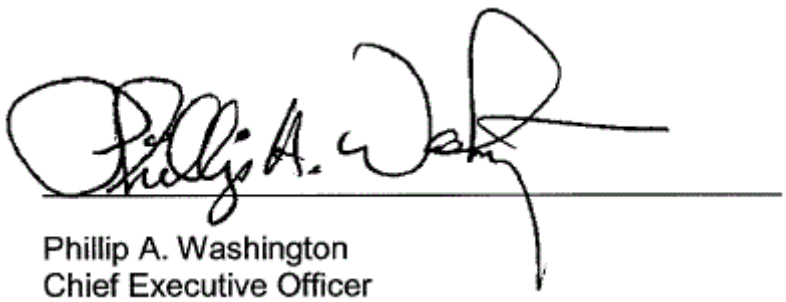
Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

REVISED

ATTACHMENT A

Westside Purple Line Extension Section 3 Expenditure/Funding Plan (including bonding)

($ in millions)

Uses	**Total**	**Prior**	**FY 17**	**FY 18**	**FY 19**	**FY 20**	**FY 21**	**FY 22**	**FY 23**	**FY 24**	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**FY 29**	**FY 30**	**FY 31**	**FY 32**	**FY 33**
Guideways	$ 539.4			$ 18.6	$ 45.1	$ 139.0	$ 123.5	$ 98.9	$ 69.3	$ 37.0	$ 6.5	$ 1.5							
Stations	$ 575.0				$ 18.4	$ 105.6	$ 55.8	$ 79.2	$ 99.6	$ 127.3	$ 87.8	$ 1.3							
Sitework/Special Conditions	$ 497.3		$ 1.0	$ 51.3	$ 82.4	$ 57.1	$ 59.1	$ 70.1	$ 72.5	$ 79.4	$ 24.5								
Systems	$ 130.1					$ 18.2			$ 8.9	$ 64.7	$ 38.3								
Right of Way	$ 368.4		$ 0.3	$ 120.6	$ 247.5														
Vehicles	$ 35.3							$ 35.3											
Professional Services	$ 494.4	$ 13.8	$ 27.4	$ 46.1	$ 58.9	$ 63.9	$ 57.2	$ 59.2	$ 47.4	$ 49.1	$ 37.0	$ 27.4	$ 7.1						
Unallocated Contingency	$ 273.1		$ 2.7	$ 5.0	$ 31.6	$ 32.7	$ 33.8	$ 35.0	$ 36.2	$ 37.5	$ 43.3	$ 7.5	$ 7.7						
Subtotal Project Cost	**$ 2,913.0**	**$ 13.8**	**$ 31.4**	**$ 241.6**	**$ 483.9**	**$ 416.6**	**$ 329.4**	**$ 377.7**	**$ 334.0**	**$ 394.9**	**$ 237.3**	**$ 37.7**	**$ 14.8**						
CGRRB Debt Service	$ 993.6							$ 25.6	$ 25.6	$ 42.4	$ 100.0	$100.0	$100.0	$100.0	$100.0	$100.0	$ 100.0	$ 100.0	$ 100.0
Measure R bond interest	$ 120.6					$ 3.7	$ 3.6	$ 3.4	$ 3.3	$ 3.9	$ 8.6	$ 13.5	$ 13.0	$ 12.6	$ 12.1	$ 11.6	$ 11.0	$ 10.5	$ 9.8
TOTAL USES	$ 4,027.2	$ 13.8	$ 31.4	$ 241.6	$ 483.9	$ 420.3	$ 332.9	$ 406.7	$ 362.9	$ 441.3	$ 345.9	$151.2	$127.8	$112.6	$112.1	$111.6	$ 111.0	$ 110.5	$ 109.8
Sources																			
Federal Revenue																			
Section 5309 New Starts	$ 1,300.0						$ 100.0	$ 100.0	$ 100.0	$ 100.0	$ 100.0	$100.0	$100.0	$100.0	$100.0	$100.0	$ 100.0	$ 100.0	$ 100.0
Local Revenue																			
Measure R 35% - Transit Cap	$ 779.3	$ 4.0	$ 31.4	$ 50.3	$ 218.3		$ 2.0	$ 71.8	$ 26.3	$ 132.4	$ 190.3	$ 37.7	$ 14.8						
Measure R 35% for bond interest	$ 120.6					$ 3.7	$ 3.6	$ 3.4	$ 3.3	$ 3.9	$ 8.6	$ 13.5	$ 13.0	$ 12.6	$ 12.1	$ 11.6	$ 11.0	$ 10.5	$ 9.8
Subtotal Measure R 35%	$ 899.9	$ 4.0	$ 31.4	$ 50.3	$ 218.3	$ 3.7	$ 5.6	$ 75.2	$ 29.6	$ 136.3	$ 198.9	$ 51.2	$ 27.8	$ 12.6	$ 12.1	$ 11.6	$ 11.0	$ 10.5	$ 9.8
Local Agency Contributions	$ 87.4									$ 87.4									
Repay Cap Proj Loans Fund	$ 9.8	$ 9.8																	
Measure M 35% -Transit	$ 994.3			$ 191.3	$ 265.6	$ 372.8				$ 117.6	$ 47.0								
Grant Receipt Rev Bonds (CGRRB)	$ 735.9					$ 43.8	$ 227.4	$ 231.5	$ 233.2										
TOTAL SOURCES	$ 4,027.2	$ 13.8	$ 31.4	$ 241.6	$ 483.9	$ 420.3	$ 332.9	$ 406.7	$ 362.9	$ 441.3	$ 345.9	$151.2	$127.8	$112.6	$112.1	$111.6	$ 111.0	$ 110.5	$ 109.8

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

File #: 2017-0154, **File Type:** Project **Agenda Number:** 35

REGULAR BOARD MEETING
MAY 25, 2017

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: APPROVE TECHNICAL STUDY RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING an updated Project Definition for Environmental Clearance, including three alternatives:

1. SR 60 North Side Design Variation Alternative;

2. Washington Boulevard Alternative with Atlantic Below-Grade Option; and

3. Combined Alternative with both SR 60 and Washington Boulevard via Atlantic Segments; and

B. RECEIVING AND FILING the **Eastside Phase 2 Technical Study Report.** Attachment D contains the Executive Summary. The full report is available upon request.

ISSUE

In November 2014, the Board received the Eastside Transit Corridor Phase 2 Draft Environmental Impact Statement/Report (EIS/EIR) and approved carrying forward to further study two build alternatives: the SR 60 North Side Design Variation (NSDV) Alternative and the Washington Boulevard Alternative. Staff was directed to address comments received from Cooperating and Public Agencies, identify an alternative to the Washington Boulevard Garfield Alternative aerial alignment, and analyze the feasibility of operating both alternatives.
At the July 2015 meeting, the Board approved a Contract Modification for the Metro Eastside Transit Corridor Phase 2 Project to undertake this work including community outreach to support the Technical Study. The Board also approved a motion (Attachment A) directing staff to provide bi-monthly updates on the project covering:

- analysis and refinement of project alternatives,
- project schedule and milestones,
- status reports on work with third-party agencies, and
- community outreach.

The Eastside Phase 2 Technical Study is now complete, and includes findings and recommendations for Board consideration. Specifically, Board approval is being sought to adopt the updated Project Definition, which includes a slightly revised SR 60 North Side Design Variation Alternative and the Atlantic Boulevard Underground Option as the new Washington Boulevard Alternative. The updated Project Definition also includes a 'Combined' Alternative, which is recommended for further study in the next phase of work. Board selection of a Locally Preferred Alternative (LPA) will be made upon the completion of the revised draft environmental documents.

DISCUSSION

Project Schedule and Milestones

The major work elements described above for this project had several key milestones. The Technical Study incorporated extensive stakeholder feedback into the screening analysis which informed the technical recommendation made herein. Attachment B summarizes the completed milestones. The project team undertook numerous investigations and design studies to address comments received from the Cooperating agencies and the November 2014 Board direction. Based on the findings of these technical investigations and consultation with Resource Agencies, there are no significant outstanding issues otherwise preventing the re-initiation of the environmental process on the updated Project Definition.

Status Report

SR 60 North Side Design Variation (NSDV) Alternative

The project team undertook a coordinated design refinement effort to address potential conflicts with other plans and existing facilities. Much of the effort focused on the NSDV segment between Greenwood Avenue and Paramount Boulevard, which was modified to address several areas of concern. The City of Monterey Park and the Monterey Park Market Place developer expressed concerns that the original NSDV might block the view of the Market Place development just north of the proposed NSDV alignment limits. The project team modified the alignment geometry, lowered the grade profile in front of the proposed Market Place development, and relocated the proposed NSDV eastern flyover further east. Also, the guideway over the Paramount Boulevard on-ramp was slightly realigned to avoid conflicts with the widened on-ramp currently in construction, per request of California Department of Transportation (Caltrans). In unincorporated East Los Angeles, to minimize visual obstruction to the AltaMed's PACE facility on Pomona Boulevard at Hillview Avenue, the study team refined the guideway alignment by shifting the proposed beginning of the retaining wall further east by approximately 350 feet.

In addition, the project team completed numerous technical investigations to address issues arising from comments received from Cooperating Agencies, including:

- subsurface investigation along the western portion of the NSDV guideway alignment to document soil conditions, per request by United States Environmental Protection Agency (EPA);
- field surveys to confirm the height of Southern California Edison (SCE) transmission lines crossing SR 60 just east of Paramount Boulevard and inform the development of a preliminary plan to raise the SCE transmission lines to a height sufficient to remove the clearance conflict;
- sensitive species, rare plants and jurisdictional waters surveys, per request by EPA and the California Department of Fish and Wildlife (CDFW); and
- advancement of concept design of the proposed Santa Anita Station and Park and Ride facility

to address issues related to flood management operational flexibility, per request by the Unites States Army Corps of Engineers (ACE)

This effort included extensive consultation with each of the key Cooperating Agencies that included a review of work plans, incorporation of technical feedback and disclosure of preliminary findings. Based on the results of the technical investigations, design refinements and feedback received from Cooperating Agencies and key stakeholders, it is recommended that the Project Definition be updated to include the revised SR 60 NSDV Alternative. The technical work performed on the SR 60 NSDV Alternative has addressed Cooperating Agency comments to a degree sufficient to justify the study of this updated Alternative in a re-initiated environmental document.

Washington Boulevard Alternative: Route Options Screening Results

The project team completed an evaluation of potential Washington Boulevard connection options. The process started with 27 potential connection options to Washington Boulevard, including 17 options from the 2009 Alternatives Analysis (AA) study and 10 new options not previously considered. These 27 route options were evaluated based on physical constraints such as street widths, utilities and existing structures. In addition, the assessment considered factors such as ridership, cost, travel time, access to major activity centers, economic development opportunities, Transit-Oriented Communities (TOC) potential, and consistency with community goals. Based on the analysis and the feedback provided from the study area key stakeholders, three route options - Garfield, Atlantic and Arizona - stood out as most promising and were the subject of more detailed technical analysis (Attachment C). These three north-south connection options were shared at community meetings held in March 2016, June 2016 and February 2017.

The following highlights key findings and recommendations, which are informed both by technical analysis and feedback received from the communities and stakeholders:

- **Garfield Route Option:** The design of an underground configuration along Garfield Avenue would require a tight horizontal curve just west of Via Campo and Wilcox Avenue, which could potentially impact the existing commercial site and the Ford dealership. South of this location, an underground tunnel would require the relocation of storm drains and sewer lines along Garfield Avenue. From a ridership standpoint, the catchment area around a proposed Metro station at Garfield Avenue and Whittier Boulevard lacks the intensity of activity typically associated with a subway station. Moreover, the alignment misses the Commerce Citadel and Casino area, which has the study area's highest ridership potential. With an underground tunnel, there would also be significant impacts during construction, including property acquisition, business disruption and traffic/circulation impacts near SR 60. As a result, the Garfield Underground Option is not recommended for further consideration as a potential north -south connection to Washington Boulevard.

- **Arizona Route Option:** Although Arizona Avenue is a wide street (108" curb to curb), it is located in a low-density residential district where on-street parking is an important community asset. A median-running at-grade light-rail transit (LRT) would necessitate the removal of on-street parking. This would create a significant hardship to residents along Arizona Avenue. From an operational standpoint, there are also significant challenges associated with a junction at 3rd Street and Mednik Avenue, which is just west of the existing East LA Civic Center Station and the intersection where Griffith Middle School is located. A junction on Arizona Avenue would necessitate demolishing and shifting the LA Civic Center Station east of its current location with potential property impact to the northwest corner of the Griffith Middle

School.

A below-grade configuration on Arizona Avenue would avoid the on-street parking loss impacts associated with at-grade LRT, but would require the taking of numerous residences in the vicinity of 3rd Street and Mednik Avenue, where there would be need to be a large construction site to launch or extract a tunnel boring machine (TBM) and a permanent tunnel portal. It is determined that an underground LRT portal on Arizona Avenue could not be constructed and operated without permanent residential property displacements. While there is some potential for economic development around a proposed Metro station at Arizona Avenue and Whittier Boulevard, the existing catchment area lacks the intensity of activity typically needed to justify the investment in an underground Metro station. Based on the preponderance of factors considered above, any LRT extension along Arizona Avenue would not be consistent with community priorities and goals. As a result, Arizona is not recommended for further consideration as a potential north-south corridor connection to Washington Boulevard.

- **Atlantic Route Option:** Atlantic Boulevard possesses land use characteristics and activity levels best suited for premium Metro rail service. It is a medium density commercial/retail corridor that is narrower than Arizona Avenue, but intersects with the historic Whittier Boulevard corridor. The catchment area around Atlantic Boulevard and Whittier Boulevard is a vibrant hub of retail activity, and has strong economic development potential. Because Atlantic Boulevard is a major arterial corridor with heavy traffic, it is not a viable corridor for at-grade LRT, especially given the presence of numerous sensitive uses (schools and churches). A grade crossing analysis was conducted which indicated that at-grade LRT would produce significant traffic/circulation and access impacts that could not be mitigated. The project team investigated the feasibility of a below-grade configuration that would connect the Atlantic Station to the thriving Whittier Boulevard commercial corridor and the regional-serving Commerce Citadel and Hotels complex in the City of Commerce. The Atlantic below-grade option would offer the benefit of avoiding numerous physical obstacles, including: the Mixmaster (the junction of Atlantic Boulevard, Triggers Street, Telegraph Rd., and Union Pacific Railroads), the AltaMed's Headquarters facilities on Camfield Avenue, the SCE transmission towers east of Tubeway Avenue and a number of BNSF rail spurs in the eastern part of the City of Commerce.

  The study team explored several potential methods of constructing a rail tunnel, including launching a TBM from the south in the City of Commerce and extracting it from the north near Atlantic Boulevard and 3rd Street where a portal is needed to allow trains to daylight from a tunnel. This construction approach could significantly reduce the footprint needed for tunnel construction staging in East Los Angeles. In addition, the City of Commerce has expressed openness to exploring joint development opportunities made possible through the acquisition of parcels needed for a maintenance facility in the eastern part of the City of Commerce north of Washington Boulevard. For these reasons, the Atlantic Underground Option is the most promising north-south connection to Washington Boulevard, and is recommended for Board approval as the new Washington Boulevard Alternative.

The table below summarizes the screening results of the Washington Boulevard route options - Arizona, Atlantic and Garfield (underground) - and compares them to the Washington Boulevard Alternative in the Draft EIS/EIR.

Factors	Draft EIS/EIR Washington Blvd LRT Alternative	Arizona		Atlantic		Garfield
		At-Grade	Underground	At-grade	Underground	Underground
Fundamentally Consistent with Community Goals/Priorities?	NO	NO	NO	NO	YES	NO
Operationally Feasible?	YES	NO	NO	YES	YES	YES
Ridership (Daily Boardings)*	19,920	17,280 to 18,680	18,270 to 19,770	17,950 to 19,280	19,610 to 21,070	19,120
Rough Order-of-Magnitude (ROM) Capital Costs (in 2010 $)*	$1.4 to 1.7 billion	+10% to +20%	+60% to +70%	+10% to +20%	+90% to +100%	+80% to +90%
Preliminary Travel Time (in minutes)	18-19 min.	20-21 min	18-19 min.	20-21 min.	17-18 min.	18-19 min.
Potential Traffic/Circulation Impacts	Minimal	Significant	Minimal	Significant	Minimal	Minimal
Recommendation	STOP	STOP	STOP	STOP	GO	STOP

*Cost and ridership data is subject to change as design refinement and more detailed technical work continues.

The Arizona and Garfield Route Options are not recommended for further consideration as they are fundamentally inconsistent with community goals. The Atlantic Underground Option provides the most benefits when compared to other options studied for the Washington Alternative. The Atlantic Underground Option performs well on a number of key measures including projected high ridership (19,610 to 21,070 boardings), faster travel time (17-18 minutes), best meets community goals by minimizing surface operational disruptions and providing connectivity to local and regional destinations and activity centers in unincorporated East Los Angeles and the City of Commerce.
The cost estimate for the Washington Boulevard Alternative via Garfield Avenue from the 2014 Draft EIS/EIR was approximately $1.4 to $1.7 billion (in 2010 dollars). The cost differential between the Draft EIS/EIR Baseline Alternative and the other route options is attributable to several factors, the most significant of which is the inclusion of below-grade segments. The length of the new Washington Boulevard Alternative is about 8.8 miles, of which one-third of the alignment could be an underground segment along Atlantic Boulevard in unincorporated East Los Angeles and then along Smithway Street in the City of Commerce. The cost of the underground segment would include elements such as underground stations and right-of-way acquisition near portal construction sites. Other factors include inflation adjustments and higher LRT construction costs in Los Angeles County, per recent construction bid prices reflecting more current market conditions. For these reasons, the cost of the Atlantic Underground Option is higher than those of the original Draft EIS/EIR Baseline Alternative.

SR 60 and Washington Blvd 'Combined' Operations

Measure M funding for the Eastside Phase 2 project includes a total of $6 billion, of which $3 billion is not identified to be available until after 2052. Initial funds to start construction of the initial segment of the project are currently scheduled to commence in 2029. Based on preliminary cost estimates, the total commitment of $6 billion could be enough to cover the cost of both alternatives. The Technical

Study explored the feasibility of operating both alternatives (SR 60 and Washington Boulevard), and it has been determined that operating both segments is feasible, but would require infrastructure and operational elements that would not be required if only one or the other alternative were operated as a 'stand-alone' line.

If both the SR 60 and Washington segments were built, there would only be one maintenance facility needed to service rail vehicles operating on both lines. The exact location of the maintenance facility will be determined in the next phase of work. In order to move all Eastside 2 trains serving both branches to that maintenance facility, a potential three-way junction concept (similar to the planned operations at the Crenshaw Line/Green Line merge junction) would be needed. The provision of a three-way junction, potentially underground, would allow patrons to travel to points along either the SR 60 branch or the Washington branch, therefore offering greater connectivity with the project area and to/from the greater Los Angeles region. Another benefit of a three-way junction is that it could support a third line from South El Monte to Whittier, potentially allowing for 5-minute service on each branch.

Based on the analysis performed, a 'Combined' Alternative, which includes both the SR 60 and Washington Boulevard segments, has sufficient technical merit to be included as a new Alternative in the updated Project Definition. The inclusion of a Combined Alternative in the re-initiated environmental process would be the only way to environmentally clear the three-way underground junction, which would not be needed if only SR 60 or Washington were built. In the next phase, the Eastside Phase 2 project team would develop and advance the design of a three-way junction, define the associated operating plan and determine its physical footprint.

Community Outreach

The study team undertook an extensive outreach effort with numerous project stakeholders throughout the study area to provide project updates, receive feedback on the north-south connection options development process and seek feedback on the overall community engagement strategy. Over 110 outreach meetings were held during the course of the technical study, including:

- 10 community meetings (including East Los Angeles (3 meetings), Whittier (2 meetings), Montebello (2 meetings), South El Monte (2 meetings), and Commerce (1 meeting)
- 30 briefings with SR 60 Coalition and Washington Boulevard Coalition, both on monthly basis
- 70 stakeholder briefings with East Los Angeles residents, businesses, neighborhood and community groups, local city staff or city council members, federal and state elected officials, chambers and business associations, major property owners/developers, Councils of Government and Service Councils in the San Gabriel Valley and Gateway Cities.
- Two tours of Metro maintenance facilities in Santa Monica and Monrovia

Of the 10 community meetings held, five were recently completed in early-mid February 2017 in the communities of Whittier, Montebello, South El Monte, City of Commerce, and East Los Angeles. A total of 318 persons attended the five meetings, and provided a valuable opportunity to receive critical feedback on Technical Study findings and recommendations. In general, there is strong support for the Eastside Phase 2 project and re-initiation of the environmental process, based on the recommended Project Definition.

Several key areas of consensus and themes emerged based on survey results and comments made. First, there was strong support expressed for the Atlantic Underground Option as the new Washington Boulevard Alternative. Of 235 respondents surveyed at the February 2017 community meetings, 63% agreed that the Atlantic Underground Option has sufficient merit to be recommended as the new Washington Boulevard Alternative. This result was strongly corroborated by sentiments

expressed at the Community Meetings, particularly from attendees who made comments at the East Los Angeles meeting on February 16. Second, there was openness to studying the 'Combined' Alternative in the next phase of work, as evidenced by the 50% of respondents who felt that the 'Combined' Alternative had enough merit to study in the next phase plus an additional 16% of the respondents who expressed the 'Combined' Alternative maybe have some merit to be further studied. There was also support for SR 60 NSDV Alternative, which several attendees felt could serve a robust east-west commuter market and has lesser impacts to residential community/businesses during and after construction. While there is strong support for the Eastside Phase 2 project overall, participants shared concerns regarding the potential impacts during the construction, especially as it relates to traffic and business disruption and/or relocation. Participants also highlighted the importance of designing the stations with ease of access for pedestrians, bike riders and park and ride.

The study team has received positive feedback from the key stakeholders indicating their general support of the technical study findings and recommendations. Through April 2017, the study team will continue to provide briefings with study area stakeholder groups. A complete report of all outreach activities will be provided at Metro committee meetings as requested.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse safety impacts on Metro's employees and patrons.

FINANCIAL IMPACT

The FY 2017 budget includes $1,990,600 for Professional Services in Cost Center 4350, Project 460232 (Eastside Transit Corridor Phase 2). Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds is Repayment of Capital Project Loans Fund 3562. These funds are eligible for bus and/or rail operating and capital expenses.

ALTERNATIVES CONSIDERED

The Board could choose to direct staff to proceed with environmental clearance for only one of the two alternative routes that have been studied in the Technical Study. This is not recommended as it could preclude future opportunities to connect both the northern (Route 60) and southern (Washington Boulevard) branches of this corridor.

NEXT STEPS

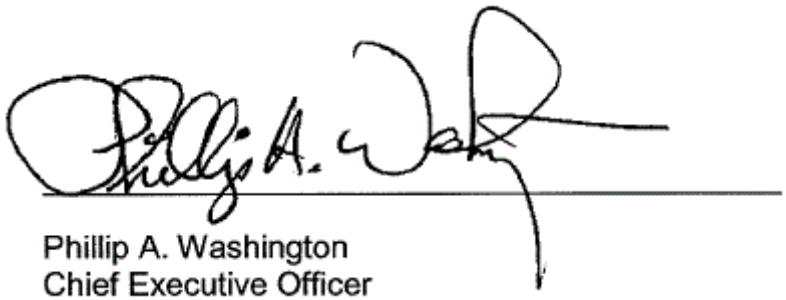
Upon approval, staff will procure professional services to prepare a revised draft environmental document and conduct advanced conceptual engineering through final environmental clearance. Upon completion of procurement, staff will return to the Board to seek approval on the negotiated contract budget amounts for the aforementioned professional services.

ATTACHMENTS

Attachment A - July Board Motion
Attachment B - Project Schedule
Attachment C - Map of North/South Route Options for Washington Boulevard
Attachment D - Eastside Phase 2 Route Options Screening Analysis and Community Outreach Executive Summary

Prepared by: Jill Y. Liu, Transportation Planning Manager, Countywide Planning & Development, (213) 922-7220,
Eugene Kim, Deputy Executive Officer, Countywide Planning & Development, (213) 922-3080,
David Mieger, Interim Senior Executive Officer, Countywide Planning & Development, (213) 922-3040

Approved by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Metro

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

Metro

Board Report

File #:2015-1105, **File Type:**Motion / Motion Response

Agenda Number:27.1

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015

Motion by:

MAYOR ERIC GARCETTI, SUPERVISOR DON KNABE,
SUPERVISOR HILDA SOLIS, DIRECTOR DIANE DuBOIS,
DIRECTOR JOHN FASANA AND DIRECTOR JACQUELYN DUPONT-WALKER

July 15, 2015

Relating to Item 27: File ID 2015-0706
Gold Line Eastside Extension Phase 2

At the November regular MTA Board meeting, the Board voted to proceed with and continue study on ~~two~~ all alternatives for the Gold Line Eastside Extension Phase 2.

The communities and stakeholders for both alternatives under evaluation should understand and receive updates on the technical studies on a regular basis.

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) approving amending **Motion by Directors Garcetti, Knabe, Solis, DuBois, Fasana and Dupont-Walker** that the Board instruct the CEO to provide ~~quarterly~~ updates every 60 days starting with the September 2015 Board cycle as follows:

A. Report on the project contractual scope of work and provide a description of the task orders for the technical study;

B. Provide the project schedule and related milestones for both the technical analysis and environmental planning process for all the alternatives under consideration and study; and

C. In the regular quarterly updates, provide, at a minimum, the following:

1. Project schedule updates;

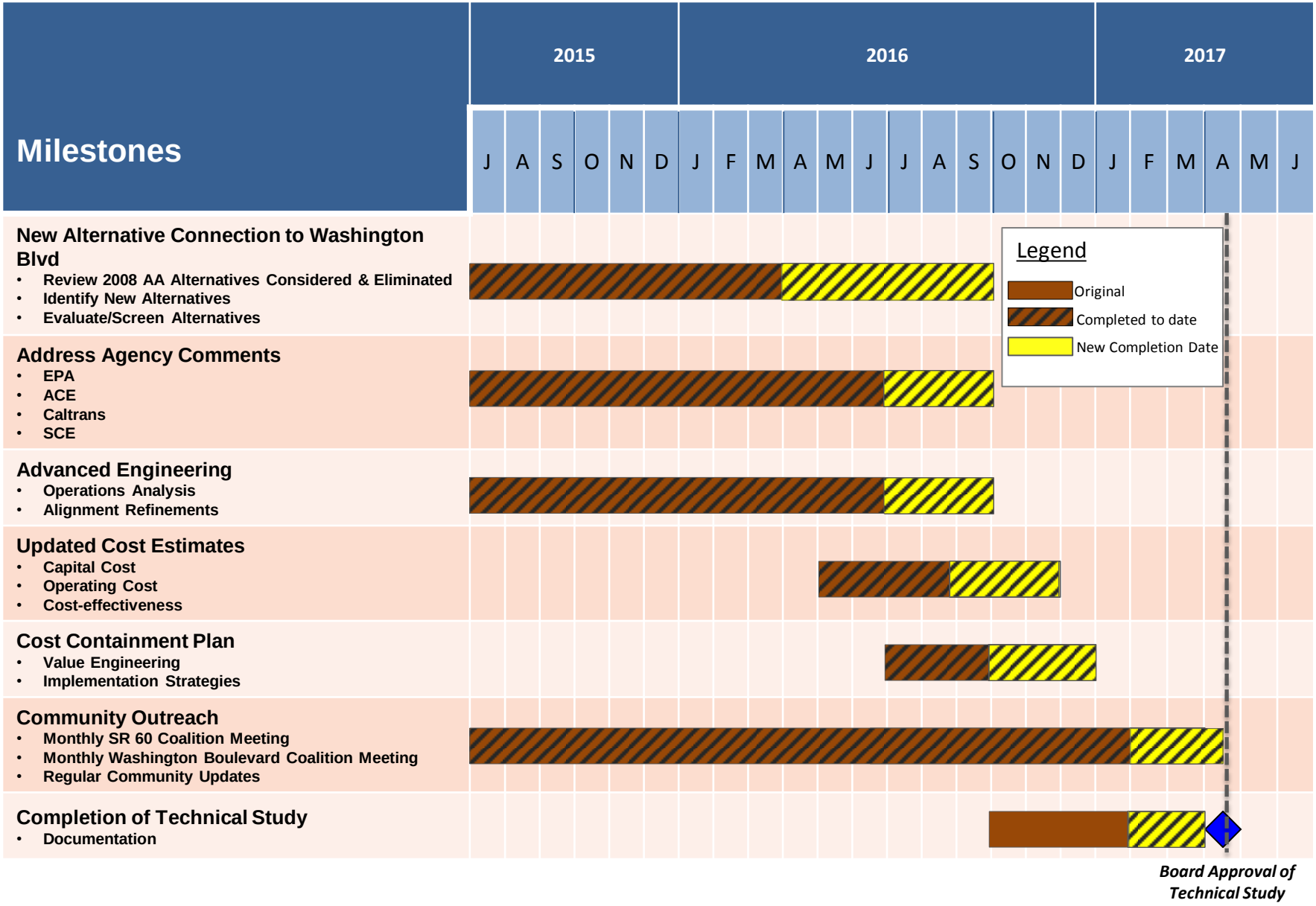
2. Progress reports with third-party agencies on the local, state, and federal level; and

3. Community outreach schedule and meeting results, including any concerns raised by

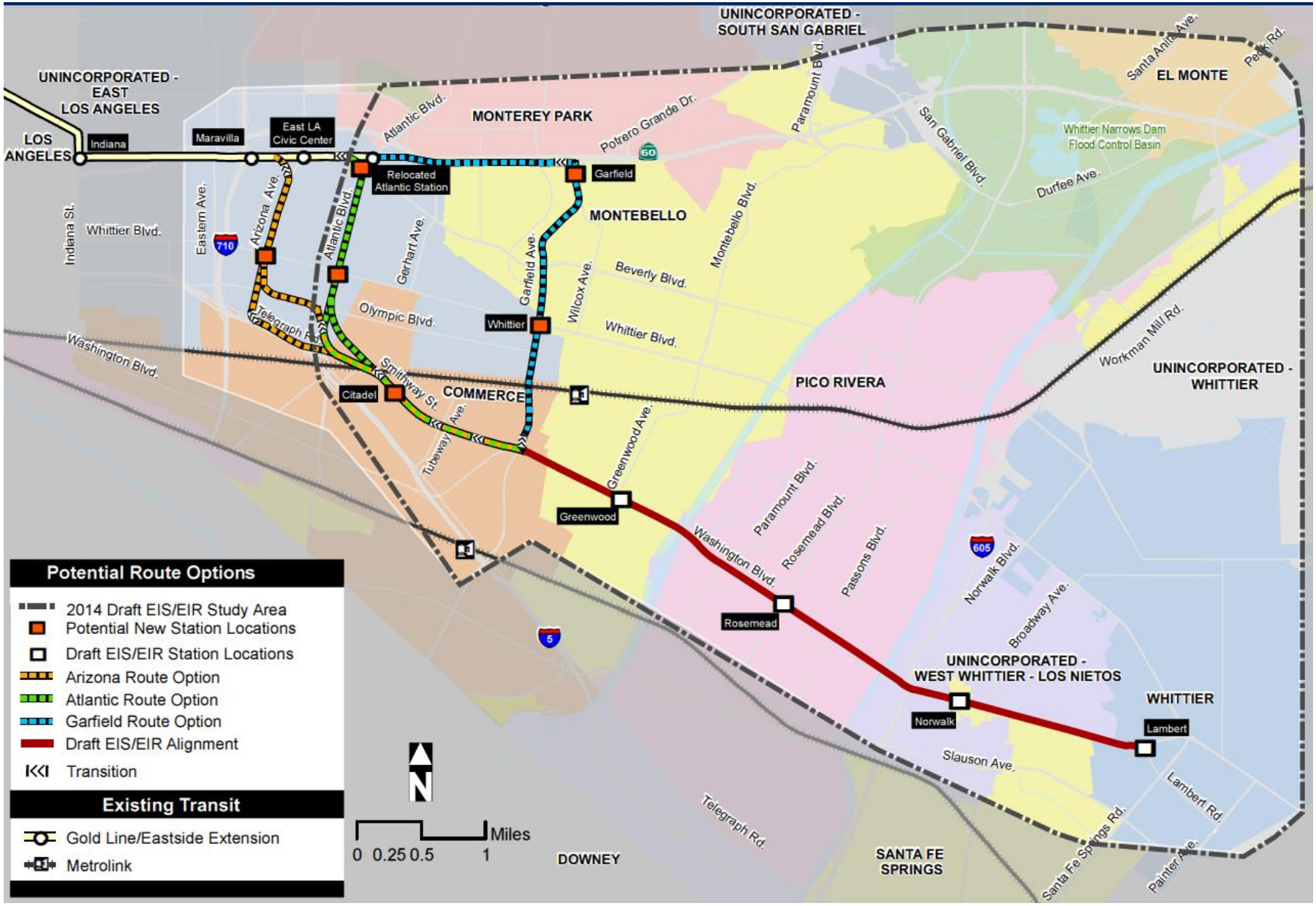
stakeholders.

ATTACHMENT B

Milestone Schedule



ATTACHMENT C

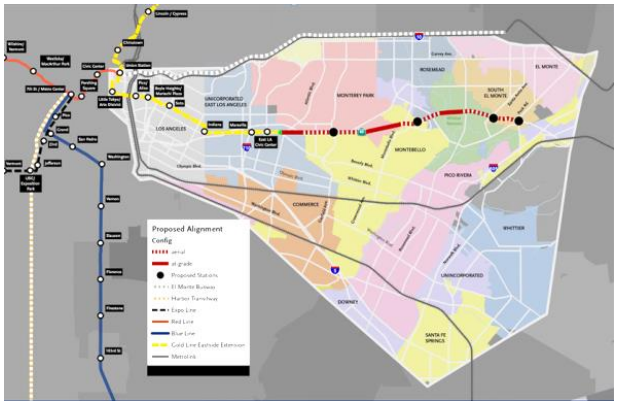


Attachment D

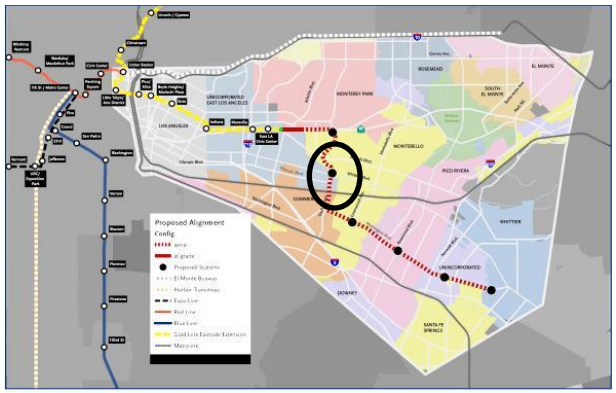
Eastside Transit Corridor Phase 2 Technical Study
Route Options Screening Analysis and Community Outreach
Executive Summary – April 2017

Technical Study Scope

- **Nov 2014: Board-directed Technical Study to:**
  - ✓ **Address Agency Comments regarding the SR 60 North Side Design Variation (NSDV) LRT Alternative**
    - US Environmental Protection Agency (USEPA)
    - US Army Corps of Engineers (USACE)
    - California Department of Transportation (Caltrans)
    - California Department of Fish and Wildlife (CDFW)
    - Southern California Edison (SCE)
  - ✓ **Eliminate Aerial on Garfield Ave between Via Campo and Whittier Bl.**
  - ✓ **Identify a New North/South Connection to Washington Blvd.**
  - ✓ **Explore Feasibility of Operating Both SR 60 and Washington Blvd. Alternatives**



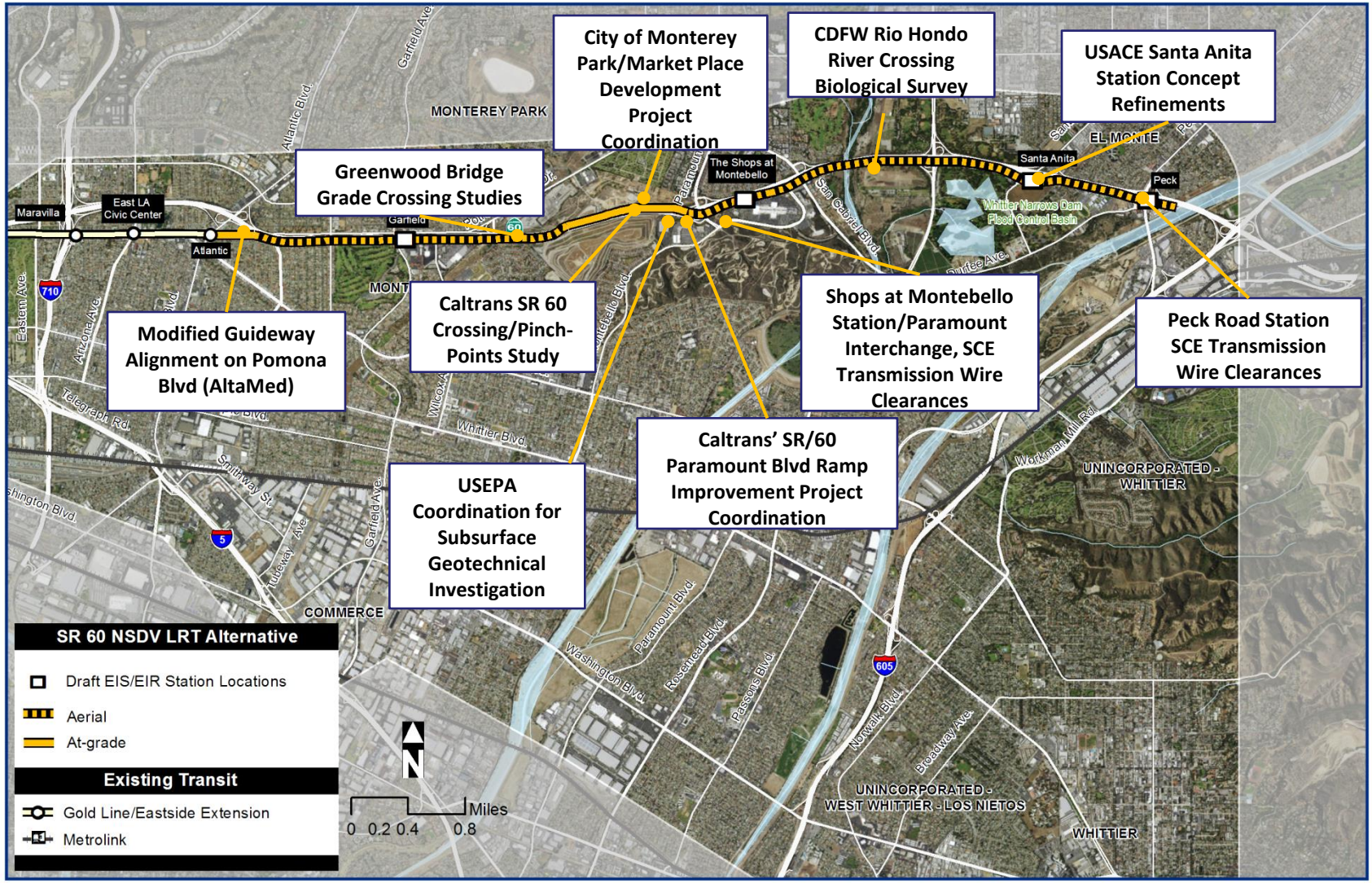
SR 60 NSDV Alternative



Washington Blvd Alternative via Garfield Aerial

Metro

SR 60 NSDV LRT Alternative technical investigations addressed numerous resource agency comments



Metro

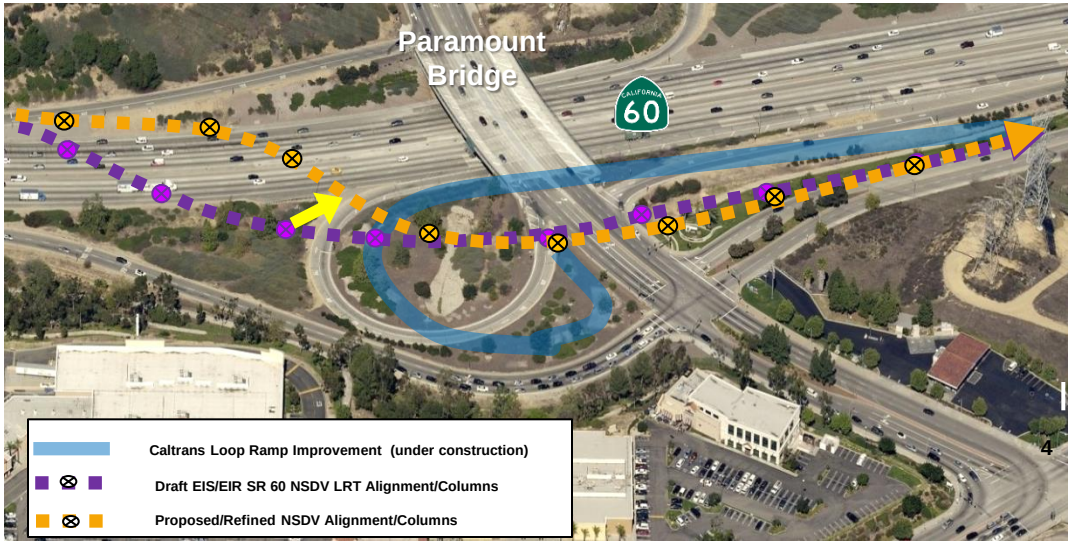
Caltrans requested additional design studies to resolve potential conflicts on SR 60 NSDV LRT Alternative

Caltrans Comment:

- NSDV flyover structures may impose non-standard Caltrans design elements and impact their feasibility for future widening of the SR-60 Freeway
- The proposed flyover structure (west of Paramount Blvd.) would conflict with the new SR 60 ramps at Paramount Blvd.

Metro Actions:

- Developed NSDV cross-sections within the limits of the NSDV to list any existing non-standard Caltrans design features and all non-standard design features which may be imposed with the construction of NSDV
- Modified NSDV to place columns of aerial structure in locations that do not conflict with new SR 60 Ramps at Paramount Boulevard.
- Additional coordination with Caltrans will be required in the next study phase to refine the NSDV concept.



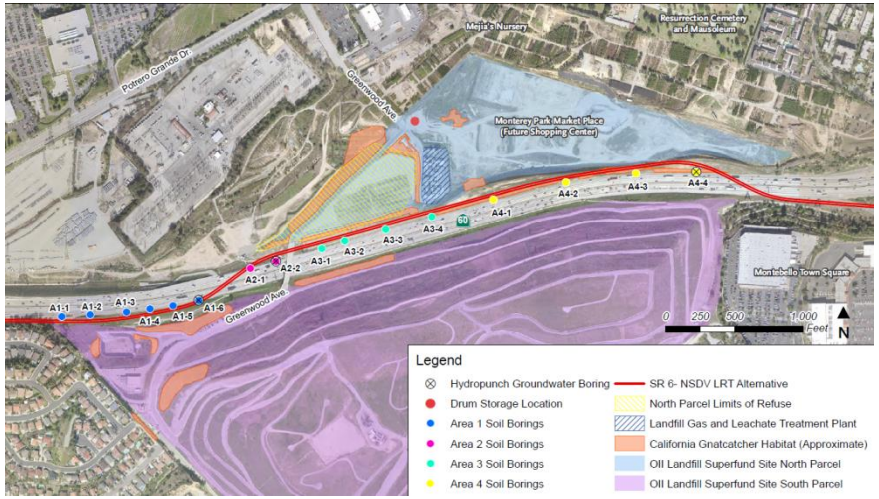
USEPA requested additional studies at OII Superfund Site

USEPA Comments:

- Construction of the NSDV alignment may result in possible hazardous materials release, potential impact to the remedy, operating perimeter liquids control systems and fill integrity, and concerns for landslide risk and seismic stability

Metro Actions:

- Conducted field survey activities from July 25 - August 4, 2016, which indicated:
  - ✓ Fill is reasonably adequate
  - ✓ Would not pose significant issue for design of NSDV segment
- Conducted grade crossing analysis and underpass study for Greenwood Bridge
- During next environmental process, additional geotechnical borings to assess presence of landslide deposits and slope stability analysis



Metro

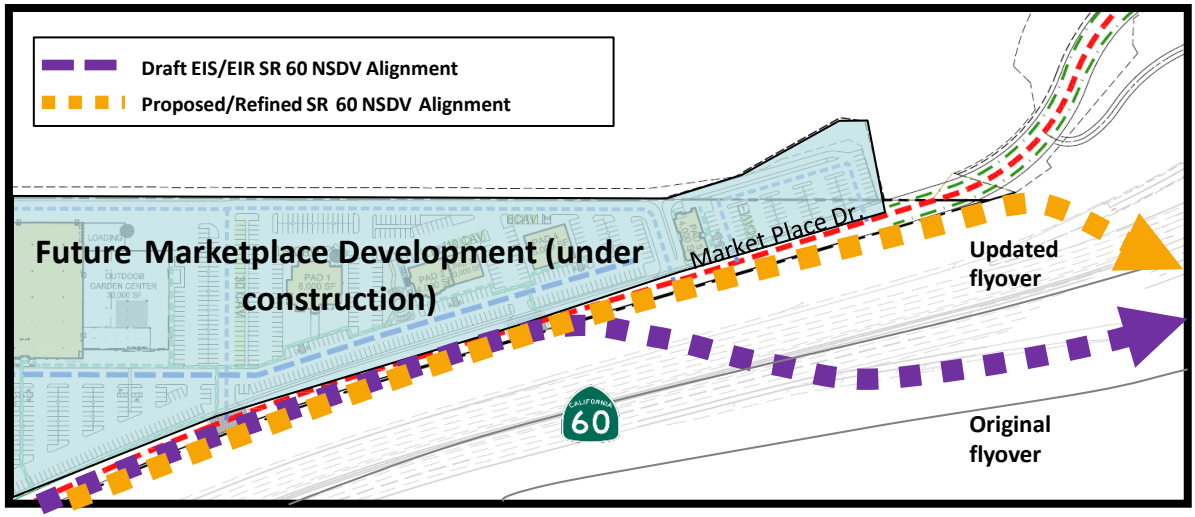
The City of Monterey Park expressed concern that the SR 60 NSDV LRT Alternative may block the view of the Marketplace development

City of Monterey Park Comment:

- The proposed flyover structure (west of Paramount Blvd.) would result in visual and physical impacts to the 500,000 square-foot Monterey Park Marketplace Development (under construction)

Metro Actions:

- Modified the design of the SR 60 NSDV LRT Alternative (Draft EIS/EIR Concept 2) by shifting the proposed guideway and flyover structure further east to avoid visual and physical conflicts with the Marketplace Development



Metro

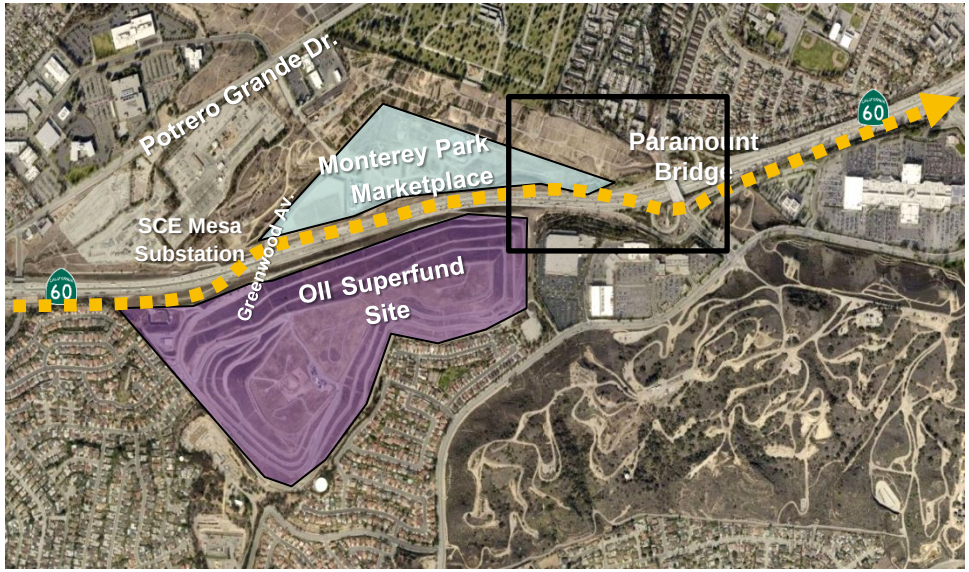
SCE expressed concerns over insufficient clearances at SR 60 NSDV LRT Alternative crossings with SCE transmission lines

SCE Comment:

- The proposed design would not provide sufficient clearance between the top of the LRT catenary wire and the existing SCE transmission lines

Metro Actions:

- Conducted a new wire survey to confirm the height of the existing wires at Paramount Interchange
- Confirmed the wire clearance requirements and identified potential crossing conflicts at Paramount Blvd and at Peck Road
- Developed a preliminary plan to raise the SCE tower heights to provide sufficient clearance at Paramount Interchange
- Revised the Peck Road Station Concept to remove the conflict with SCE wires



Metro

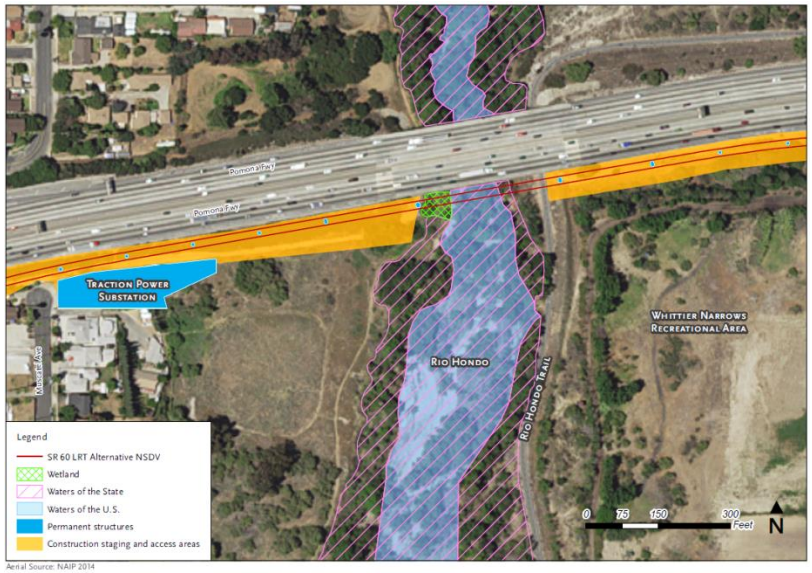
California Department of Fish and Wildlife (CDFW) requested additional biological surveys

CDFW Comments:

- Define areas of potential effects for biological resources in the study area
- Conduct surveys for rare natural communities and sensitive species
- Prepare vegetation mapping
- Define areas and conduct jurisdictional delineations

Metro Actions:

- Conducted additional biological surveys of rare natural communities and sensitive species for Whittier Narrows Basin and river crossings, conducted jurisdictional delineations, and vegetation mapping, in Spring 2016:
  - ✓ Based on the delineation and construction information known, no temporary impacts on wetlands or waters as a result of construction
  - ✓ Additional biological studies, mapping and surveys will be conducted in the next study phase



Metro

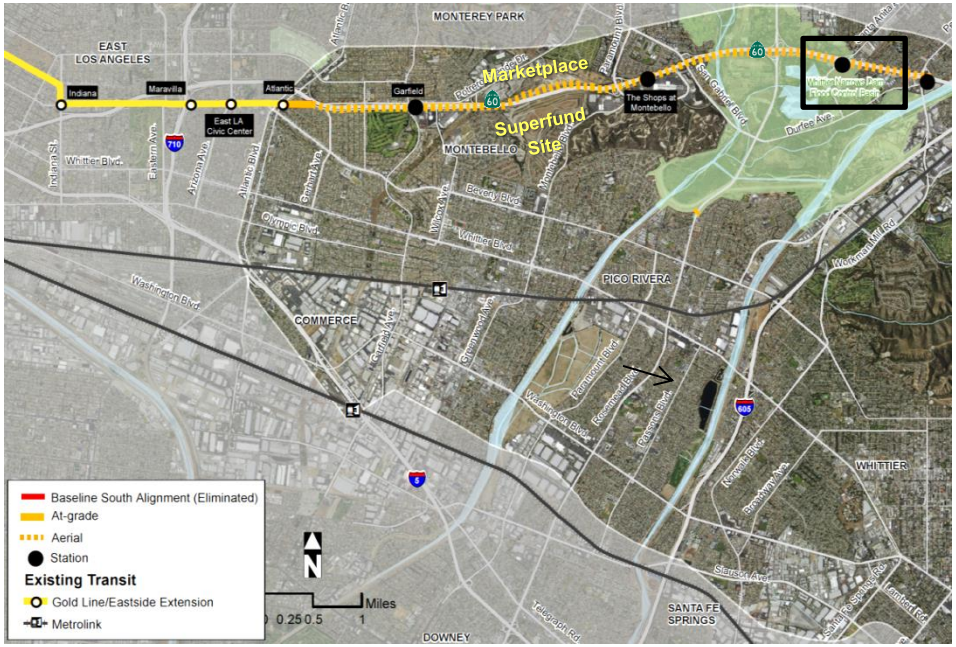
USACE requested additional information on the Santa Anita Station Design Concept in Whittier Narrows Flood Control Basin

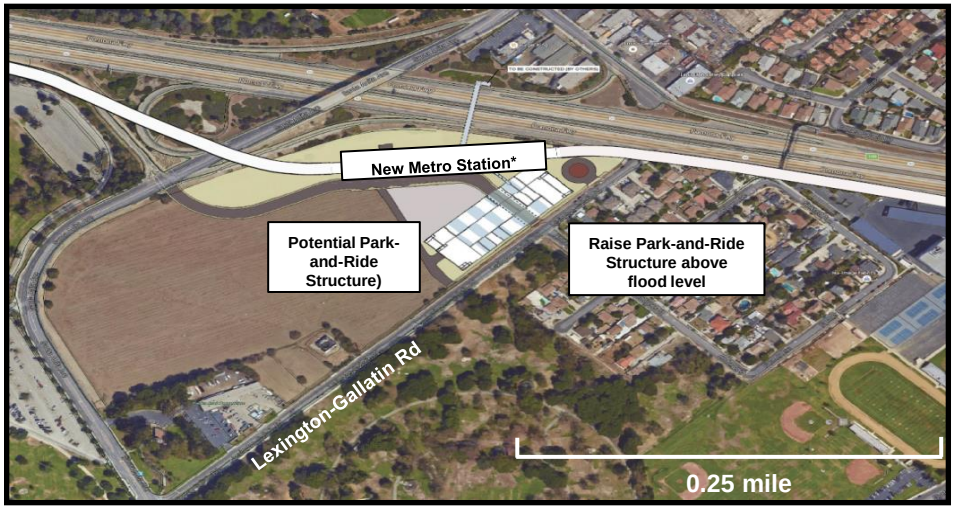
USACE Comment:

- Concerns with potential flooding and emergency evacuation routes at the Santa Anita Station and parking structure in the event of a 100-year flood event
- Request for additional analysis regarding the identification of a practicable alternative outside the floodplain
- Additional explanation of the necessary approvals required from USACE

Metro Actions:

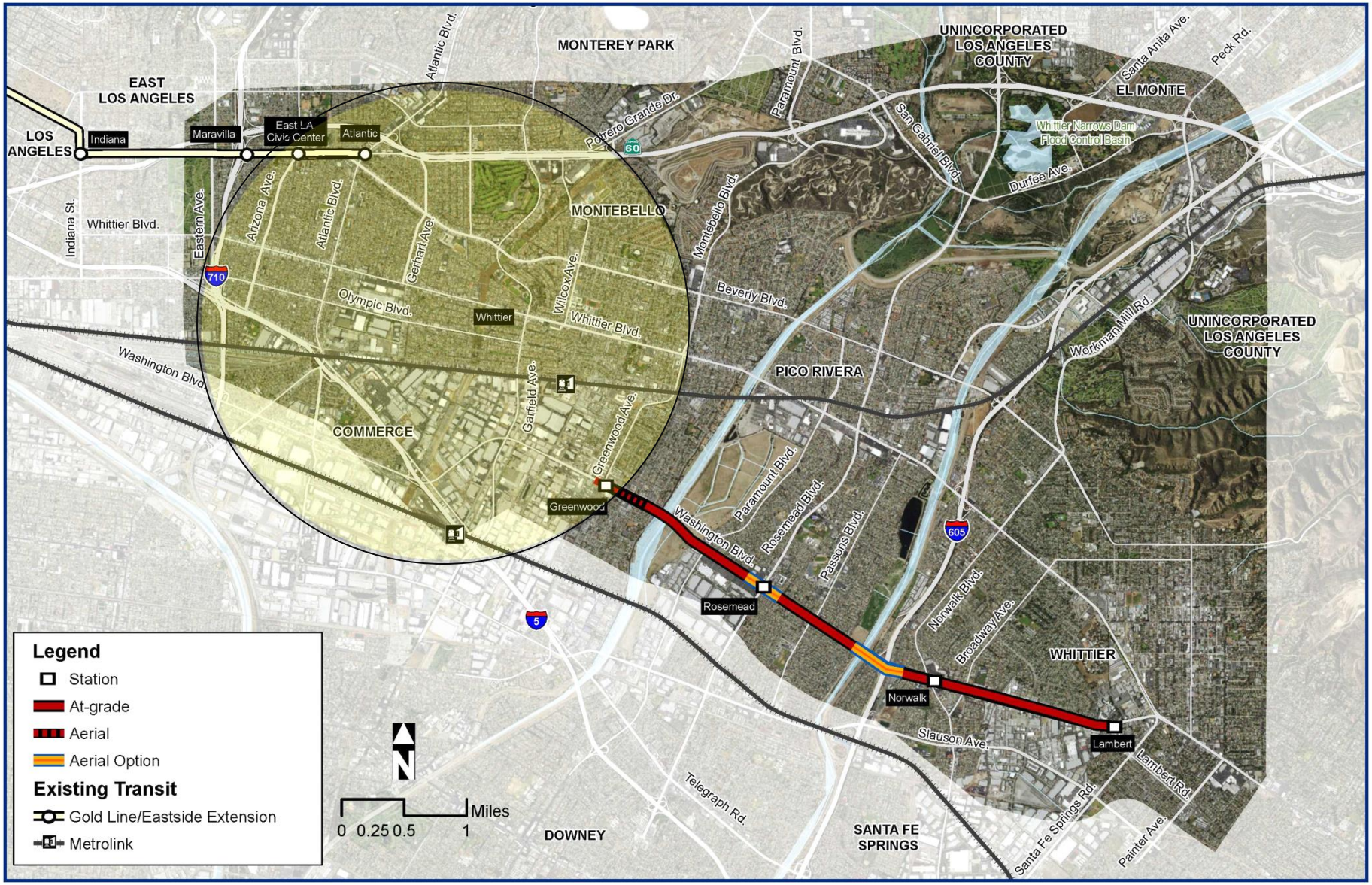
- Developed more detailed exhibits demonstrating a raised station and parking structure included in the Draft EIS/EIR.
- Modified the configuration of the station access and circulation to not preclude the City of South El Monte's vision for a potential Transit-Oriented-Development (TOD) footprint
- Supplemented the E.O. 11988 alternatives analysis
- Prepared additional permit and approval process information



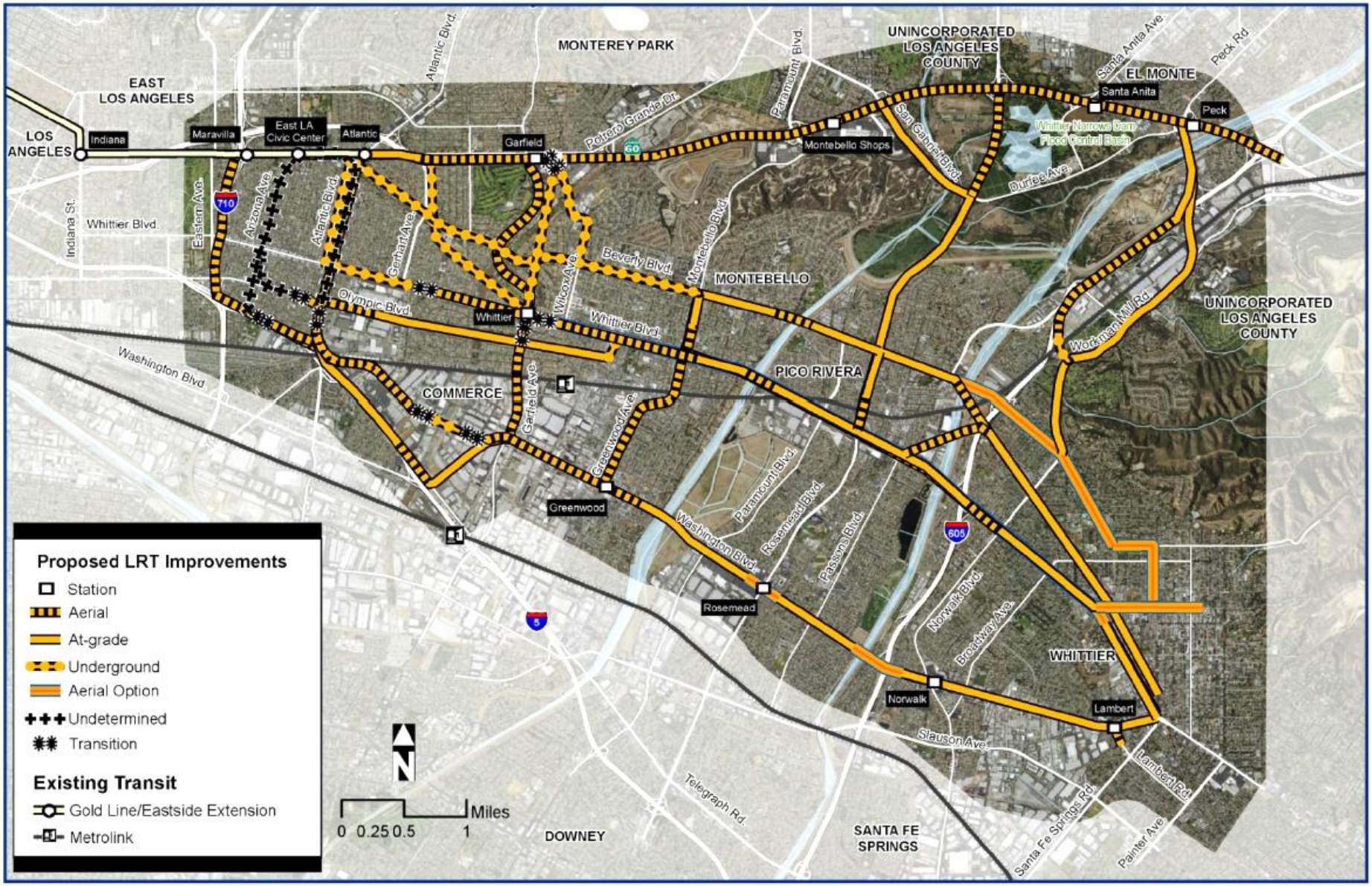


*Station location and park-and-ride structure design concept are subject to change as technical analysis continues

The Board requested a study to identify a new north-south connection to Washington Blvd.



The Washington Alternative north-south connection study started with 27 LRT route options



Several initial screening criteria were used to narrow down north-south route options

TRANSIT BENEFITS
Improve transit access and attract riders

TRANSPORTATION & CIRCULATION
Potential traffic and ROW impacts to the transportation system

ROM CAPITAL COST
Rough -order-of-magnitude cost estimates of total capital cost

ENVIRONMENTAL EFFECTS
Effects on communities & sensitive receptors

COMMUNITY PLANS & GOALS
Consistency with adopted city, community land use plans and policies

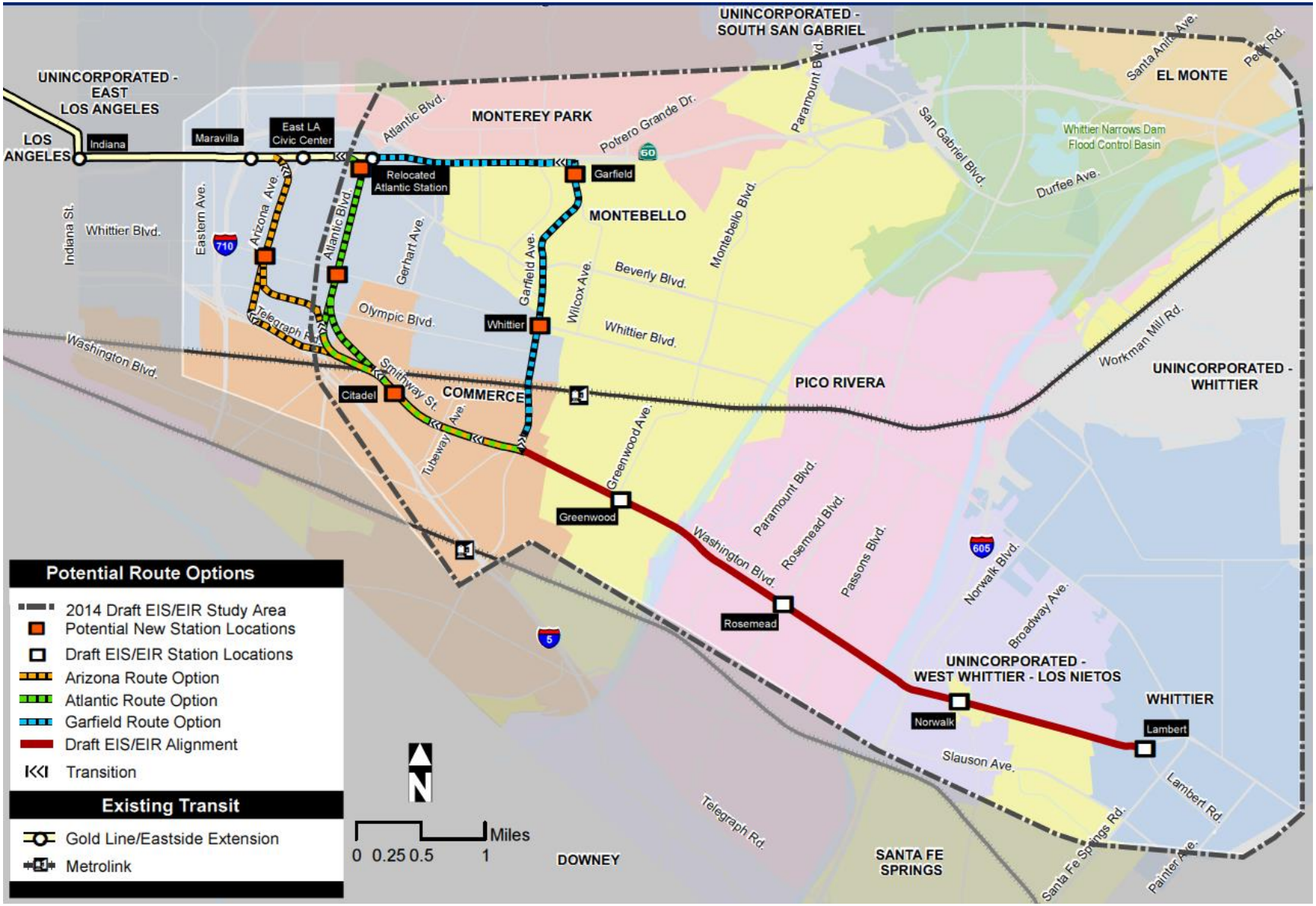
OPERATIONAL
Improve transit access and attract riders

TOC POTENTIAL
Rough -order-of-magnitude cost estimates of total capital cost

CONSTRUCTABILITY
Improve transit access and attract riders

Metro

Three (3) north-south route options were carried into detailed technical analysis – Garfield (below-grade), Atlantic and Arizona

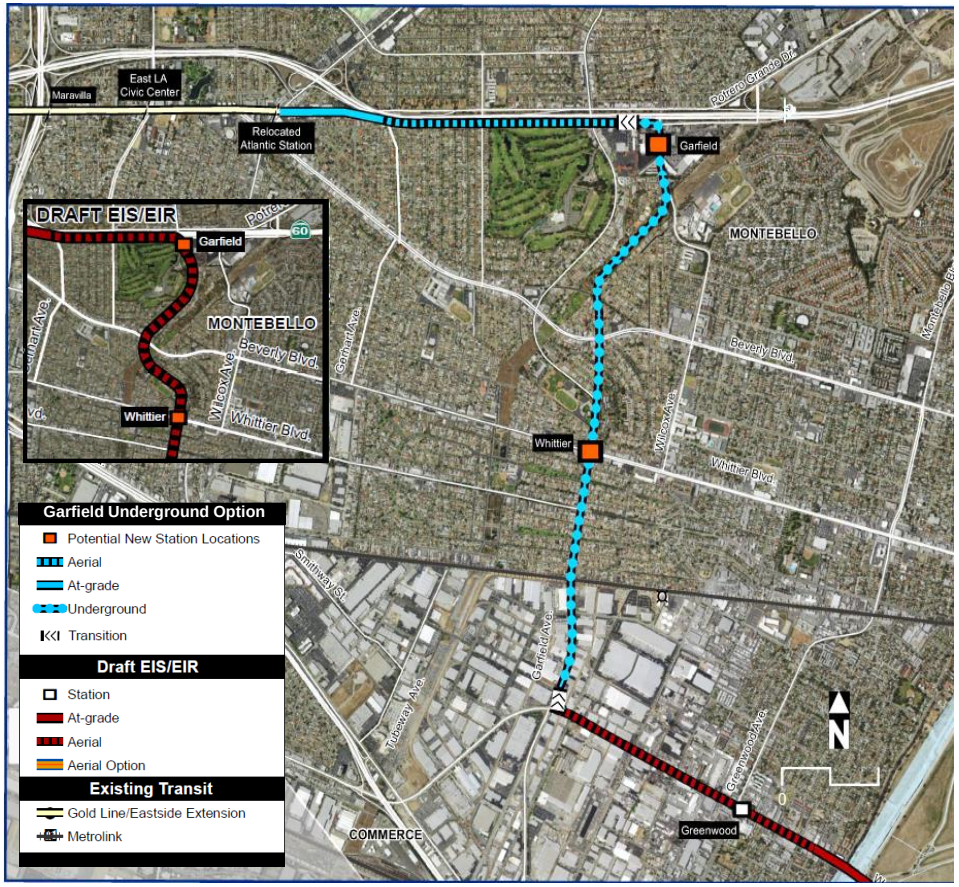


The Atlantic Underground Route Option performed the best

Factors	Draft EIS/EIR Washington Blvd LRT Alternative	Arizona		Atlantic		Garfield
		At-Grade	Underground	At-grade	**Underground**	Underground
Fundamentally Consistent with Community Goals/Priorities?	NO	NO	NO	NO	**YES**	NO
Operationally Feasible?	YES	NO	NO	YES	**YES**	YES
Ridership (Daily Boardings)*	19,920	17,280 to 18,680	18,270 to 19,770	17,950 to 19,280	**19,610 to 21,070**	19,120
Rough Order-of-Magnitude (ROM) Capital Costs (in 2010 $)*	$1.4 to 1.7 billion	+10% to 20%	+60% to 70%	+10% to 20%	**+90% to +100%**	+80% to +90%
Preliminary Travel Time (in minutes)	18-19 min.	20-21 min	18-19 min.	20-21 min.	**17-18 min.**	18-19 min.
Potential Traffic/Circulation Impacts	Minimal	Significant	Minimal	Significant	**Minimal**	Minimal
Recommendation						

***Cost and ridership data is subject to change as design refinement and more detailed technical work continues.**

There were several reasons for eliminating the Garfield Underground Option



1. Operational challenge for a guideway structure with a tight horizontal curve just west of Via Campo and Wilcox Ave in the City of Montebello
2. Construction challenge to relocate complex storm drains and sewer lines along Garfield Ave.
3. A proposed Metro station at Garfield Ave. and Whittier Blvd. lacks the intensity of activity typically associated with a subway station.
4. The Garfield Underground Route Option misses the Commerce Citadel and Casino area, which would attract the study area's highest ridership potential.
5. Significant impacts during construction, including property acquisition, business disruption and traffic/circulation impacts to sensitive uses near SR 60

Metro

The Arizona Route Option had several fundamental flaws and issues that render it infeasible

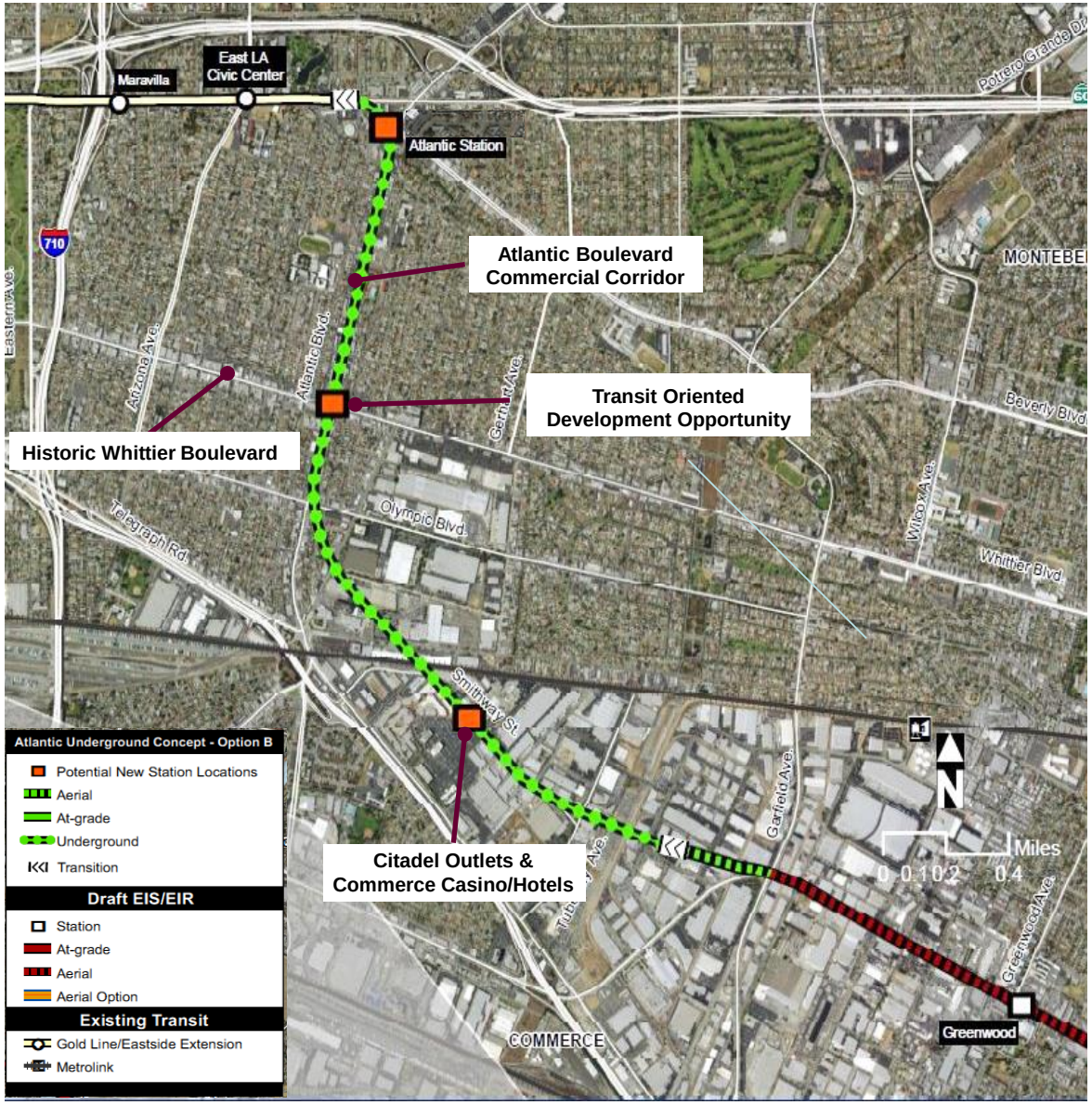
1. Any LRT extension along Arizona Ave. is wholly inconsistent with community priorities and goals.

2. Any LRT extension (regardless of the configuration) would create potentially significant impacts to the following:
   - Existing Civic Center Station and Gold Line operations
   - Residential properties
   - Sensitive uses
   - Traffic, access and parking
   - Pedestrian and bicycle safety

3. Arizona Route Option was not recommended for further consideration

Metro

The Atlantic Underground Concept offers several benefits / opportunities and is recommended as the new Washington Alternative



1. Best meets community goals by minimizing surface operational disruptions
2. Provides connectivity to local and regional destinations and activity centers in unincorporated East Los Angeles and the City of Commerce
3. Provides opportunity for Transit Oriented Community (TOC) development opportunities near proposed station locations
4. Performs well on a number of key measures, including projected high ridership (19,610-21,070 boardings) and faster travel time (17-18 minutes)
5. Serves transit dependent communities

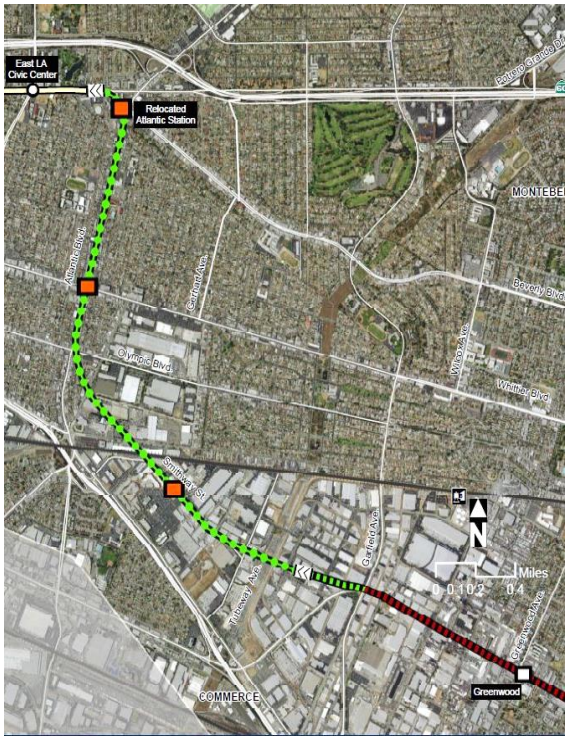
The next step for the new Washington Alternative is to advance the design of the Atlantic Underground Option

Further study is recommended to develop conceptual design plans and identify right-of-way (ROW) need in the re-initiated Environmental Document:

1. Identify two locations to launch and extract a Tunnel Boring Machine (TBM), one north and the other south
2. Identify locations for excavation of station and construction staging areas

Tunnel Boring Machine

Example of a Construction Staging Site

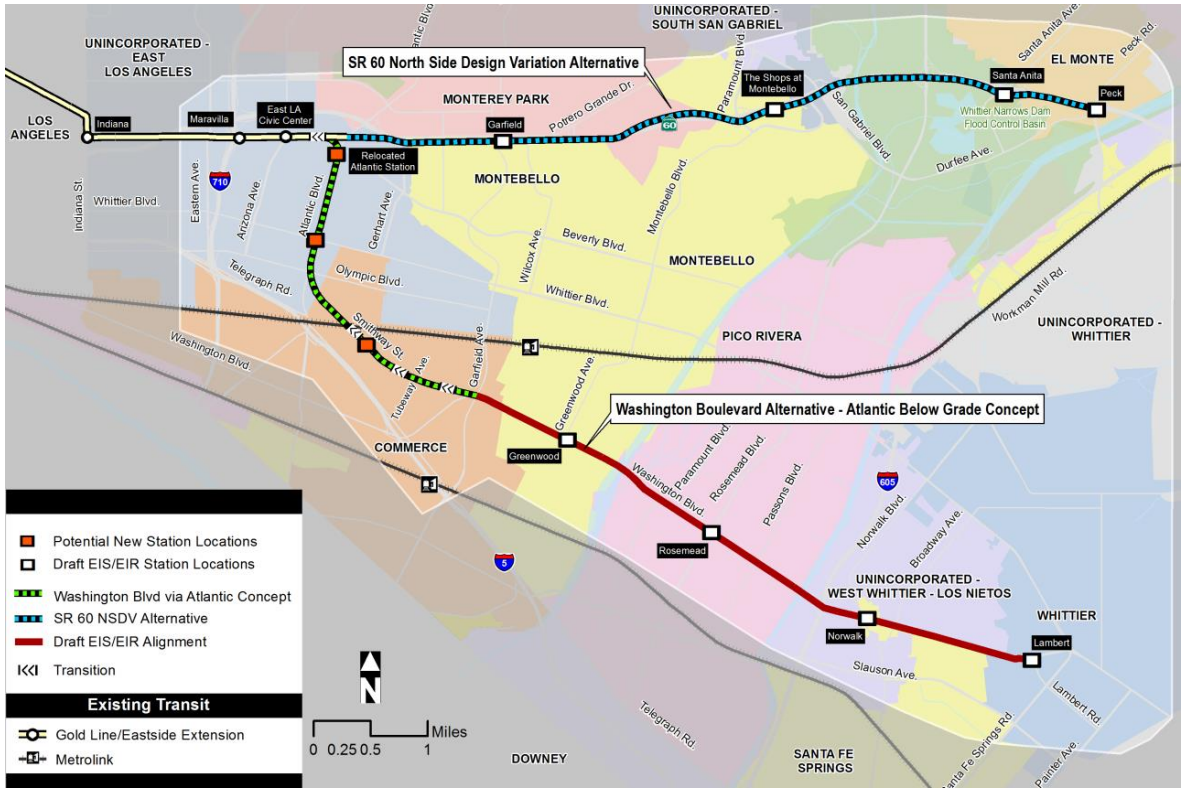


Atlantic Underground Route Option

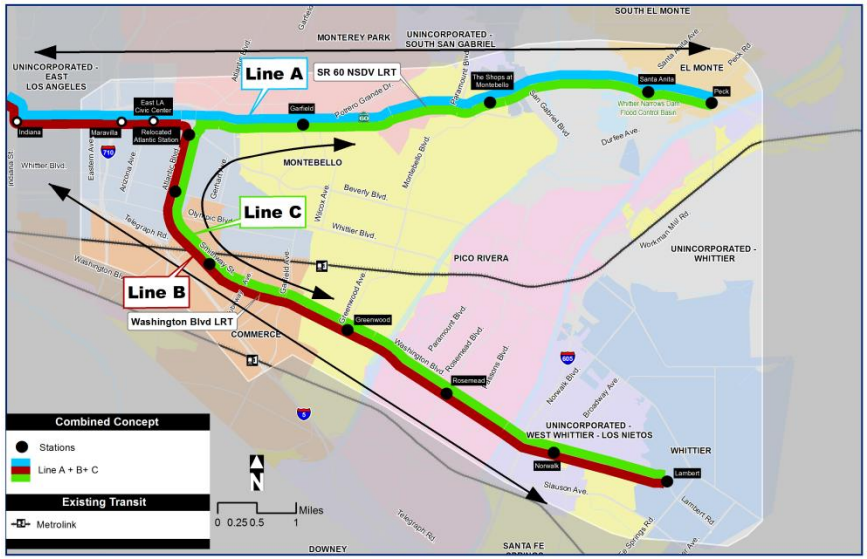
Metro

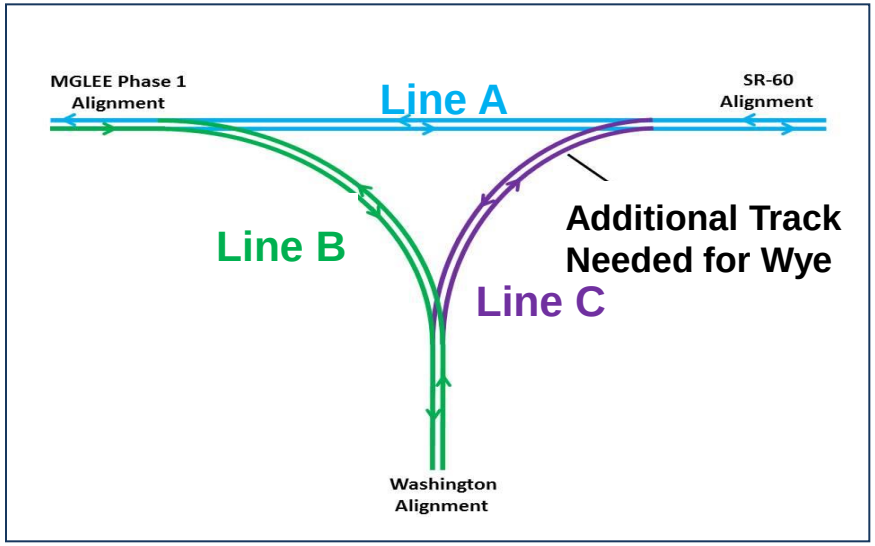
Operating both segments (SR 60 and Washington Blvd.) is feasible, but will require additional infrastructure

1. Provision of one maintenance facility to service rail vehicles
2. Provision of infrastructure and operational elements that would not be required if only one or the other alternative were operated as a ‘stand-alone’ line.
3. Provision of a potential underground three-way junction merge



The Combined Concept Alternative can support 5-minute headways with a third line





- **MGLEE trains will operate in an east-west direction using Regional Connector to allow train movements between MGLEE and Expo Line, to Downtown Santa Monica**
  - ✓ Line A (SR 60 Branch Line): Extend MGLEE Line, East LA Civic Center Station through underground wye at Atlantic Station, to terminus of SR 60 NSDV LRT Alignment
  - ✓ Line B (Washington Branch Line): Extend MGLEE Line, East LA Civic Center Station and stop at Atlantic Station, to terminus of Washington LRT Alignment
- **A three-way junction could support a third line from South El Monte to Whittier (C line), potentially allowing for 5-minute service on each branch.**
  - ✓ Line C (SR 60 to Washington Loop Line): Originate at SR 60 Peck Rd Station, traveling west through the underground wye, then south to terminus of Washington LRT Alignment

Metro conducted extensive outreach to provide updates and receive feedback

Community Meetings (10)

March 2016 – February 2017

- East Los Angeles (3)
- Whittier (2)
- Montebello (2)
- South El Monte (2)
- Commerce (1)

Monthly Coalition Briefings (30)

- SR-60 Coalition
- Washington Blvd Coalition

Tours (2)

Tours of Maintenance Facilities

- Santa Monica
- Monrovia

Other Stakeholder Briefings (70)

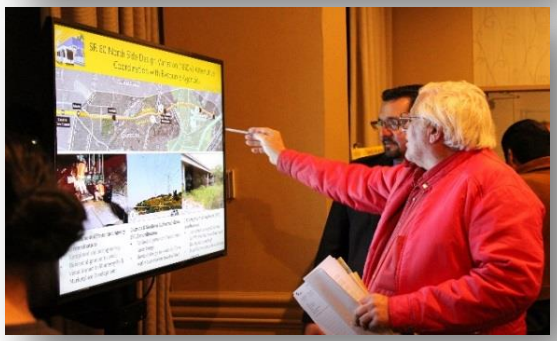
- Councils of Government and Service Councils
  - San Gabriel Valley
  - Gateway Cities
- City Council members and staff
- State and Local Elected Officials
- Chambers/Business Associations
- Major Property Owners/Developers
- East Los Angeles residents, businesses, neighborhood and community groups

Over 110 meetings or briefings were held between August 2015 and March 2017

Metro

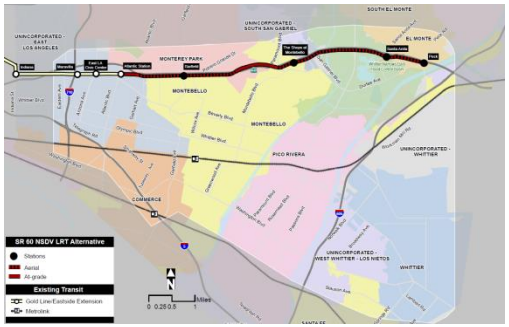
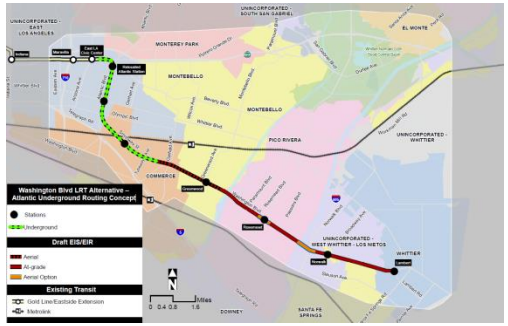
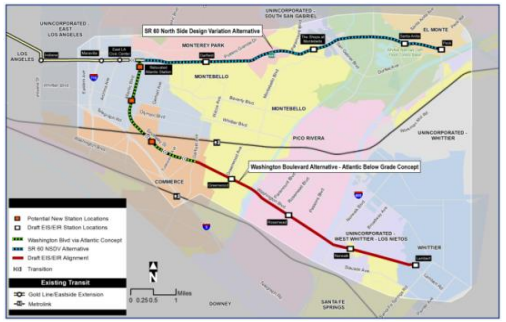
Community Outreach Meeting: What We've Heard

1. Overwhelming support for the Eastside Phase 2 project, including Washington Alternative via Atlantic underground, SR-60 NSDV Alternative, and the Combined Alternative
2. Interest in connecting communities and improving access to employment centers and Metro's regional transit system
3. Concerns regarding impacts to businesses during construction
4. Interest in potential economic development opportunities along the corridor
5. Emphasized the importance of station accessibility and safety



Metro

Recap of updated Project Definition

Alternative	Map	Key Features (Post Draft EIS/R)
SR 60 NSDV LRT		1. Modified the guideway eastern flyover alignment between Greenwood Bridge and Paramount Bridge to avoid visual conflicts with Monterey Park Marketplace development 2. Shifted the guideway alignment at Paramount to avoid conflicts with Caltrans' redesigned ramps 3. Developed a preliminary plan to raise the SCE transmission wires at Paramount Interchange 4. Raised Santa Anita Station concept and parking structure by 100 feet to address USACE concerns with potential flooding
Washington Boulevard LRT Alternative (Atlantic Underground Option)		1. Developed the new north-south connection along Atlantic Blvd 2. One-third of the alignment could be an underground segment along Atlantic Blvd and Smithway St 3. Two new underground stations • Atlantic/Whittier • Commerce Citadel 4. May require potential relocation of existing Atlantic Station
Combined Alternative		1. Operating the combined alternative is feasible, yet requires a new three-way junction 2. Only one Maintenance Yard to serve all lines 3. Provide 5-minute service on each branch by allowing for a third line between South El Monte and Whittier

The Eastside Phase 2 Technical Refinement Study presents the following staff recommendations

- ❑ APPROVE an updated Project Definition for Environmental Clearance, including three alternatives:
  - ✓ SR 60 North Side Design Variation LRT Alternative
  - ✓ Washington Boulevard Alternative with Atlantic Below Grade Option
  - ✓ Combined Alternative with both SR 60 and Washington Boulevard via Atlantic Segments

- ❑ RECEIVE AND FILE the Eastside Phase 2 Technical Study Report. The full report is available upon request.

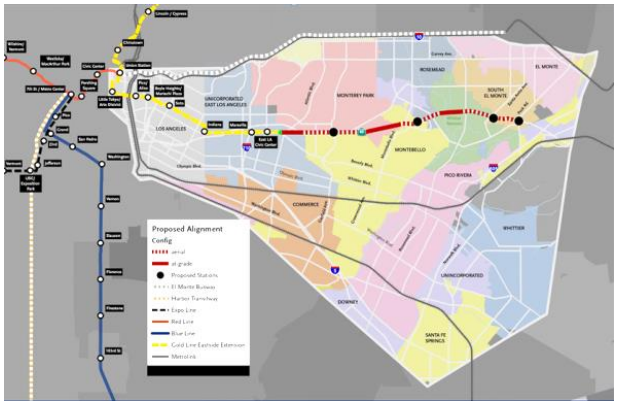
Metro

Eastside Transit Corridor Phase 2 Technical Study
Planning and Programming Committee Presentation
April 19, 2017

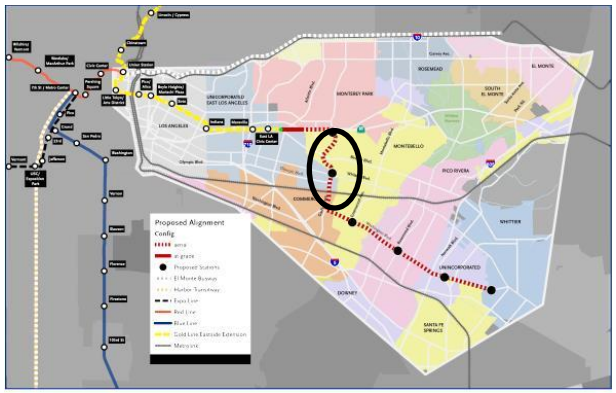
Item #25

Technical Study Scope

- **Nov 2014: Board-directed Technical Study to:**
  - ✓ **Address Agency Comments regarding the SR 60 North Side Design Variation (NSDV) LRT Alternative**
    - US Environmental Protection Agency (USEPA)
    - US Army Corps of Engineers (USACE)
    - California Department of Transportation (Caltrans)
    - California Department of Fish and Wildlife (CDFW)
    - Southern California Edison (SCE)
  - ✓ **Eliminate Aerial on Garfield Ave between Via Campo and Whittier Bl.**
  - ✓ **Identify a New North/South Connection to Washington Blvd.**
  - ✓ **Explore Feasibility of Operating Both SR 60 and Washington Blvd. Alternatives**



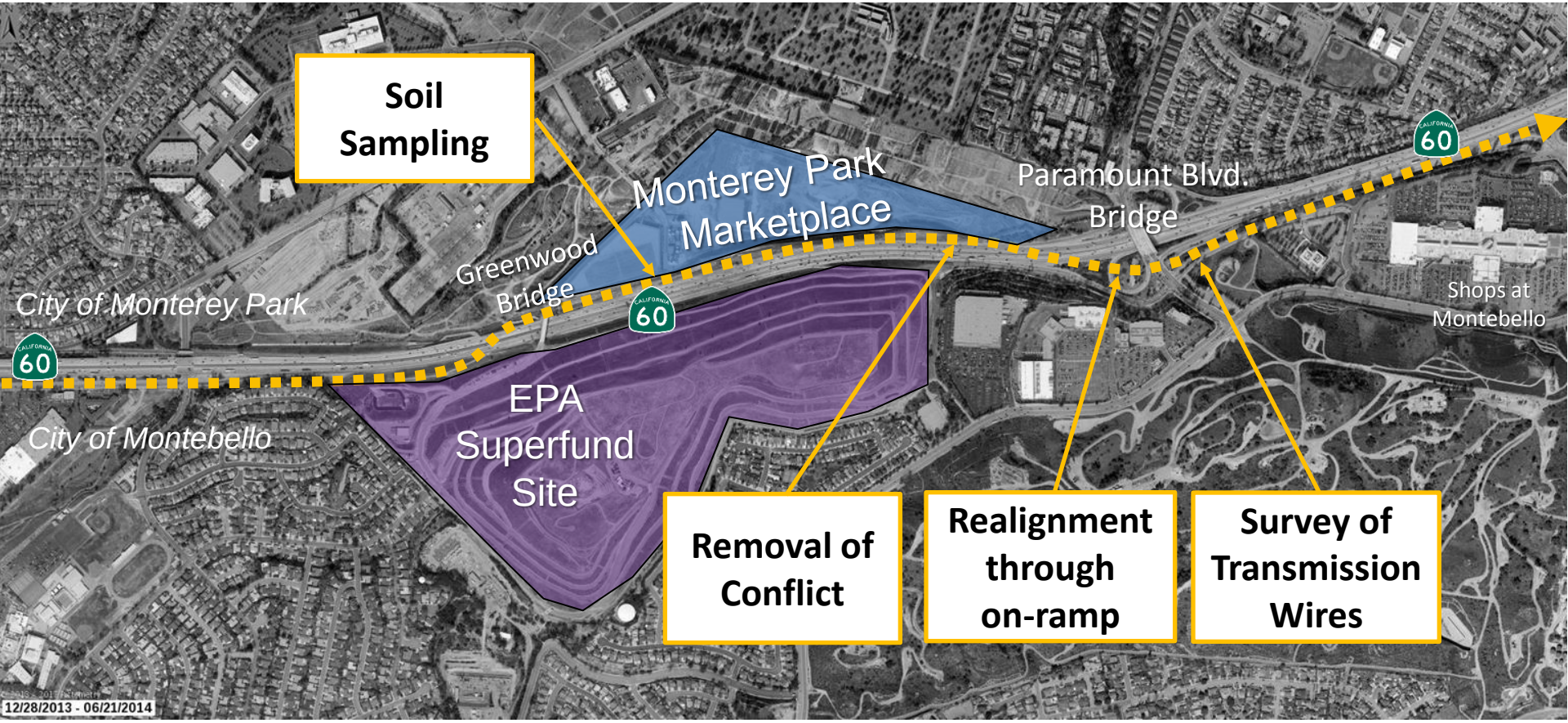
SR 60 NSDV Alternative



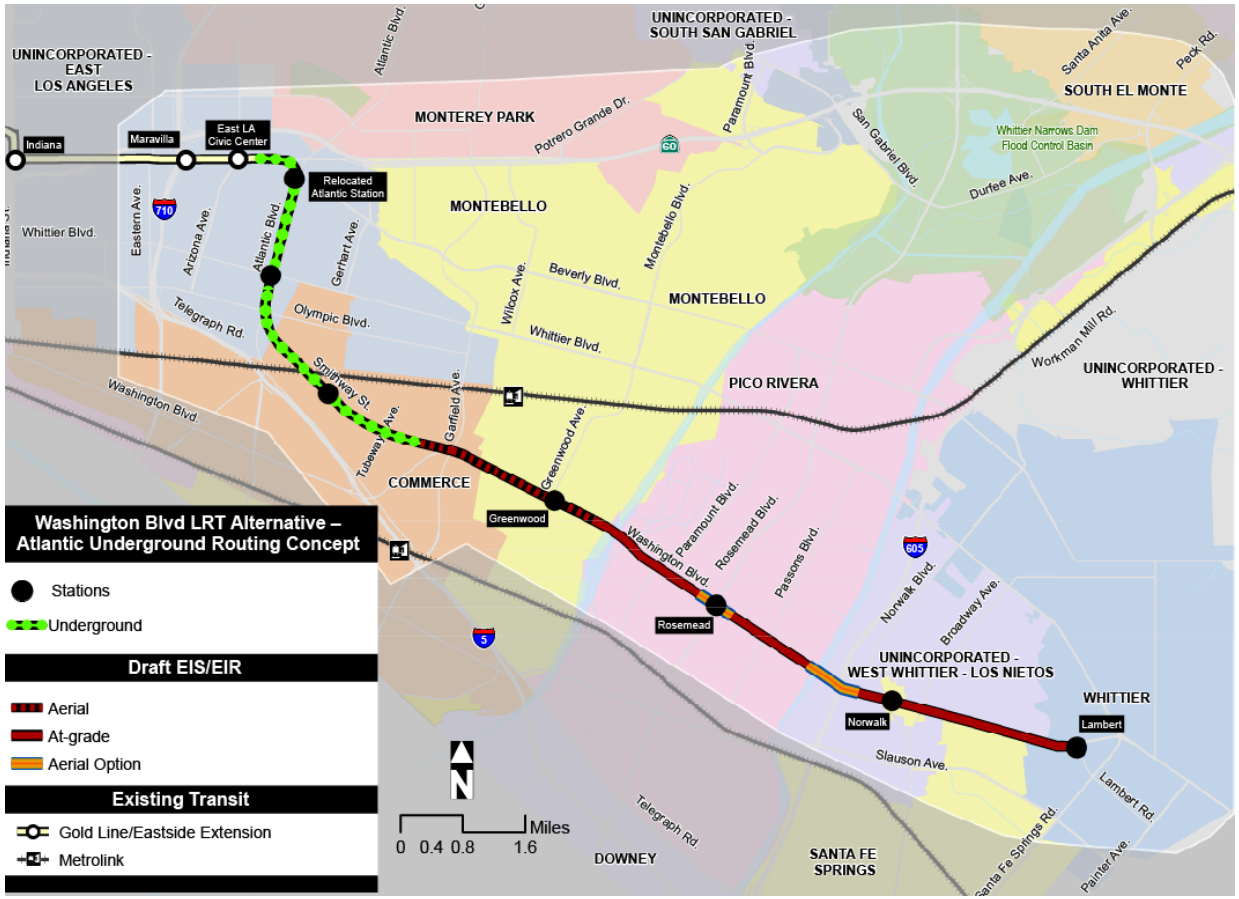
Washington Blvd Alternative via Garfield Aerial

Metro

SR-60 NSDV Alternative: No major Resource Agency issues with resuming environmental review



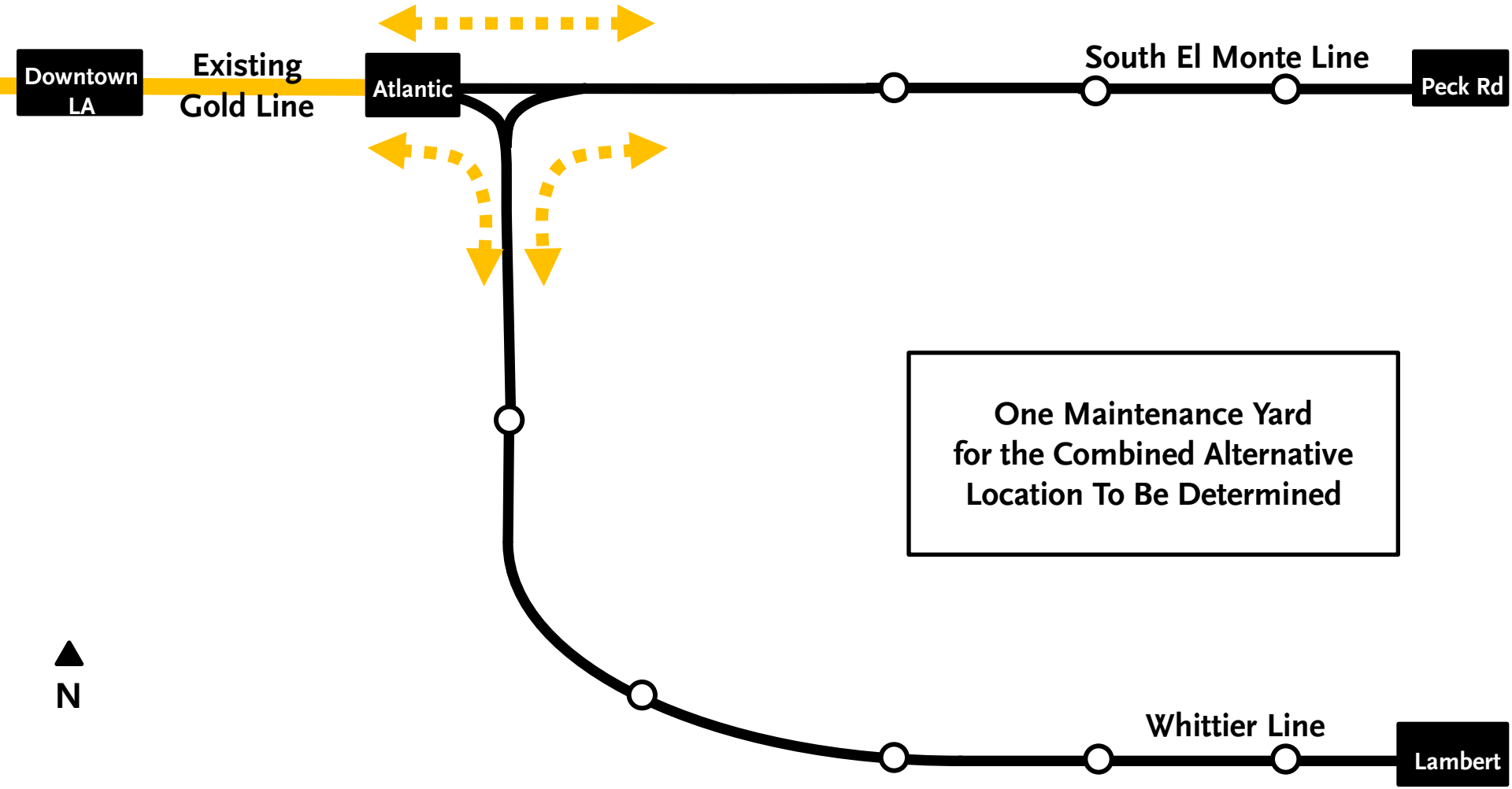
Atlantic Below Grade is recommended as the new Washington Alternative



- 2.8 mile below grade
- Metro Stations
  - Atlantic/Whittier
  - Commerce Citadel
- Potential Maintenance site in eastern Commerce
- **Strong Community Support**

Metro

Operating both segments (SR 60 and Washington Blvd.) is feasible, but will require additional infrastructure



Metro

The Eastside Phase 2 Technical Study presents the following recommendations

- ❑ **APPROVE an updated Project Definition for Environmental Clearance, including three alternatives:**
  - ✓ SR 60 North Side Design Variation LRT Alternative
  - ✓ Washington Boulevard Alternative with Atlantic Below Grade
  - ✓ Combined Alternative with both SR 60 and Washington Boulevard via Atlantic Segments
- ❑ **Environmental clearance to be re-initiated following Board approval of updated Project Definition.**

Metro

File #: 2017-0089, **File Type:** Project **Agenda Number:** 26.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2017

SUBJECT: RAIL TO RAIL/RIVER ACTIVE TRANSPORTATION CORRIDOR PROJECT

ACTION: ADOPT THE RAIL TO RAIL/RIVER ACTIVE TRANSPORTATION CORRIDOR PROJECT RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

A. ADOPTING the **Rail to Rail Active Transportation Corridor (ATC) Project** - Segment A Preliminary Design (Attachment A); the findings of the environmental analysis that the project qualifies for CEQA Categorical Exemption under Section 15307 (Class 4) Minor Alterations to Land; and file the Notice of Exemption (NOE) (Attachment B);

B. ADOPTING the Rail to River ATC - Segment B Locally Preferred Alternative, Randolph Street Alternative, as described in the Alternative Analysis (AA) (Attachment C) and advance into the Environmental Review/Clearance and Preliminary Design phase after more refined cost estimates for Segment A are developed from 30% design documents.

ISSUE

In June 2016, a twelve-month contract was awarded to Cityworks Design for the environmental review, clearance and 30% Preliminary Design for the Rail to Rail ATC - Segment A. The Project team completed Preliminary Design for the Rail to Rail ATC - Segment A which includes conceptual designs for the length of the corridor. In addition, an environmental analysis was completed in compliance with the California Environmental Quality Act (CEQA). Metro serves as the CEQA Lead Agency and has final approval of plans and environmental documents. Board adoption of Recommendation A for the Rail to Rail/River ATC Project - Segment A Preliminary Design, acceptance of the findings for the environmental analysis and authorization to file the NOE for Segment A is being requested.

In June 2016, a nine-month contract was awarded to Evan Brooks Associates for an AA to determine the preferred alternative route for Segment B. The AA was completed in March 2017 using evaluation criteria consistent with overall project goals and objectives. Board adoption of Recommendation B for the AA Rail to River - Segment B findings, which includes the identification of the Randolph Street Alternative as the Locally Preferred Alternative, is being requested.

DISCUSSION

BACKGROUND

In October 2014, upon Metro Board direction, the Rail to River Intermediate Active Transportation Corridor Feasibility Report was completed and it concluded that the corridor was feasible along the Metro-owned Harbor Subdivision. Two segments emerged from the Feasibility Study: Rail to Rail ATC - Segment A and Rail to River ATC - Segment B. Combined, the Rail to Rail/River ATC spans approximately 10 miles in length.

The Rail to Rail ATC - Segment A is an approximately 6-mile Class I bicycle and pedestrian path running along the Metro-owned Harbor Subdivision alignment connecting the future Metro Crenshaw/LAX Line (Fairview Heights Station) with the Metro Silver Line (Slauson Station) and the Metro Blue Line (Slauson Station). Environmental analysis was completed in March 2017 and 30% Preliminary Design is scheduled to be completed June 2017. The Rail to Rail ATC - Segment A primarily consists of Metro-owned 30' cross-section right-of-way (ROW) and includes a 12' bi-directional bicycle path, a 7' pedestrian path, landscape/safety buffers and drainage swales with bioinfiltration. There are also areas where the Metro-owned ROW exceeds 30' and are identified as opportunity sites designed to include open space, landscaping and active transportation infrastructure to enhance mobility and safety.

The Rail to River ATC - Segment B AA was conducted. An Alternatives Evaluation Methodology was developed and utilized as evaluation criteria to each of the four alternatives: Malabar Corridor (B-1), Utility Corridor (B-2), Slauson Avenue (B-3) and Randolph Street (B-4). The evaluation criteria were consistent with the overall goals and objectives of enhancing mobility/connectivity and access to major destinations, minimizing transportation impacts, improving cost effectiveness/ease of implementation and addressing local/regional communities. The Randolph Street Alternative (B-4) scored the highest overall when compared to the other three alternatives, but did score the lowest on the cost effectiveness/ease of implementation as it has a higher cost of implementation and would require an easement from Union Pacific and local jurisdiction cooperation. The Randolph Street Alternative (B-4) has the support from the local jurisdictions (Los Angeles County, Huntington Park, Vernon, Bell and Maywood).

Comprehensive outreach was conducted as part of the development of both Segment A and Segment B. Mailings were sent out to 58,000 households and 70,000 brochures distributed on 30 bus lines, 45 schools and 90 organizations to better inform the public. Social media awareness and live broadcasting of community meetings were conducted and contributed to greater participation at community meetings. The Technical Advisory Committees (TAC) for Segment A and Segment B have provided technical input from the various internal departments within Metro and external agencies (jurisdictions, bureaus/departments, LAPD, LAC Sheriff, LAC Fire Department, Caltrans D7). The Community Advisory Committee (CAC) was established as a combined Segment A and Segment B committee and is represented by various community-based organizations/ Los Angeles City Neighborhood Councils throughout the length of the corridor. The CAC has provided input/feedback on the project, circulated information, handed out surveys and engaged the community throughout the process of the project.

Findings

CEQA COMPLIANCE

Under the state CEQA Guidelines, Section 15304, the Project is categorically exempt from CEQA. This CEQA exemption applies to projects, such as the Rail to Rail Active Transportation Corridor - Segment A, which consist of minor alterations in the condition of land which do not involve removal of healthy, mature, scenic trees and where there is no reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. The Project will create bicycle lanes and a pedestrian/multi-purpose path within the existing street and public ROW. The Project will not have a significant, adverse effect on traffic, air quality, noise, and historical or other resources. Since projects of this type involving only minor alterations to land do not generally have a significant effect on the environment, they are declared by the state to be categorically exempt from the requirement for the preparation of environmental documents.

DETERMINATION OF SAFETY IMPACT

The Board actions will not have any impact on safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The FY17 budget includes $2.85 million for the Rail to Rail/River ATC Project: (1) Segment A 30% Preliminary Design and environmental analysis; (2) Segment B Alternative Analysis; and (3) Outreach for both Segment A and Segment B, in Cost Center 4360 (Active Transportation), Project 405509 (Rail to River Bikeway Feasibility). Since this is a multi-year project, the cost center manager and Chief Planning Office will be responsible for budgeting the cost of future years, including any phase (s) the Board authorizes to be exercised.

Impact to Budget

The source of funds is Measure R Admin 1.5% which is not eligible for bus and rail operating and capital expenditures. Development of the Life-of-Project budget will be established after the completion of the procurement process.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the Rail to Rail/River ATC project, findings of the environmental analysis, and selection of the Locally Preferred Alternative. This alternative is not recommended, as it is not in line with previous Board direction.

NEXT STEPS

Upon Board adoption and authorization, the NOE will be filed, and the Rail to River ATC - Segment B will advance into the environmental analysis/30% Preliminary Design.

ATTACHMENTS

Attachment A - Rail to Rail - Segment A Preliminary Design
Attachment B - Rail to Rail - Segment A Notice of Exemption
Attachment C - Rail to River - Segment B Alternative Analysis

Prepared by: Alice Tolar, Transportation Planning Manager, (213) 922-2218
Roberto Machuca, Sr. Transportation Planning Manager (213) 922-4517
Milind Joshi, Sr. Director, Project Engineering (213) 922-7985
Diego Cardoso, Executive Officer, (213) 922-3076
Calvin E. Hollis, Senior Executive Officer, (213) 922-7319

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077

Phillip A. Washington
Chief Executive Officer

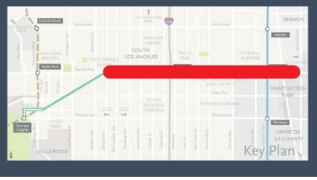
Attachment A

Rail to Rail Active Transportation Corridor Segment A 15% Preliminary Design

Attachment A

Rail to Rail/River Active Transportation Corridor Segments A & B Map

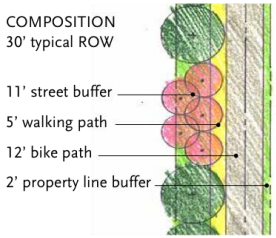
Walk/Bike Path – Slauson Corridor

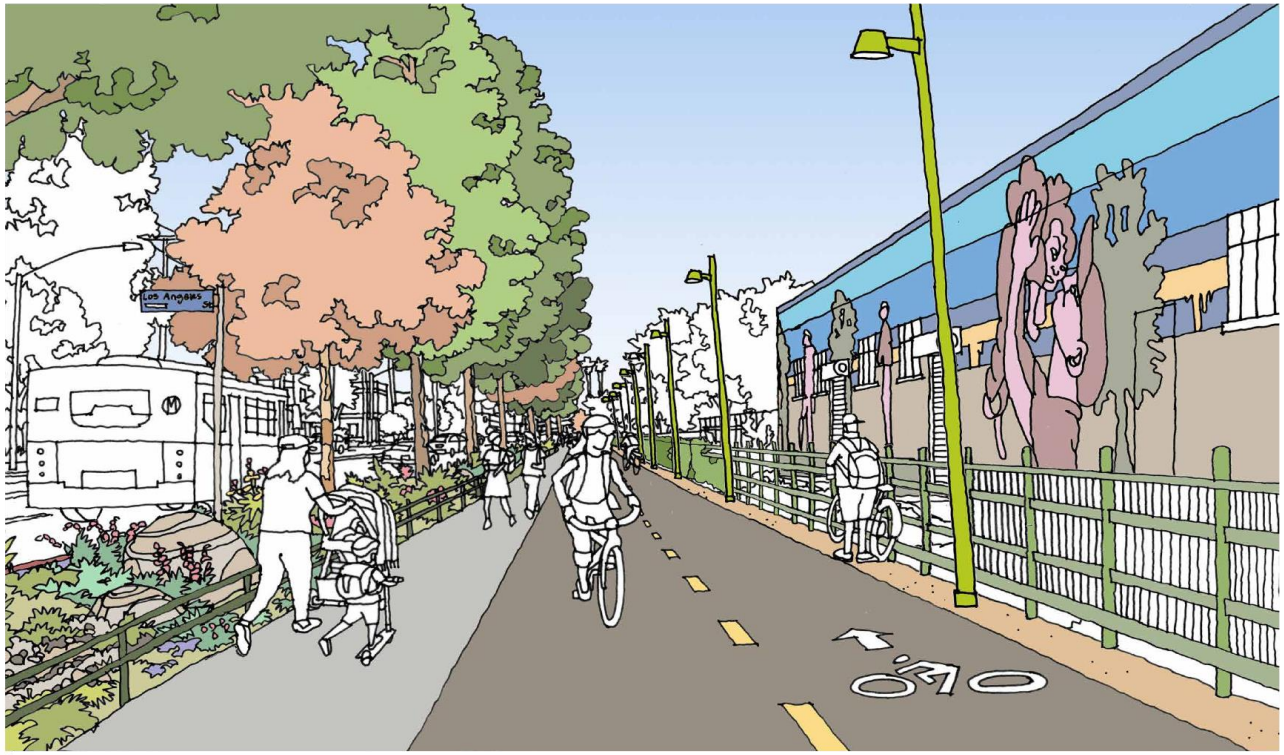


Mid-block Concept (Typical 30' ROW)

- Asphalt paved walkway and 2-way bike path
- Lighting (spaced every 60')
- Fencing at ROW edge where needed (Metro standard panelized)
- Furnishings & signage
- Bioswales for stormwater run-off treatment with low fencing at edge
- Shade trees
- Diversity of trees/plant species
- Boulders and low, drought tolerant landscape in street buffer

Existing photo of Slauson west of San Pedro (Note: Metro ROW ends 10' from building face in ballast area)

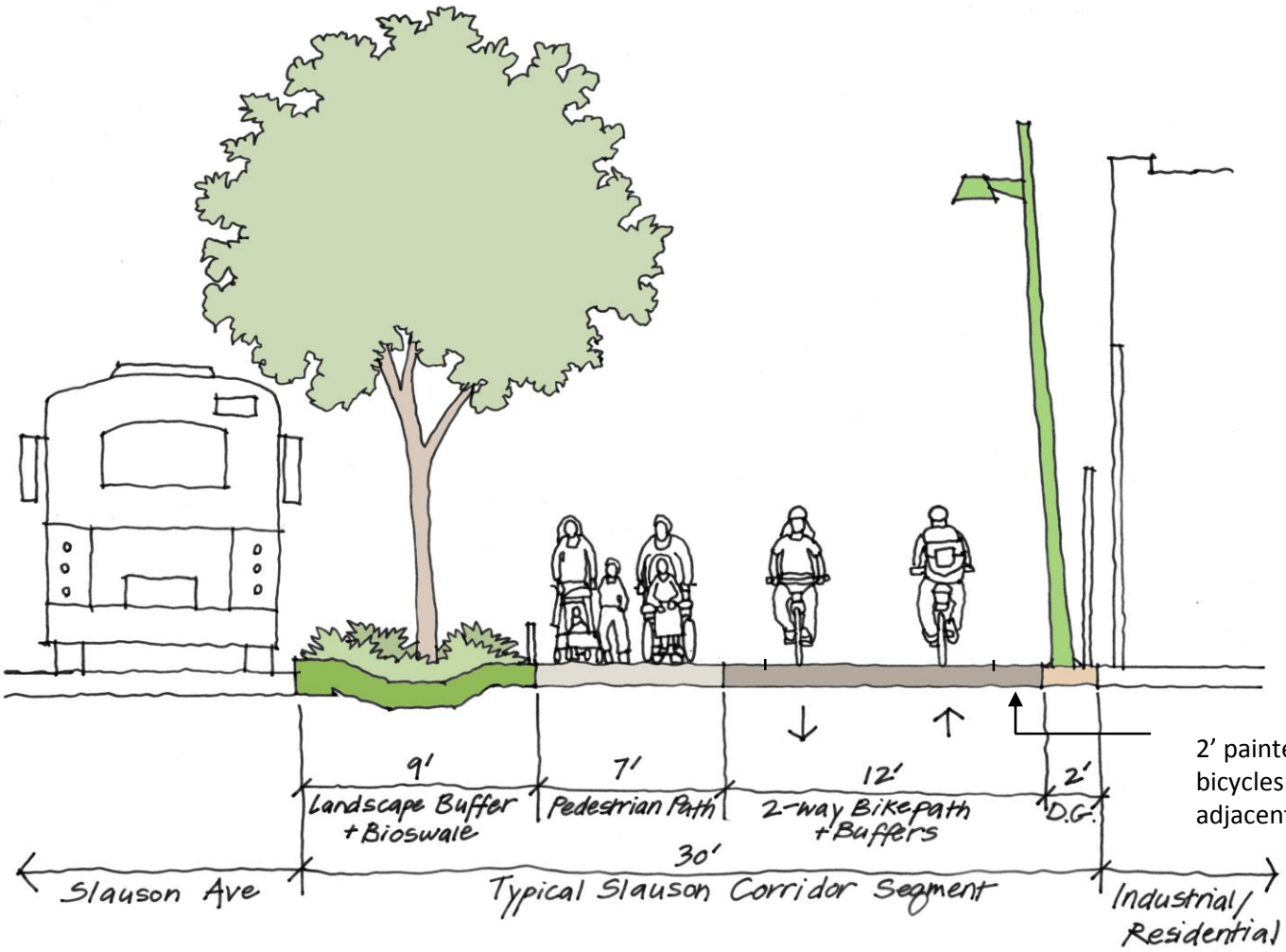




Looking West

Examples of bioswale on pedestrian path (Woodman Ave) and between bikeway & thoroughfare (Queens Plaza Bikeway, NY)

Layout – Slauson Corridor



2' painted buffer between bicycles and pedestrians (or adjacent uses)

Looking West

Attachment A

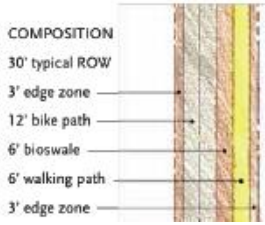
Walk/Bike Path – Diagonal Corridor

Mid-block Concept (Typical 30' ROW)

This design concept focuses on safety/security concerns between Slauson and 11th Avenues where private properties abut Metro's ROW. Given the narrow ROW, the walk and bike paths are separated with a stormwater treatment median (bioswale). The layout addresses visibility concerns by limiting trees, and discourages encampments by minimizing landscaped areas. The separated walk and bike paths would meet at regular intervals. Features include:

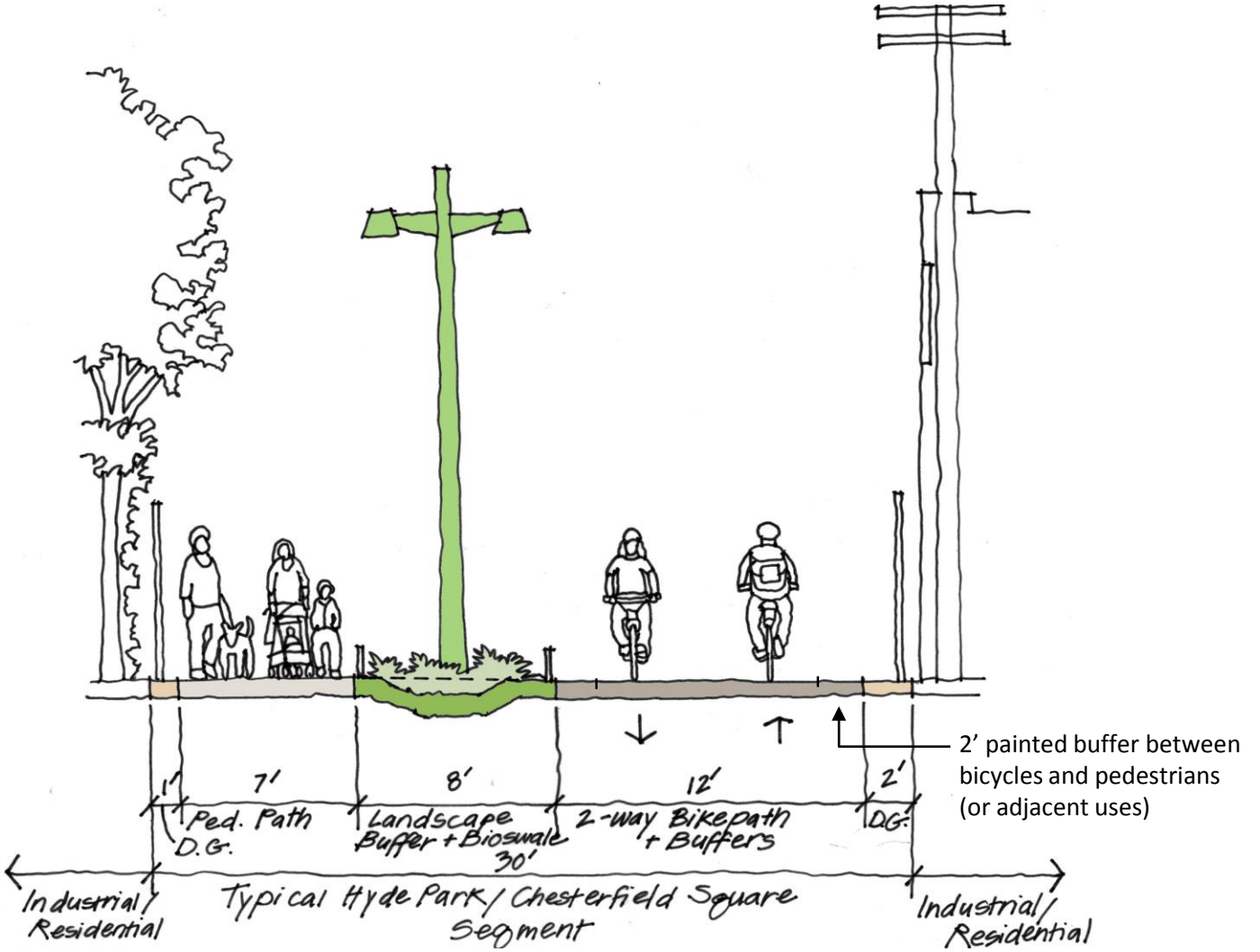
- Asphalt paved walkway and bike path
- Lighting (spaced every 75') with ability to integrate cameras and emergency telephones on pole
- Fencing at ROW edge where needed (Metro standard panelized)
- Trees at access points
- Low, drought tolerant plants and decomposed granite
- Drain to center buffer with bioswale
- Vines where appropriate (not in front of murals)

Before photo of Metro ROW at Hyde Park / Chesterfield Square segment



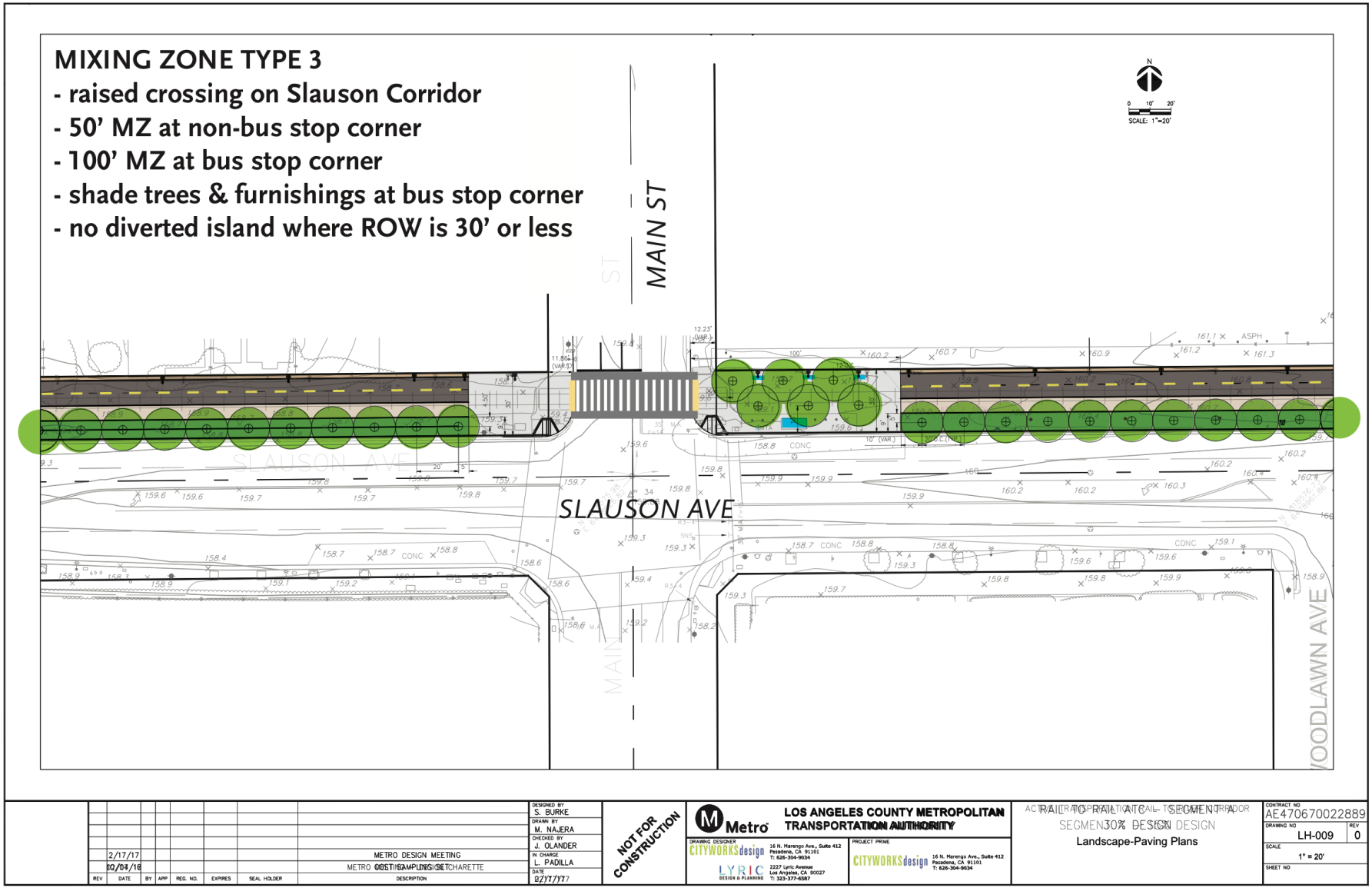
Metro

Layout – Diagonal Corridor



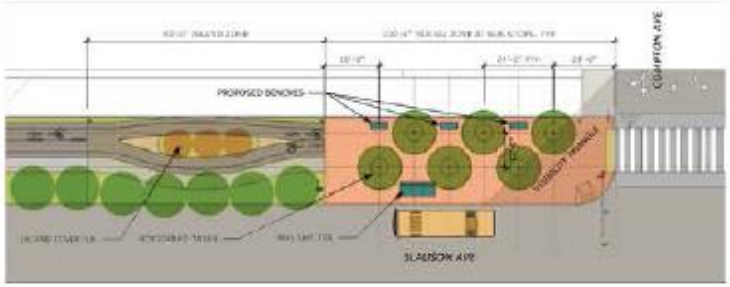
Looking West

Mixing Zone


MIXING ZONE TYPE 3
- raised crossing on Slauson Corridor
- 50' MZ at non-bus stop corner
- 100' MZ at bus stop corner
- shade trees & furnishings at bus stop corner
- no diverted island where ROW is 30' or less
MAIN ST
SLAUSON AVE
WOODLAWN AVE
SCALE: 1"=20'
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
Landscape-Paving Plans
CONTRACT NO AE470670022889
DRAWING NO LH-009
REV 0
SCALE 1" = 20'
SHEET NO
NOT FOR CONSTRUCTION
METRO DESIGN MEETING
METRO DESIGN SAMPLING SET CHARETTE

Mixing Zone

Slauson Corridor Concept at Bus Stop



Concept plan at bus stop mixing zones

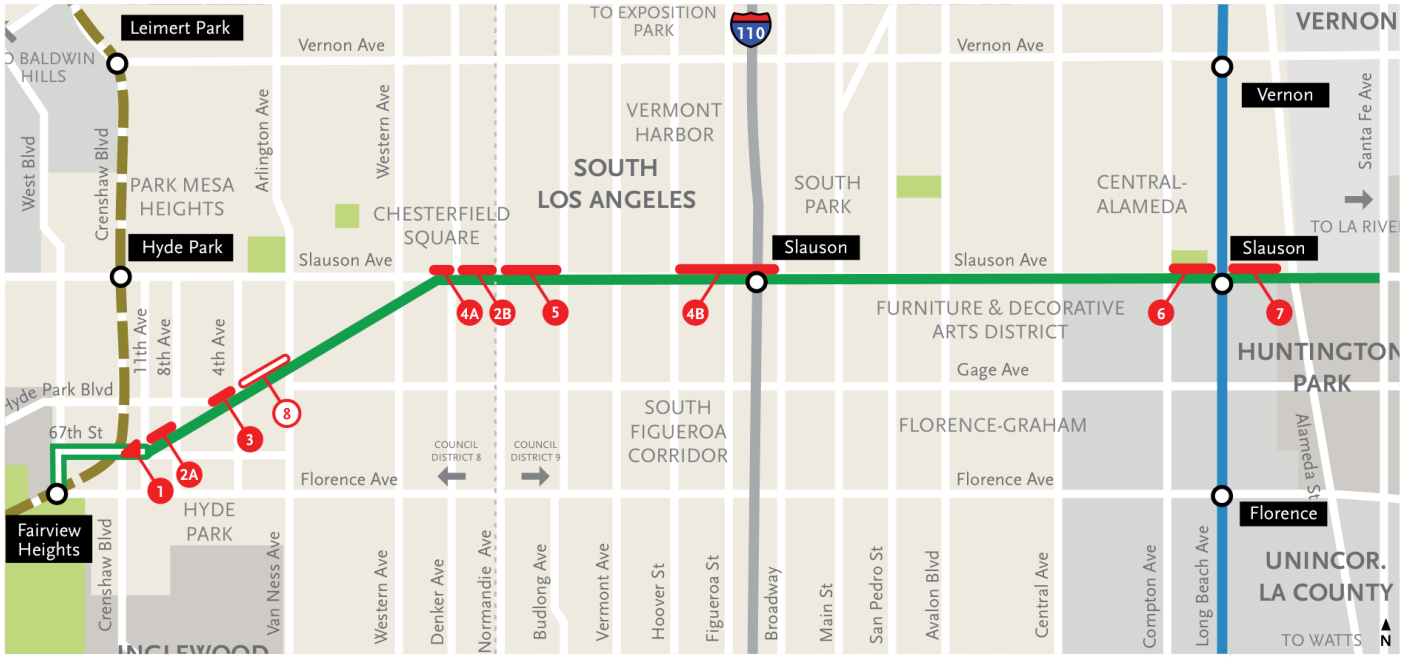
Existing photo of Slauson/Compton intersection

Example of diverter planted with drought tolerant flax

Example of street bond graphic (Auckland, NZ), a relatively inexpensive way to enhance mixing zones

Opportunity Sites

Areas with additional ROW beyond typical 30' width



Legend

- Metro Right-of-Way (ROW)
- Non-Metro ROW
- Crenshaw/LAX Line
- Silver Line
- Blue Line
- Metro LRT Station

#	Additional ROW	Opportunity Sites
1	n/a	Trailhead Plaza at 67th St & 11th Ave (7,500 sq ft)
2A 2B	20 ft	11th Ave to 8th Ave & Denker Ave to Normandie Ave (44,000 sq ft)
3	10-14 ft	Hyde Park Neighborhood (13,500 sq ft)
4A 4B	10 ft	Slauson Ave Crossing and Silver Line Station / 110 Freeway Underpass (29,000 sf)
5	50 ft	Normandie Ave to Budlong Ave (65,000 sq ft)
6	n/a	Augustus F. Hawkins Natural Park Frontage (partial segment included in 30 ft ROW)
7	40 ft	Blue Line Station and Trailhead (72,000 sq ft)
8	25-48 ft	Potential: BNSF Parcel (43,000 sq ft)

Attachment B

Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza, MS 99-22-02
Los Angeles, CA 90012

County Clerk
County of Los Angeles
12400 Imperial Highway
Norwalk, CA 90650

Project Title: Metro Rail to Rail Active Transportation Corridor – Segment A

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location - Specific:
The Project would extend from the Crenshaw/LAX Fairview Heights Light Rail Station in the City of Inglewood through the City of Los Angeles, Florence-Graham (an unincorporated area of Los Angeles County), the City of Vernon, to the Harbor Subdivision right-of-way (ROW)/Santa Fe Avenue intersection in the City of Huntington Park. The western portion of the Project (approximately 0.5 miles in length) would be within the City of Los Angeles and City of Inglewood public street ROW while the remaining 5.9 miles would be located within the Metro–owned Harbor Subdivision ROW.

The Project would start at the western terminus (i.e., Crenshaw/LAX Fairview Heights Light Rail Station) and travel north on West Boulevard until it meets 67th Street. The sidewalk and parkway on the west side of West Boulevard is within the City of Inglewood, while the street, parkway, and sidewalk on the east side of West Boulevard are within the City of Los Angeles. At 67th Street, the Project would travel east until the street meets 11th Avenue and the Harbor Subdivision ROW. From there, the Project would travel northeast within the Harbor Subdivision ROW. After the ROW crosses Slauson Avenue (east of Western Avenue), the Project would travel east to its eastern terminus, which is located just north of the Slauson Avenue/Santa Fe Avenue intersection in the City of Huntington Park.

Project Location - City: Cities of Inglewood, Los Angeles, Vernon, and Huntington Park; Unincorporated Florence-Graham community of Los Angeles County

Project Location - County: Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:
The Project would install on- and off-street bicycle and pedestrian/multi-purpose paths within the existing street and Metro-owned ROW. The Project would use existing sidewalks and extend existing Class II bicycle lanes on West Boulevard. On 67th Street, the Project would use the existing sidewalks and will designate the street as a Class III bicycle route. Street markings would be provided and bike route signs would be installed along the parkways of 67th Street. The City of Los Angeles 2010 Bicycle Plan identifies West Boulevard and 67th Street within the Project corridor as designated bikeways and bicycle friendly streets. This Plan also identifies the streets as part of a neighborhood bikeway network. At the Harbor Subdivision ROW (between 67th Street and Santa Fe Avenue), the Project would create two-way Class I bike paths and a separate pedestrian/multi-purpose pathway.

The purpose of the Project is to provide safe dedicated walking and cycling transportation options to promote healthy neighborhoods and linkages between local communities, schools, shopping, employment centers, transit hubs, and other key destinations. It would facilitate opportunities for improved access to major transit facilities, such as the Metro Crenshaw/LAX Light Rail Transit Line, the Harbor Transit Way, the Metro Blue Line, and various rapid and local bus lines. The Project would also remove a prominent social equity barrier within the South Los Angeles community with new and improved access for pedestrians, cyclists, and transit riders traveling to and from schools, jobs, health care providers, as well as religious, commercial and cultural institutions.

Beneficiaries of the Project include residents and employees who live and/or work within the vicinity of the Project Corridor. The area surrounding the Project Corridor has a high proportion of residents who are transit dependent and rely on walking and bicycling for both work commuting and daily life activities.

Name of Public Agency Approving Project: Los Angeles County Metropolitan Transportation Authority

Name of Person or Agency Carrying Out Project: Los Angeles County Metropolitan Transportation Authority

Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Class 4, Section 15304(h)
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:
The Project would create bicycle lanes and a pedestrian/multi-purpose path within the existing street and public ROW. The Project would not involve the removal of healthy, mature, scenic trees. The Project would have no impacts on traffic, air quality, noise, historical resources, or other impact categories. The Project would follow Metro standard practices and procedures in coordinating and complying with the regulatory permit requirements of the affected jurisdictions, as well as other requirements from the South Coast Air Quality Management District, California Public Utilities Commission, and the California Department of Toxic Substances Control Voluntary Cleanup Program. In addition, it is standard Metro practice to comply with local noise ordinances.

Lead Agency
Contact Person: Roberto Machuca **Area Code/Telephone/Extension:** _____

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ No

Signature: _____ **Date:** _____ **Title:** _____

☐ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code. Date Received for filing at OPR: _____
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Attachment C

Rail to River Active Transportation Corridor
Segment B

Attachment C

Rail to Rail/River Active Transportation Corridor Segments A & B Map

Segment B – Alterntives

	Malabar Corridor	Utility Corridor	Slauson Avenue	Randolph Street
Corridor Length	2.8 miles	3.3 miles	4.1 miles	4.3 miles
Proposed Bicycle Facility Type	Class I	Class I (1.8 miles) and Class II (1.5 miles)	Class I (0.6 miles) and Class II (3.5 miles)	Class I or Class II/IV
Proposed Pedestrian Facilities	No planned pedestrian facility (sidewalk exists along Malabar St)	New pedestrian walkway alongside bike path	Improved pedestrian crossings and amenities	Improved pedestrian crossings and amenities
Overall Evaluation Rating	○ Lowest	◑ Medium	◑ Medium/High	● Highest

Segment B – Evaluation Summary

	Malabar Corridor	Utility Corridor	Slauson Avenue	Randolph Street
Goal 1: Enhance Mobility/ Connectivity	Low	Medium	High	High
Goal 2: Access to Major Destinations	Low	Medium	High	High
Goal 3: Minimize Transportation Impacts	Medium	Low	Medium	High
Goal 4: Cost Effectiveness/ Ease of Implementation	Medium	Medium	High	Low
Goal 5: Address Local Communities	Low	Medium	Medium	High
Overall Ranking	Lowest	Medium	Medium/ High	Highest

Metro